



19/EXE/49 (Amendment #1)

Exemption from the Requirement in Civil Aviation Rule CAR 125.361(d)(7)

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

I, **Dean Winter**, Acting Deputy Chief Executive Aviation Safety, acting under delegated authority, being satisfied that—

- (a) the requirement in CAR 125.361(d)(7), that a holder of an air operator certificate must ensure that each aeroplane that is used to conduct a SEIFR passenger operation in equipped with a powerplant installation that has been certificated by an ICAO Contracting State to FAR 33, Amendment 28, is inappropriate in the case of Pratt & Whitney PT6A series engine models that:
 - (i) have been certificated to previous amendments of the FAR/Transport Canada regulations for engines; and
 - (ii) are the most commonly used turbine engines in the single turboprop application and the only engines for which data on time in service and on relevant in flight shut down rate provide confidence they can meet the reliability and safety standards required for single-engine aeroplanes used for IFR flight; and
- (b) the risk to safety will not be significantly increased by the granting of this exemption,

HEREBY EXEMPT—

any holder of a Part 119/125 air operator certificate using the aeroplane to conduct a SEIFR passenger operation under the authority of their certificate,

FROM—

the requirement in CAR 125.361(d)(7) that the aeroplane must be equipped with a powerplant installation that has been certificated by an ICAO Contracting State to FAR 33, Amendment 28,

ONLY WITH RESPECT TO

the Pratt & Whitney PT6A series engine models,

PROVIDED THAT—

the air operator certificate holder must ensure that the aeroplane that is used to conduct a SEIFR passenger operation under the authority of the certificate is equipped with a powerplant installation that has been certificated by an ICAO Contracting State to FAR 33 or an airworthiness standard that provides an equivalent level of safety, as defined by CAR Part 21, Appendix C.



This exemption shall remain in effect until 31 December 2025, unless withdrawn earlier in writing by the Director of Civil Aviation.

SIGNED at Wellington)

This 12th day of March 2021)

by **Dean Winter**)

Acting Deputy Chief Executive)

Aviation Safety)

A handwritten signature in black ink, appearing to read 'Dean Winter', is written over a horizontal line. The signature is cursive and somewhat stylized.