

## **Maintenance of New Zealand registered aircraft operating outside New Zealand**

**Note: all New Zealand registered aircraft must display a ZK precursor, e.g.: ZK-XYZ, while operating overseas**

Most maintenance can be performed and certified for Release-To-Service (RTS) on a New Zealand (NZ) registered aircraft while operating outside NZ by a foreign maintenance engineer holding an appropriate Part 66 Aircraft Maintenance Engineer Licence (AMEL) or equivalent aviation maintenance document issued by a competent National Aviation Authority (NAA) that is a contracting state to the International Civil Aviation Authority (ICAO).

Any foreign Part 66 AMEL holder or equivalent performing and certifying maintenance on a NZ registered aircraft needs to be aware that they are doing this in accordance with the NZ Civil Aviation Rule (CAR) requirements - which are likely to be different to what they are familiar with. Therefore, they will need access to, and be familiar with, the NZ CARs. See on page 2 specifics for the aircraft maintenance activities that **cannot** be performed or certified by a foreign AMEL holder.

The Part 66 AMEL needs to include ratings/privileges for the area of maintenance being performed, e.g.: if carrying out a 100 hour inspection on an aircraft the foreign Part 66 AMEL holder will need the appropriate ratings/privileges for the airframe and powerplant.

**Some of the specific areas they need to be aware of are:**

The aircraft is to be maintained to the requirements of **CAR [Part 43](#) Subpart B -**

**Maintenance** and **CAR [Part 91](#) Subpart G - Operator Maintenance Requirements;**

Use of the correct Maintenance Programme for the aircraft as required by **CAR 91.605 -**

**Maintenance programmes and schedules:**

- manufacturer's maintenance schedule, or
- an approved maintenance programme under **CAR 91.607**, or
- an approved maintenance programme under **CAR [Part 115](#)**, or
- If the aircraft is operated by a **CAR [Part 119](#)** certificated operator on **Air Operations** it must be maintained in accordance with the Operators Exposition, this requires an approved maintenance programme and maintenance facility/provider.

**All maintenance must be performed in accordance with all of the requirements of CAR Part 43 (as required by CAR 91.603) - the requirements are to ensure that:**

- Maintenance meets the standards of **CAR 43.53** (e.g.: they have the current revision of Instructions for Continuing Airworthiness (ICAs), technical data, adequate tools and facilities, correct documented parts etc), and
- The Part 66 AMEL holder is familiar with the aircraft type including related powerplant, propeller and avionics fit. - **CAR 43.53(a)**, and

- Understand the demarcation on what tasks must be performed by a **CAR [Part 145](#)** Certificated Maintenance Organisation - **CAR 43.54**, and
- The LAME has appropriate rating/privilege on his AMEL - **CAR 43.101(5)** (e.g. any avionics work), and
- **CAR 43.103 Requirements for RTS** including operational flight check **CAR 43.103(c)**, and
- **RTS** certifications are correct - **CAR 43.105(a)**, and
- Appropriate **duplicate safety inspection of flight control systems** are carried out and certified - **CAR 43.113**, and
- Maintenance records requirements are met - **CAR 43.69**, and
- Engine ground runs are properly recorded - **CAR 43.115**

#### Notes:

The following two items **cannot** be performed nor certified by a foreign Part 66 AMEL holder; they must be performed by the holder of a CAA issued CAR Part 66 Subpart E - Certificate of Inspection Authorisation (IA):

1. **Review of Airworthiness (RA)** – as required by **CAR 91.615** and **CAR 43.151**
2. **Major modifications or major repairs** – **CAR 43.103**, Major modifications and repairs must be performed iaw **acceptable technical data** and have appropriate **IA** conformity inspection and certification.

Refer to **CAR [Part 1](#)** for our definition of major modification and major repair

IA conformity certification is required regardless of the source of the acceptable technical data - this includes manufacturer's service data (bulletins, instructions etc).

**Acceptable technical data** is specified in **CAR [Part 21](#) Appendix D**.

**NB:** If you are intending to maintain a NZ registered aircraft that is being used for commercial operations outside NZ, you need to seek CAA for approval of your organisation.

**CAA Rules and Advisory Circulars (ACs) can be viewed and printed from the CAA website:**

- [Rules](#) or <https://www.caa.govt.nz/rules/rules.htm>
- [Advisory Circulars](#) or <https://www.caa.govt.nz/rules/ACs.htm>

For further information please email CAA at: [info@caa.govt.nz](mailto:info@caa.govt.nz)