

AIRCRAFT OPERATOR REQUIREMENTS

AUGUST 2022

Certificate of airworthiness	Standard and Restricted Category Airworthiness Certificate			Special Category Airworthiness Certificate ¹					Flight Permit (2-seat only)	No		No
	Aeroplane/ Helicopter	Glider	Balloon	Experimental	Exhibition	Amateur-built	Limited	LSA	Microflight ²	Parachute	Hang Glider/ Paraglider	UAS
Description	Must have a type certificate, and be type accepted in New Zealand if imported			Aircraft undergoing test flying, flight evaluation, research, etc	Aircraft used mostly for airshows, aerobatic competitions, or the film industry	Aircraft built by their owners for sport and recreation purposes	Ex-military and vintage aircraft factory-built, – not type-certificated	Factory manufactured Light Sport Aircraft				Unmanned aircraft system (also known as remotely piloted aircraft systems – RPAS; drones; unmanned aerial vehicle – UAV)
Pilot requirement – minimum	Part 61 PPL	Part 61 PPL G/ Part 61 CPL G, or pilot certificate ³	No CPL required for flights for hire and reward	Part 19 test pilot approval	Part 61 PPL LSA may also be flown by the holder of a microflight pilot certificate under Part 103 ³ Amateur-built gliders may be flown under Part 104 ³				Part 61 PPL/CPL or pilot certificate ³	Pilot certificate ³		Part 101 rule 101.205 requirements within 4 km of aerodrome Part 101 – 15-25kg rule 101.215(b)(2) requirements Part 102 in accordance with operator exposition ⁴
Medical requirements	Part 67 Class 1 or 2, or Waka Kotahi NZTA DL9	Part 67 Class 1 or 2 or Part 149 organisation requirement ⁵	No Part 67 Class 1 for CPL	Part 67 Class 1 or 2, or Waka Kotahi NZTA DL9				Part 67 Class 1 or 2, Waka Kotahi NZTA DL9, or Part 149 organisation requirement ⁵	Part 67 Class 1 or 2, Waka Kotahi NZTA DL9, or Part 149 organisation requirement ⁵	Part 149 organisation requirement ⁵ Tandem master for hire or reward Part 67 Class 2	Part 149 organisation requirement ⁵ Tandem master for hire and reward Part 67 Class 2	Part 101 No Part 102 in accordance with operator exposition
Operating rules	Part 91 Part 119 (121/125/135) Part 115	Part 91 Part 104 Part 115	Part 91 Part 115	Part 91 Refer rule 91.105 for specific limitations on each category Exhibition and Limited category aircraft require an Operator Statement in accordance with rule 47.55(c) & (d) Only LSA and Limited can be operated under Part 115 (see Part 115 ACs)					Part 91 Part 103 Part 115	Part 91 Part 105 Part 115	Part 91 Part 106 Part 115	Part 101 Part 102
Types of operations	Day/night VFR/IFR ⁶	Day only VFR/IMC	Day/night VFR only	Day/VFR only or as specified in the flight test plan	Day/night VFR		Day/night VFR/IFR ⁶	Day/night VFR	Day only VFR only refer rule 103.155	Day/night VFR only refer rule 105.25	Day only VFR only refer rule 106.57	Part 101 day operations only Part 102 day and night operations Other ops, refer AC102-1
Can be used for flight training	Yes			No except rating	No except rating	Available to builder/owner	No except rating	Yes	Yes	Yes		Yes (UAS only)
Maintenance	Rule 91.605 requirements	Part 104 programme	Manufacturer's schedule	Requires an approved programme in accordance with rule 91.607 and additional maintenance requirements of Part 43 Subpart F Additional maintenance programme requirements for Exhibition or Limited category aircraft are contained in rule 91.607(d)					Part 103 Subpart G	Part 105 Subpart C	Part 106 Warrant of fitness	Part 101 – manufacturer's recommendation Part 102 in accordance with operator exposition
Maintenance to be performed by	LAME or appropriately authorised person ⁷	LAME or Part 149 glider engineer	LAME or appropriately authorised person ⁷	LAME or appropriately authorised person ⁷		LAME or Part 66 maintenance approval holder	LAME or appropriately authorised person ⁷		Annual condition inspection by LAME or Part 149 authorised person	Part 149 authorised parachute technician	Warrant of fitness by Part 149 authorised person	Part 102 in accordance with operator exposition
Modifications and repairs	CAA approval/ acceptance required Part 21 Subpart C	CAA approval/ acceptance required Part 21 Subpart C ⁸	CAA approval/ acceptance required Part 21 Subpart C	CAA acceptance required – see conditions on airworthiness certificate			CAA acceptance required – see conditions on airworthiness certificate	Manufacturer's approval	CAA or Part 149 authorised person refer rule 103.209	Parachute technician refer rule 105.107	Owner	Part 101 – 15-25 kg rule 101.202 requirements Part 102 in accordance with operator exposition
Airworthiness directives	Yes	Yes refer rule 104.103(2)	Yes	Yes Includes ADs for engines, propellers, and components regardless of aircraft type				Manufacturer Safety Directives for airframe	Yes refer rule 103.217	Yes refer rule 105.103	No	No
Logbooks required	Yes refer rule 91.617			Yes refer rule 91.617					Yes refer rule 91.617	Permanent records refer 105.111	No	Part 101 – No Part 102 – Flight records kept in accordance with operator exposition
Registration required	Yes			Yes					Yes	No	No	Part 101 – No Part 102 may be required, refer rule 102.13(b)(3) and AC102-1

1 Also Primary: FAR 21.24 Category originated by FAA – to allow for future imports.

2 Microflight includes single and two-seat powered parachute, gyrocopters, gliders, helicopters and aeroplanes.

3 Pilot certificate issued by the appropriate Part 149 organisation.

4 Requires pilot qualification issued by approved Part 141 training organisation and Part 102 unmanned aircraft operator certificate.

5 The medical requirements differ for each Part 149 organisation. Under Part 115, medical requirements depend on the activity.

6 Dependent on the certification and configuration of the aircraft – refer to the aircraft flight manual, type certificate data sheet, operational approval and operating rule requirements.

7 Apart from Part 149, authorised persons must meet the requirements of rule 43.51 *Persons to perform maintenance*.

8 See appropriate column if glider is an amateur-built or microflight.

Every effort is made to ensure that the information in this poster is accurate and up to date at the time of publishing, but many changes can occur over time, especially with legislation. Operators are reminded to get appropriate up-to-date information from the CAA website, aviation.govt.nz