

**Exemption from the Requirement in Civil Aviation Rule
19.205 (a) and 19.207(1)(ii)**

PURSUANT TO Section 37(c) of the Civil Aviation Act 1990,

I, John Kay, acting Director Civil Aviation, being satisfied that—

- (a) the requirement in CAR 19.205(a) that a pilot-in-command shall not carry out an instrument approach procedure under IFR using a GPS receiver unless they have had certified in their pilot's logbook by a flight examiner that they have satisfactorily demonstrated competency in the use of that make and model of GPS receiver, including any flight management system used for a GPS instrument approach; and

the requirement in CAR 19.207(1)(ii) that each person operating an aircraft under IFR using GPS equipment as a primary means navigation system shall ensure that the aircraft's form **CAA 2129** has been endorsed, approving the GPS equipment for use on the intended IFR operation as a primary means navigation system;

are inappropriate in the case the GPS equipment concerned is only one sensor in a multi-sensor Flight Management System (FMS); and

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

HEREBY EXEMPT—

each pilot-in-command carrying out an instrument approach procedure under IFR in a Boeing 737-300 through 900, 747-400, 777, 787, and Airbus A320 and A321 where the FMS installed to the aircraft, featuring an integrated GPS function:

- a) is part of the original type certificated aircraft configuration; or
b) has been modified in accordance with manufacturer approved data; or
c) has been modified in accordance with data that have been assessed as acceptable to the Director;

FROM—

the requirement in CAR 19.205(a) that a pilot-in-command shall not carry out an instrument approach procedure under IFR using a GPS receiver unless they have had certified in their pilot's logbook by a flight examiner that they have satisfactorily demonstrated competency in the use of that make and model of GPS receiver, including any flight management system used for a GPS instrument approach;

AND

FROM—

the requirement in CAR 19.207(1)(ii) that each person operating an aircraft under IFR using GPS equipment as a primary means navigation system shall ensure that the aircraft's form



CAA 2129 has been endorsed, approving the GPS equipment for use on the intended IFR operation as a primary means navigation system;

PROVIDED THAT—

- a) the FMS installed to the aircraft, featuring an integrated GPS function,
 - 1) is part of the original type certificated aircraft configuration; or
 - 2) has been modified in accordance with manufacturer approved data; or
 - 3) has been modified in accordance with data that have been assessed as acceptable to the Director; and
- b) Operation Specifications with navigation approvals is deemed equivalent to CAA 2129 endorsement for GPS IFR operations; and
- c) the pilot holds an aircraft type rating of the original type certificated aircraft configuration and the pilot’s logbook is certified in accordance with CAR 61.805(b)(3) for the FMS system; or
- d) if the aircraft FMS has been modified from the original type certificated design, the pilot has completed relevant navigation training which is acceptable to the Director and the pilot’s logbook is certified in accordance with CAR 61.805(b)(3) for the FMS system.

This exemption replaces exemption 10/EXE/53, which is hereby withdrawn, and shall remain in effect until 31st May 2022 unless withdrawn in writing by the Director.

SIGNED at Wellington)
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 This 26th day of May 2017)
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 by John Kay)
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 Acting Director Civil Aviation)