






































Comparison of PPL privileges for DL9 and Class 2 medicals

Changes take effect on 5 April 2021

Activity with rule reference	PPL with Class 2 medical	PPL with DL9 medical	Changes from RPL privileges for DL9 holders
Operate aircraft for remuneration 61.155(b)(1)			No change from RPL
Operate aircraft for hire or reward 61.155(b)(2)			No change from RPL
Fly aircraft at night 61.155(b)(3)(i)	 Provided the pilot has night flight experience acceptable to the Director, and an appropriately qualified flight instructor has certified in the holder's logbook that the holder has satisfactorily completed the flight training required to fly at night.		Only within 25 nm of a lit aerodrome. New privilege: RPL holders were prohibited from night flying
Fly aircraft on a cross country flight 61.155(b)(3)(ii)	 Provided an appropriately qualified flight instructor has certified in the holder's logbook that the holder has satisfactorily completed the flight training required to perform cross country flight.		Provided an appropriately qualified flight instructor has certified in the holder's logbook that the holder has satisfactorily completed the flight training required to perform cross country flight. Revised privilege: RPL holders needed at least 50 hrs flight time experience as pilot in appropriate category of aircraft comprising of solo flight time, instrument time, and cross-country time acceptable to the Director.
Perform helicopter sling load operations 61.155(b)(3)(iii)	 Provided an appropriately qualified flight instructor has certified in the holder's logbook that the holder has satisfactorily completed the flight training required to perform these operations.		Provided an appropriately qualified flight instructor has certified in the holder's logbook that the holder has satisfactorily completed the flight training required to perform these operations. New privilege: RPL holders were prohibited from conducting sling load operations.
Note with regards to 61.155(b)(3) rules the privileges noted above are not permitted "unless an appropriately qualified flight instructor has certified in the holder's logbook that the holder has satisfactorily completed the flight training required to perform that activity"			
Fly any aircraft 61.155(bb)(1)			Up to a maximum take-off weight (MCTOW) not exceeding 2,730kg . Increased from RPL privilege: Could previously only fly a single engine aircraft, aeroplane with MCTOW of 2000kg or helicopter with 1500kg MCTOW.
Fly pressurised aircraft 61.155(bb)(2)			Up to 25,000 ft AMSL. New privilege: RPL holders were prohibited from flying pressurised aircraft.
Operate aircraft outside NZ 61.155(bb)(3)(i)			If permitted by foreign country to operate in that country. New privilege: Was prohibited on RPL.
Operate an aircraft under IFR 61.155(bb)(3)(ii)			No Change: IFR wasn't permitted on an RPL.
Operate into and out of a controlled			Provided the holder always maintains radio contact with appropriate ATS unit. However, the holder is always not required to maintain radio contact if the

aerodrome 61.155(bb)(3)(iii)			person has successfully passed a colour deficiency screen test acceptable to the Director, and the flight has been approved by the ATS unit. Revised privilege: RPL holders could operate into or out of controlled aerodromes if the holder had provided the Director with evidence of a successful colour vision screening test that is acceptable to the Director. Note – This removes the successful colour vision screening requirement as the default requirement (replaced by maintain radio contact at all times) given that CAA has no control over the DL9 processes and medical assessments (which include CVD screening). It also reduces potential costs in getting CVD screening done.
Perform agricultural aircraft operation 61.155(bb)(3)(iv)			No change from RPL.
Perform a banner tow operation 61.155(bb)(3)(v)			But not below 500 feet AGL. New privilege: RPL holders were prohibited from performing banner tow operations.
Perform a drogue tow operation 61.155(bb)(3)(vi)			But not below 500 feet AGL. New privilege: RPL holders were prohibited from performing drogue tow operations.
Perform parachute drop operations 61.155(bb)(3)(vii)			But not exceeding 10,000 feet AMSL. New privilege: RPL holders were prohibited from performing parachute drop operations.
Exercise the privileges aerobatic ratings 61.155(bb)(3)(viii)		 Manoeuvres below 3,000 exist in 91.701	Solo aerobatic manoeuvres can be performed above 3,000 feet by DL9 holders. No Change from RPL.
Maximum number of passengers 61.155(bb)(3)(ix) (also refer 61.155(bd))	No maximum number of passengers is specified in the rules.		PPL holders on a DL9 medical can carry five passengers , unless they are performing an aerobatic manoeuvre above 3,000 feet, in which case no passengers are allowed. Increased privilege: RPL holders could only carry one passenger.
Fly aircraft at night 61.155(bb)(3)(x)	 Provided the pilot has night flight experience acceptable to the Director, and an appropriately qualified flight instructor has certified in the holder's logbook that the holder has satisfactorily completed the flight training required to fly at night.		Only within 25 nm of a lit aerodrome. New privilege: RPL holders were prohibited from night flying.
Glider Towing 61.155(c)			Not for remuneration, in any circumstance. Permitted, as pilot-in-command or as a co-pilot of an aircraft that is operated for hire or reward to tow a glider in flight, only if the operation is under the direct control of a gliding organisation, or under the authority of an adventure aviation operator.
Fly glider			No change from RPL. A Class 2 medical is still required to fly a glider on a PPL.