



## Civil Aviation Rules

### Part 115, Amendment 2

#### Adventure Aviation Certification and Operations

These rules are made under Section 52 of the Civil Aviation Act 2023 by the Acting Minister of Transport, after –

- (a) being satisfied of the matters specified in section 61(2)(a) and (b) of that Act; and
- (b) having regard to the criteria specified in section 72 in accordance with section 61(2)(c) of that Act.

Made at Wellington on

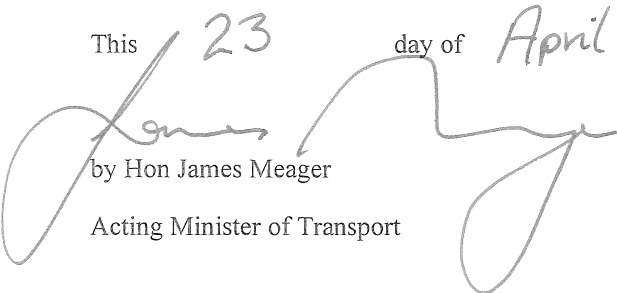
This

23

day of

April

2026

  
by Hon James Meager

Acting Minister of Transport

*Docket 25/CAR/05*

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## **Rule objective**

The objective of the amendment is to remove some qualification requirements for, and provide future flexibility in recognising the competence of, the “senior person for crew training and competency assessments” within Part 115 organisations that undertake parachute-drop, special aircraft, or glider and glider tow aircraft operations.

Currently, the CAA must continue to assess and issue individual exemptions for senior persons at parachute-drop aircraft operations, special aircraft operations, and glider and glider tow aircraft operations to ensure compliance with Rule Part 115. This comes with cost for industry through the exemption administration process. Long term reliance on exemptions across a class or type of operation is poor regulatory practice.

In addition, this amendment removes senior person responsible for safety management and senior person responsible for the organisational safety management in Appendix A, which are minor tidy-ups that were missed in the safety management system transition.

This amendment also makes minor editorial changes to rule 115.207 to align with the proposed changes to rule 91.523 and the creation of the proposed Civil Aviation Transport Instrument (Emergency Equipment) (CATI 91.523) under Part 91.

## **Extent of consultation**

A Notice of Proposed Rulemaking, NPRM25-05 containing the proposals to make changes to personnel requirements from CAR 115 and minor editorial amendments to Rule 115.207 was issued for public consultation under Docket 25/CAR/05 from 19 December 2025 to 9 February 2026.

The NPRM was published on the CAA web site and mailed to identified stakeholders including representative organisations who were considered likely to have an interest in the proposal.

A period of 51 days was allowed for comment on the proposed rule.

## Summary of submissions

Two written submissions were received on the NPRM. Both were in support of the proposal. A summary of submissions for this NPRM is available on the CAA website. These submissions and comments have been considered and as a result no change is made to draft CAR 115 Appendix A and Rule 115.207.

## Examination of submissions

Submissions may be examined by application to the Docket Clerk at the Civil Aviation Authority between 8:30 am and 4:30 pm on weekdays, except statutory holidays.

## Insertion of Amendments

The amendments to this Part are reflected by –

- (1) revoking and replacing rule 115.207:
- (2) revoking and replacing the following components of Appendix A:
  - table for senior person responsible for crew training and competency assessment in respect of:
    - parachute-drop aircraft operation:
    - glider and glider tow aircraft operation:
    - special aircraft operation:
  - table for senior person responsible for safety management and senior person responsible for the organisational safety management in respect of:
    - hot air balloon operation:
    - parachute-drop aircraft operation:
    - tandem parachute descent operation:
    - glider and glider tow and aircraft operation:
    - hang glider/paraglider and hang glider tow aircraft operation:

- special aircraft operation; and
- microlight aircraft operation.

**Effective date of rule**

Amendment 2 to Part 115 comes into force on 12 June 2026.

**Administering Agency**

The administering agency responsible for administering these rules is the Civil Aviation Authority of New Zealand.

**Availability of rules**

Civil Aviation Rules are available from–

CAA web site: <http://www.aviation.govt.nz/>

Freephone: 0800 GET RULES (0800 438 785)

***Rule 115.207 is revoked and replaced by the following rule:***

**115.207 Emergency equipment requirements**

- (a) A holder of an adventure aviation operator certificate must ensure that—
- (1) each aircraft other than a hang glider, paraglider, or tandem parachute, is equipped with—
    - (i) a first aid kit, that meets the requirements specified in a transport instrument which may be identified as CATI 91.523, and is readily accessible to the occupants of the aircraft; and
    - (ii) except for a glider, a fire extinguisher that meets the requirements specified in a transport instrument which may be identified as CATI 91.523; and
    - (iii) except for a hot air balloon, or a glider, an axe that is readily accessible to the crew members;
  - (2) for a hang glider, paraglider or tandem parachute descent operation, the pilot in command, or tandem master has reasonable access to a first aid kit that is suitable for treatment of minor injuries.
- (b) For the purposes of this rule, CATI 91.523 is a transport instrument made under rule 91.17.

***Appendix A is amended by revoking the Parachute-Drop Aircraft Operation table for senior person responsible for crew training and competency assessment and replacing with the following:***

<b>Parachute-Drop Aircraft Operation</b>		
Senior person responsible for crew training and competency assessment	Document required	Commercial pilot licence
	Currency	Meets currency requirement to act as PIC in at least one type of the certificate holder's aircraft, with 500 hours experience in that category of aircraft.
	Managerial experience required	2 years experience as a qualified instructor; or  2 years experience in a pilot check and training role that is acceptable to the Director; or  2 years of relevant experience that is acceptable to the Director

***Appendix A is amended by revoking the Glider and Glider Tow Aircraft Operation table for senior person responsible for crew training and competency assessment and replacing with the following:***

<b>Glider and Glider Tow Aircraft Operation</b>		
Senior person responsible for crew training and competency assessment	Document required	Commercial pilot licence (glider) or an “A” or “B” glider instructor rating issued by a gliding organisation that has been certificated under Part 149.
	Currency	Meets currency requirement to act as PIC in at least one type of the certificate holder’s aircraft, with 150 hours experience in that category of aircraft.
	Managerial experience required	2 years experience as an “A” or “B” category glider instructor for a gliding organisation certificated under Part 149; or  2 years of relevant experience that is acceptable to the Director

***Appendix A is amended by revoking the Special Aircraft Operation table for senior person responsible for crew training and competency assessment and replacing with the following:***

<b>Special Aircraft Operation</b>		
Senior person responsible for crew training and competency assessment	Document required	Commercial pilot licence
	Currency	Meets currency requirement to act as PIC in at least one type of the certificate holder's aircraft, with 500 hours experience in that category of aircraft.
	Managerial experience required	2 years experience as a qualified instructor; or  2 years experience in a pilot check and training role that is acceptable to the Director; or  2 years relevant experience that is acceptable to the Director.

*Appendix A is amended by revoking the Hot Air Balloon Operation table for Senior person responsible for safety management and Senior person responsible for the organisational safety management and replacing with the following:*

<b>Hot Air Balloon Operation</b>		
Senior person responsible for the system for safety management	Competency	Demonstrate competency relevant to systems of safety management.  A working knowledge of the applicable Civil Aviation Rules and safety management requirements.
	Experience	Experience and background relevant to the management of safety systems and the activities of the organisation

*Appendix A is amended by revoking the Parachute-Drop Aircraft Operation table for Senior person responsible for safety management and Senior person responsible for the organisational safety management and replacing with the following:*

<b>Parachute-Drop Aircraft Operation</b>		
Senior person responsible for the system for safety management	Competency	Demonstrate competency relevant to systems of safety management.  A working knowledge of the applicable Civil Aviation Rules and safety management requirements.
	Experience	Experience and background relevant to the management of safety systems and the activities of the organisation.

***Appendix A is amended by revoking the Tandem Parachute Descent Operation table for Senior person responsible for safety management and Senior person responsible for the organisational safety management and replacing with the following:***

<b>Tandem Parachute Descent Operation</b>		
Senior person responsible for the system for safety management	Competency	Demonstrate competency relevant to systems of safety management.  A working knowledge of the applicable Civil Aviation Rules and safety management requirements.
	Experience	Experience and background relevant to the management of safety systems and the activities of the organisation

*Appendix A is amended by revoking the Glider and Glider Tow and Aircraft Operation table for Senior person responsible for safety management and Senior person responsible for the organisational safety management and replacing with the following:*

<b>Glider and Glider Tow Aircraft Operation</b>		
Senior person responsible for the system for safety management	Competency	Demonstrate competency relevant to systems of safety management.  A working knowledge of the applicable Civil Aviation Rules and safety management requirements.
	Experience	Experience and background relevant to the management of safety systems and the activities of the organisation.

*Appendix A is amended by revoking the Hang Glider/Paraglider and Hang Glider Tow Aircraft Operation table for Senior person responsible for safety management and Senior person responsible for the organisational safety management and replacing with the following:*

<b>Hang Glider/Paraglider and Hang Glider Tow Aircraft Operation</b>		
Senior person responsible for the system for safety management	Competency	Demonstrate competency relevant to systems of safety management.  A working knowledge of the applicable Civil Aviation Rules and safety management requirements.
	Experience	Experience and background relevant to the management of safety systems and the activities of the organisation.

*Appendix A is amended by revoking the Special Aircraft Operation table for Senior person responsible for safety management and Senior person responsible for the organisational safety management and replacing with the following:*

<b>Special Aircraft Operation</b>		
Senior person responsible for the system for safety management	Competency	Demonstrate competency relevant to systems of safety management.  A working knowledge of the applicable Civil Aviation Rules and safety management requirements.
	Experience	Experience and background relevant to the management of safety systems and the activities of the organisation.

*Appendix A is amended by revoking the **Microlight Aircraft Operation** table for **Senior person responsible for safety management** and **Senior person responsible for the organisational safety management** and replacing with the following:*

<b>Microlight Aircraft Operation</b>		
Senior person responsible for the system for safety management	Competency	Demonstrate competency relevant to systems of safety management.  A working knowledge of the applicable Civil Aviation Rules and safety management requirements.
	Experience	Experience and background relevant to the management of safety systems and the activities of the organisation.