

**26/EXE/20**

**Exemption from the Requirement in Civil Aviation Rule**

**CAR 125.361(d)(7)**

**PURSUANT TO** Section 322(1)(b) of the Civil Aviation Act 2023 (the Act),

I, **Kane Patena**, being the Director of Civil Aviation, being satisfied in accordance with s 322(3) that—

- (a) the extent of the exemption is no broader than is reasonably necessary to address the matters that gave rise to the proposed exemption; and
- (b) the exemption is consistent with the main purpose of this Act; and
- (c) it is appropriate to grant the exemption after considering—
  - (i) the additional purposes of this Act; and
  - (ii) consistency with relevant international standards (if any); and
  - (iii) any other matter that the Director considers appropriate in the circumstances.

**HEREBY EXEMPT—**

**any holder of a Part 119/125 air operator certificate using the aeroplane to conduct a Single Engine Instrument Flight Rules (SEIFR) passenger operation under the authority of their certificate,**

**FROM—**

the requirement in CAR 125.361(d)(7) that the aeroplane must be equipped with a powerplant installation that has been certificated by an ICAO Contracting State to FAR 33, Amendment 28,

**ONLY WITH RESPECT TO**

the Pratt & Whitney PT6A series engine models,

**PROVIDED THAT—**the air operator certificate holder must ensure that the aeroplane that is used to conduct a SEIFR passenger operation under the authority of the certificate is equipped with a powerplant installation that has been certificated by an ICAO Contracting State to FAR 33 or an airworthiness standard that provides an equivalent level of safety, as defined by CAR Part 21, Appendix C.

This exemption shall remain in effect until 31<sup>st</sup> March 2026, unless withdrawn earlier in writing by the Director.

**COMMENCEMENT DATE**

1 January 2026

**ADMINISTERING AGENCY**

The administering agency responsible for administering this Class Exemption is the Civil Aviation Authority of New Zealand.

**AVAILABILITY**

Civil Aviation Class Exemptions are available from–

CAA website: <http://www.aviation.govt.nz/>

**SIGNED** at Wellington

this **8<sup>TH</sup>** day of December 2025

by **Kane Patena**

Director of Civil Aviation

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## Explanatory Note

*This note is not part of the Class Exemption but is intended to indicate its general effect.*

This Class Exemption is secondary legislation and is published by the Civil Aviation Authority on its website and notified in the *Gazette* as required by the Legislation Act 2019.

This exemption removes a reference to *Amendment 28* of the US Federal Aviation Regulation (FAR) 33 from Civil Aviation Rule 125.361. This long-standing error has previously been dealt with by the CAA by granting a General Exemption, which will expire on 31 December 2025. This exemption meant that SEIFR operations do not need to be certified to FAR 33, Amendment 28.

The Class Exemption will cover a short period after the expiry of the General Exemption, until a proposed amendment to CAR 125.361(d)(7) that will have equivalent effect, can come into effect in accordance with all applicable notification requirements.

This is secondary legislation issued under the authority of the Legislation Act 2019	
Title	Removing design reference from CAR 125.361 [2025]
Empowering Act	Civil Aviation Act 2023
Empowering provision(s)	section 322 of the Civil Aviation Act 2023
Maker Name	Kane Patena, Director of Civil Aviation
Administering Agency	The Civil Aviation Authority of New Zealand
Date made	8 December 2025
Publication date	9 December 2025
Notification date	9 December 2025
Commencement date	1 January 2026