

Rules Update Programme

Summary of projects

The descriptions provide a high-level indication of the intent and expected scope of each project. Each project will begin with discovery and policy investigation phases, which include a thorough problem definition and exploration of all possible solutions. During this process, scope may be adjusted to respond to information not known at the outset.

The descriptions refer to Civil Aviation Rules by their rule part number. A full list of the rule parts is included at the end of this document or can be found on the CAA website: aviation.govt.nz/rules/rule-part/. Multiple projects refer to ICAO which is the International Civil Aviation Organization responsible for setting international standards and recommended procedures under the Chicago Convention.

Information is current at time of release. Start dates are anticipated and may change as the programme develops and detailed scope of projects are confirmed. Quarters referenced are calendar quarters (as opposed to financial-year quarters). Visit aviation.govt.nz/rules for the latest information and more about the project phases.

Theme	Title	Status and description
2025 Quick Win	Part 115 – aviation adventure operations	<p>Project nearly complete; Rules with Minister for final signoff.</p> <ul style="list-style-type: none"> The rule changes requirements for senior persons for parachute-drop aircraft operations, special aircraft operations, and glider and glider tow aircraft operations. This will ensure that the requirements for people in Senior Person roles are appropriate and reflect the specialised nature of 115 operations. The need for exemptions has been removed.
2025 Quick Win	Part 91 – modern navigation and comms equipment	<p>Project nearly complete; Rules with Minister for final signoff.</p> <ul style="list-style-type: none"> The rule change removes and replaces references to outdated standards and requirements (for example, for emergency equipment); and begins the modernisation of the structure of Part 91 by providing for making transport instruments that set out technical standards and requirements.
2025 Quick Win	Part 139 – runway end safety areas (RESA) and engineered	<p>Currently consulting on proposed rule change. Consultation closes 11 May.</p>

	materials arresting systems (EMAS)	<ul style="list-style-type: none"> • The proposals aim to resolve issues with RESA length requirements and allow for the use of arresting systems at New Zealand airports, consistent with ICAO standards and recommended practices. • A Runway End Safety Area is an area at the end of a runway that reduces aircraft damage and improves safety if an aircraft underruns or overruns the runway. A RESA can incorporate an arresting system. An arresting system is a safety mechanism designed to decelerate an aeroplane overrunning the runway.
ICAO Safety Audit	ICAO Safety Audit Group 1 – flight training, medical certification, air operations	<p>In progress: discovery phase.</p> <p>This project aims to address audit findings to enhance safety in air operations through rules for locating an aircraft in distress, safety requirements for single-engine aircraft, and standards for safety equipment (for example, emergency beacons).</p>
ICAO Security Audit	Annex 17 ¹ alignment (cargo and training)	<p>In progress: discovery phase.</p> <p>This project aims to align with multiple ICAO standards and recommended procedures for aviation security relating to air cargo – including catering and in-flight supplies – and related staff training, to further minimise the risk of dangerous items boarding aircraft.</p>

¹ Annex to the Chicago Convention.

Economic Benefit	Parts 21 and 145 – recognition of foreign regulatory frameworks for certification and maintenance	<p>In progress: discovery phase.</p> <ul style="list-style-type: none"> • This project aims to enable recognition of foreign Maintenance, Repair and Overhaul (MRO) organisations from countries with safety and oversight standards in line with New Zealand’s; and to allow aircraft, engine or propeller modifications from the European Union, as NZ already does for those approved by USA, Australia, and Canada. • This will significantly reduce administrative burden, compliance costs and processing delays on the aviation sector.
Economic Benefit	Investigation into better enabling agricultural drone use	<p>In progress: discovery phase.</p> <p>This project will investigate the most effective ways to enable agricultural drone use that avoid unnecessary compliance costs and will recommend a regulatory approach, which may not require a rule change. The proposal will be considered for progression in the first 6-month programme review.</p>
ICAO Safety Audit	ICAO Safety Audit Group 2 – aircraft maintenance, airworthiness, and air navigation	<p>Start scheduled Q3 2026.</p> <p>This project will address audit findings about:</p> <ul style="list-style-type: none"> • Aircraft certification and airworthiness (Parts 21, 43, 145, 146, 26), for example definitions for modifications, reporting of technical problems, and requirements for maintenance organisations, manuals, and programmes. • Air navigation services and aeronautical information (Parts 12, 71, 171, 172, 173, 175), including search and rescue services requirements, Quality Management Systems, and contingency plans for disruption to air traffic services and/or radio communications. • Aerodromes (Part 139) to introduce criteria for aircraft weight and pavement strength. • Dangerous goods training programmes and procedures (these items may be transferred to the Part 92 – Dangerous Goods review).
ICAO Security Audit	Cybersecurity - ICAO alignment	<p>Start scheduled Q3 2026.</p>

This project aims to improve cybersecurity practices and reduce our systems’ vulnerability to cyberattack and/or poor digital security practices.

This will consider:

- establishing minimum requirements and related standards
- setting up oversight mechanisms, including to maintain awareness of emerging threats.

This project will require significant policy investigation and coordination across agencies and may affect multiple rule parts relevant to aviation safety and security. The project links to separate Department of Prime Minister and Cabinet work on enhancing the cybersecurity of critical infrastructure.

Modernisation	Complete review of Part 61: Pilot Licences and Ratings	<p>Start scheduled Q3 2026.</p> <p>This project will review Part 61 to improve training, licensing, and progression – particularly for commercial, private, and specialist operations – to align with ICAO and other countries. The review aims to increase flexibility, modernise requirements and address multiple issues and opportunities, for example:</p> <ul style="list-style-type: none"> • modernising training syllabi • creating clearer and more flexible pathways for pilot qualifications • reviewing rules about instructors and examiners • clarifying rules for remote and uncrewed aircraft operators (including drones) • considering licensing and training needs for emerging technologies—such as powered lift and electric vertical take-off and landing (eVTOL) aircraft.
Modernisation	Parts 171/172 – review air navigation services and navigational aids	<p>Start scheduled Q3 2026.</p> <p>This is a significant project to modernise how we regulate Air Traffic Services, including reviewing the minimum age for air traffic controllers which currently presents challenges for workforce management and development. It also aims to improve flexibility so New Zealand can allow for changing technologies, by replacing some prescriptive requirements with performance-based rules and aligning with ICAO standards and recommended practices.</p>
ICAO Security Audit	Parts 108/140 - aircraft security search	<p>Start scheduled August 2026.</p>

This project will improve alignment with international best practice for aircraft security checks and searches. It will also enhance security for international flights by reviewing requirements for security management plans and procedures.

ICAO Alignment	Parts 101/102 – alignment with ICAO drone standards	<p>Start scheduled Q3 2026.</p> <p>This project will review the latest ICAO standards recommendations about drones – such as airworthiness standards, and communication between pilots and remotely piloted aircraft – and incorporate them into our rules where appropriate. This will enable further safe integration of drones into New Zealand’s aviation system.</p>
Modernisation	Part 66 – review of Licensed Aircraft Maintenance Engineers (LAME)	<p>Start scheduled Q3 2026.</p> <p>This project aims to clarify criteria and expectations for these licenses by prescribing examination details in rules or transport instruments, which are enforceable, rather than in guidance material.</p>
ICAO Alignment	Part 92 - dangerous goods review	<p>Start scheduled Q1 2027.</p> <p>This project will comprehensively review how we regulate Dangerous Goods in aviation to align with ICAO, fill regulatory gaps, resolve confusion, and reduce the need for exemptions.</p> <p>Some of the areas already identified are:</p> <ul style="list-style-type: none"> • dangerous goods training • allowing agencies other than the Police (such as Fire and Emergency New Zealand) to carry dangerous goods in emergency situations • clarifying confusing requirements, including about exceptions • increasing oversight of the complete supply chain for dangerous goods, not just aviation operators.
Economic Benefit	Part 91 – portable electronic devices and lithium batteries	<p>Start scheduled Q1 2027.</p>

This project aims to modernise rules about carrying portable electronic devices (PEDs), such as mobile phones, airtags and airpods. Many of these items are currently permitted to travel through the use of exemptions to the rules, but international developments show that they can travel safely in many cases.

This change is intended to allow PEDs based on an airline’s specific circumstances (for example, how they operate or the type of aircraft) which will reduce the need for exemptions and associated administrative burden for CAA and the sector.

Modernisation	Part 91 – general rule structure and content update	<p>Start scheduled Q1 2027.</p> <p>This project will make the rule more flexible and easier to update by moving technical detail into a series of transport instruments which can be updated by the Director of Civil Aviation, rather than the Minister of Transport.</p>
ICAO Alignment	ICAO alignment – specific weather issues (windshear)	<p>Start scheduled Q2 2027.</p> <p>Windshear is a sudden change in wind speed and/or direction which is a serious safety hazard to aviation. This project will consider New Zealand’s approach to windshear warnings, aiming to align with ICAO standards which emphasise proactive and automated warnings.</p>
Economic Benefit	Parts 139/140 – security tiers and standards	<p>Start scheduled April 2027.</p> <p>This project aims to reduce costs on the sector by considering new security tiers for different types of airport, which may allow different methods for managing security while still effectively mitigating risk.</p>
ICAO Alignment	Part 139 – ICAO alignment – runway strip width	<p>Start scheduled Q2 2027.</p> <p>Different rules currently prescribe different runway strip widths which results in inconsistencies and burden for aerodromes and in some cases, unnecessary construction costs. This project will review the requirements to improve alignment with ICAO, enable airport development, and maintain safety standards.</p>
Economic Benefit	Part 21 – aircraft products and parts review and update	<p>Start scheduled Q2 2027.</p>

This project is a significant review of how we regulate aircraft and product certification. It aims to make use of new regulatory tools and performance-based regulation to make the rules more flexible, adaptable and responsive to technological and other changes within the aviation sector.

This project will address multiple specific issues with this rule part, including, among other things:

- Light-Sport Aircraft² certification
- new types of vertical take-off and landing (VTOL) aircraft
- uncrewed aircraft systems (UAS) equipage
- ICAO environmental certification standards (noise, emissions, CO₂).

Modernisation Part 101 – review of requirements for small rockets

Start scheduled Q2 2027.

The project will review how we regulate rockets to ensure the rules are modern, aligned with current rocket capabilities and related legislation, and able to support safe launch activities. This work aims to reduce unnecessary regulatory burden, address gaps in rocket classifications and oversight, and ensure New Zealand has an up-to-date, future-proof framework for managing rocket launches.

Economic Benefit Part 102 – oversight of uncrewed aircraft systems (UAS) aerodromes

Start scheduled Q3 2027.

Use of uncrewed aircraft is increasing but rules for operating them at aerodromes may be excessive for small scale operations. This project will review Part 102 to ensure suitable oversight. This project links to Ministry of Transport work on airspace integration.

²A Light Sport Aircraft (LSA) is a small, non-turbine, 2-seat aircraft (max) with a maximum take-off weight of 600kg (650kg for an operation on water), an unpressurised cabin (if applicable) and a maximum stall speed of 45 knots.

Civil Aviation Rules

[Part 1 Definitions and Abbreviations](#)

[Part 12 Accidents, Incidents, and Statistics](#)

[Part 19 Miscellaneous Rules](#)

[Part 21 Certification of Products and Parts](#)

[Part 26 Additional Airworthiness Requirements](#)

[Part 39 Airworthiness Directives](#)

[Part 43 General Maintenance Rules](#)

[Part 47 Aircraft Registration and Marking](#)

[Part 61 Pilot Licences and Ratings](#)

[Part 63 Flight Engineer Licences and Ratings](#)

[Part 65 Air Traffic Services Personnel Licences and Ratings](#)

[Part 66 Aircraft Maintenance Personnel Licensing](#)

[Part 67 Medical Standards and Certification](#)

[Part 71 Designation and Classification of Airspace](#)

[Part 77 Objects and Activities Affecting Navigable Airspace](#)

[Part 91 General Operating and Flight Rules](#)

[Part 92 Carriage of Dangerous Goods](#)

[Part 93 Special Aerodrome Traffic Rules and Noise Abatement Procedures](#)

[Part 95 Instrument Flight Procedures - Registration](#)

[Part 99 Drug and Alcohol Management Plans](#)

[Part 100 Safety Management](#)

[Part 101 Gyrogliders and Parasails, Unmanned Aircraft \(including Balloons\), Kites, and Rockets Operating Rules](#)

[Part 102 Unmanned Aircraft Operator Certification](#)

[Part 103 Microlight Aircraft Operating Rules](#)

[Part 104 Gliders Operating Rules](#)

[Part 105 Parachuting Operating Rules](#)

[Part 106 Hang Gliders Operating Rules](#)

[Part 107 Research and Development Organisation Certification](#)

[Part 108 Air Operator Security Programme](#)

[Part 109 Regulated Air Cargo Agent - Certification](#)

[Part 115 Adventure Aviation Certification and Operations](#)

[Part 119 Air Operator Certification](#)

[Part 121 Air Operations Large Aeroplanes](#)

[Part 125 Air Operations Medium Aeroplanes](#)

[Part 129 Foreign Air Transport Operator Certification](#)

[Part 133 Helicopter External Load Operations](#)

[Part 135 Air Operations Helicopters and Small Aeroplanes](#)

[Part 137 Agricultural Aircraft Operations](#)

[Part 139 Aerodromes Certification, Operation and Use](#)

[Part 140 Providers of Aviation Security Services](#)

[Part 141 Aviation Training Organisations Certification](#)

[Part 145 Aircraft Maintenance Organisations Certification](#)

[Part 146 Aircraft Design Organisations Certification](#)

[Part 147 Maintenance Training Organisations Certification](#)

[Part 148 Aircraft Manufacturing Organisations Certification](#)

[Part 149 Aviation Recreation Organisations Certification](#)

[Part 157 Notice of Construction, Alteration, Activation, and Deactivation of Aerodromes](#)

[Part 171 Aeronautical Telecommunication Services - Operation and Certification](#)

[Part 172 Air Traffic Service Organisations Certification](#)

[Part 173 Instrument Flight Procedure Service Organisation - Certification and Operation](#)

[Part 174 Aviation Meteorological Service Organisations Certification](#)

[Part 175 Aeronautical Information Service Organisations Certification](#)