CIVIL AVIATION AUTHORITY
OF NEW ZEALAND
Te Mana Rererangi Tūmatanui o Aotearoa

Civil Aviation Rules

Part 125, Amendment 1

Air Operation Medium Aeroplanes

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 11 day of DECEMBER 2025

by Hon James Meager

Acting Minister of Transport

Docket 25/CAR/03

Contents

Rule objective

The objective of amendment 1 to Part 125 is to rectify an error that incorrectly repeats the airworthiness standard amendment applied to aircraft. CAR 125.361(d)(7) requires the holder of an Air Operator Certificate (AOC) to ensure that any aircraft used for passenger operations under Single Engine Instrument Flight rules (SEIF) must have an engine certificated to Federal Aviation Regulation (FAR) 33, **Amendment 28**, or an equivalent airworthiness standard.

The inclusion of **Amendment 28** in this rule is an error. As a result, certificated operators in New Zealand are not compliant with the current rule. The General Exemption used to address this will no longer be required.

Extent of consultation

A Notice of Proposed Rulemaking, NPRM25-03 containing the proposal **to remove design reference from CAR 125** was issued for public consultation under Docket 25/CAR/03 on 17 November 2025 to 1 December 2025.

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 15 days was allowed for comment on the proposed rule.

Summary of submissions

Two written submissions that supported the proposal were received on the NPRM. 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 rule CAR 125.361(d)(7).

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 the rules in this Part are reflected by deleting the words "**Amendment 28"** from 125.361 (d)(7).

Effective date of rule

Amendment 1 to Part 125 comes into force on 27 February 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)

Part 125 Air Operations Medium Aeroplanes

Rule 125.361 Instrument flight rules is revoked and replaced by the following rule:

(a) Except as provided in paragraph (b), a holder of an air operator certificate must ensure that an aeroplane operated under IFR is equipped with—

(1) the following that must be in addition to, and independent of, the instruments and equipment required under Subpart F of Part 91:

(i) a means of indicating airspeed, calibrated in knots, with a means of preventing malfunctioning due to either condensation or icing:

(ii) a means of indicating sensitive pressure altitude calibrated in feet; and

(2) spare bulbs for flight compartment instrument illumination; and

(3) spare fuses.

(b) An additional means of indicating aeroplane attitude, powered by a power source that is separate from the power source for the attitude indication required under Subpart F of Part 91, may be installed instead of the additional means of indicating air speed required by paragraph (a)(1)(i).

(c) A holder of an air operator certificate must ensure that an aeroplane used to conduct a SEIFR passenger operation is equipped with an emergency electrical supply system with sufficient capacity for the following in the event that all engine-powered electrical generating systems fail:

(1) the extension of landing gear, if appropriate:

(2) the extension of flaps:

(3) the operation of those aeroplane systems essential for continued safe IFR flight and landing, including those required by paragraphs (d)(3), (d)(4), and (d)(5):

(4) either of the following whichever requires the higher electrical load—

(i) the descent of the aeroplane from maximum operating altitude to sea level, assuming the aeroplane is configured in the optimum gliding configuration and operated at the optimum still air range gliding speed for the descent, plus one attempt at engine restart; or

(ii) the continuation of flight for a minimum of one hour.

(d) A holder of an air operator certificate must ensure that an aeroplane used to conduct a SEIFR passenger operation is equipped with—

(1) an additional independent engine-powered electrical generating system capable of supplying adequate electrical power for all the required electrically operated instruments and systems; and

(2) an additional attitude indicator, powered by an independent source; and

(3) an area navigation system capable of being programmed with the positions of aerodromes and emergency landing sites en-route that is—

(i) certified for IFR by the navigation system manufacturer; and

(ii) permanently installed in the aeroplane; and

(iii) powered by the aeroplane's emergency electrical supply system; and

(4) a radar altimeter or radio altimeter that is powered by the aeroplane's emergency electrical supply system; and

(5) a landing light that is powered by the aeroplane's emergency electrical supply system; and

(6) for a pressurised aeroplane, sufficient additional oxygen for every occupant for the period that is required for the aeroplane to descend safely from its cruising level to a cabin altitude of 14,000 feet following engine failure assuming—

(i) the maximum cabin leak rate; and

(ii) the best range gliding speed for the aeroplane; and

(iii) the best gliding configuration for the aeroplane; and

(7) a powerplant installation that has been certificated by an ICAO Contracting State to FAR 33, or equivalent airworthiness standards, and is equipped with—

(i) an ignition system that activates automatically, or is capable of being operated manually, for take-off and landing, and during flight in visible moisture and is designed to be capable of operation for the full duration of any flight; and

(ii) a magnetic particle detector system that monitors the engine and reduction gearbox lubrication systems, and includes a flight deck caution indicator; and

(iii) an engine control system that permits continued operation of the engine through a power range sufficient to allow diversion to a suitable aerodrome and landing in the event the fuel control unit fails or malfunctions; and

(iv) an engine fire warning system; and

(8) a means of displaying charts that enables them to be readable in all ambient light conditions.

(e) If the magnetic particle detector system required by paragraph (d)(7)(ii) incorporates a method to remove detected particles without the removal of the particle detector from the engine or without examining the

particles, the holder of the air operator certificate must ensure that each particle detection occurrence indicated by the particle detection system is recorded in the technical log as soon as practicable after the indication.