



**11/EXE/7**

**REVISION NO.1**

**Exemption from a Requirement in Civil Aviation Rule  
CAR 19.207 (3)**

**PURSUANT TO** Section 37(2)(d) of the Civil Aviation Act 1990,

**I**, Shelley Turner, Acting Director of Civil Aviation, being satisfied that—

- (a) events have occurred, namely
  - (i) the increase in the number of satellites in the GPS system, and
  - (ii) the increase in experience with the use of GPS as a navigation system, and
  - (iii) the commissioning of a statistical safety case

that makes the requirement in CAR 19.207(3) that aircraft navigation using GPS as a primary navigation system are limited to routes that have sole means navigation systems other than the GPS receivers or receiver appropriate for the route being flown unnecessary and inappropriate; and

- (b) the risk to safety will not be significantly increased by the granting of this exemption,

**HEREBY EXEMPT—**

each person operating an aircraft under IFR using GPS equipment  
as a primary means navigation system

**FROM—**

the requirement in Civil Aviation Rule CAR 19.207 (3) that the sole means navigation systems referred to in subparagraphs (i) and (ii) must be appropriate for the route being flown;

**ONLY WITH RESPECT TO—**

operations conducted in aircraft equipped with GNSS receivers approved on the form 2129 for primary means en-route, terminal, and non-precision approach operations,

**PROVIDED THAT—**

1. The aircraft is approved for GNSS operations in accordance with CAR 19.207 (1); and
2. The crew confirms the validity of the navigation data in compliance with 19.207(5); and
3. The GNSS is operated in accordance with the manufacturer's operating instructions; and
4. The flight crew meets the appropriate RNAV (GNSS) qualification and currency requirements; and

5. Flights employing GNSS primary means navigation are planned and fuelled in such a way that if at any time during the flight the GNSS system fails, the aircraft can transition to an alternative navigation system and if necessary, alternate aerodrome; and
6. In the case of air transport operations,
  - En-route and terminal operations requiring GNSS may be conducted by aircraft equipped with at least one operable GNSS receiver, and
  - Approach operations requiring GNSS may only be conducted by aircraft equipped with at least two operable GNSS receivers; and
  - The diversion procedures must be promulgated in the operator's route guide or similar, and accepted by the CAA before the GNSS instrument flight procedure is used.

This exemption revokes and replaces 11/EXE/7 dated 1 December 2010 and shall remain in effect unless withdrawn in writing by the Director.

**SIGNED** at Wellington )

This <sup>10<sup>th</sup></sup> day of August 2020 )

by **Shelley Turner** )

Acting Director of Civil Aviation )

