

**PURSUANT** to Section 28 of the Civil Aviation Act 1990

**I, MAURICE WILLIAMSON**, Minister of Transport,

**HEREBY MAKE** the following ordinary rules.

**SIGNED AT** Wellington

This

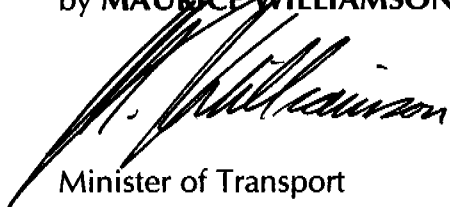
*18*

day of

*April*

1995

by **MAURICE WILLIAMSON**

A large, stylized handwritten signature in black ink, appearing to read 'M. Williamson', is written over the printed name 'MAURICE WILLIAMSON'.

Minister of Transport

**Civil Aviation Rules**

**Part 1 Amendment No. 5**

**Definitions and Abbreviations**

*Docket Nr. 1030*

**Civil Aviation Rules  
Part 1 Amendment No. 5**

**DEFINITIONS AND ABBREVIATIONS**

## **RULE OBJECTIVE, EXTENT OF CONSULTATION AND COMMENCEMENT**

The objective of Part 1, Amendment No. 5 is to bring into force the definitions and abbreviations that result from the coming into force of Part 43.

In May 1990 the Air Transport Division of the Ministry of Transport published a notice of intention to carry out a complete review of the aviation regulatory system. This notice, in Civil Aviation Information Circular Air 3, listed the areas in which rules would be made and invited interested parties to register their wish to be part of the consultative process. The Register was identified as the Regulatory Review Consultative Group.

A draft of Part 43 was developed by the rules rewrite team in consultation with members of the consultative group. An informal draft was published and distributed in March 1992 and a period of informal consultation followed. This culminated in the issue of Notice of Proposed Rulemaking 94-1 under Docket 1030 on 25 May 1994.

The publication of this notice was advertised in the daily newspapers in the five main provincial centres on 28 May 1994. The notice was mailed to members of the Regulatory Review Consultative Group and to other parties, including overseas Aviation Authorities and organisations, who were considered likely to have an interest in the proposal.

A period of sixty days was allowed for comment on the proposed rule. A further consultation period of 42 days was granted at the request of the Aviation Industry Association. Meetings were held in 36 locations around New Zealand which were attended by some 150 interested persons. Workshops were held during the annual conferences of the Aviation Industry Association and the Society of Licensed Engineers and Technologists. Meetings were also held with the Aviation Industry Association Maintenance Committee and the Aviation Technicians Association.

The submissions and verbal comments were considered and where appropriate the proposed rules amended to take account of the comments made.

The rules as amended were then referred to and signed by the Minister of Transport.

Part 1, Amendment No. 5 comes into force 28 days after the date of its notification in the New Zealand Gazette.

## Part 1 Amendments

### 1.1 General Definitions

1.1 is amended by inserting after the definition of **aircraft engine**, the following definition:

**“Aircraft radio station means—**

- (1) all installed radio equipment including antennae, indicators, controls, interconnecting cabling, and wiring into the aircraft electrical system, which are required in order to perform the intended function; and
- (2) all portable emergency radio equipment required to be carried by Part 91:”

*[Until Part 91 comes into force, the requirement to carry portable emergency radio equipment is prescribed in regulation 109 of the Civil Aviation Regulations 1953]*”

1.1 is amended by inserting after the definition of **Designated Medical Examiner**, the following definition:

**“Detailed inspection**, in respect of a progressive inspection, means a thorough examination of an aircraft and its components, systems and equipment with such disassembly as is necessary and includes the overhaul of a component or system:”

1.1 is amended by inserting after the definition of **Flight instruction**, the following definition:

**“Flight manual** means an approved manual, associated with the certificate of airworthiness, containing limitations within which the aircraft may be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft:”

1.1 is amended by revoking the definition of **Maintenance**, and inserting the following definitions:

**“Maintenance**, in relation to an aircraft or aircraft component, means all work and inspections performed to ensure the continued airworthiness of the aircraft or aircraft component, and all modifications.

**Major modification** means a modification not listed in the aircraft, aircraft engine, or propeller specifications—

- (1) that may appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness; or
- (2) that is not done according to accepted practices or cannot be done by elementary operations:

**Major repair** means a repair—

- (1) that, if improperly done, may appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness; or
- (2) that is not done according to accepted practices or cannot be done by elementary operations:”

1.1 is amended by inserting after the definition of **Minister**, the following definition:

“**Modification** means any alteration to an aircraft or aircraft component affecting its design, construction, equipment, performance, or its safe operation:”

1.1 is amended by inserting after the definition of **private operations**, the following definition:

“**Progressive inspection** means an inspection of a complete aircraft that is split into a number of smaller inspections:”

1.1 is amended by inserting after the definition of **Rating**, the following definition:

“**Required inspection** means any inspection required by the CAR, an airworthiness directive, or by an approved maintenance manual, programme or schedule:”

1.1 is amended by inserting after the definition of **rotorcraft**, the following definition:

“**Routine inspection** in relation to a progressive inspection, means a visual inspection of an aircraft and its components, systems and equipment as far as practicable without disassembly:”

### **1.3 Abbreviations**

1.3 is amended by inserting after the abbreviation **AIS**, the following abbreviations:

“**ATC** means air traffic control service:

**ATCRBS** means air traffic control radio beacon system:"

1.3 is amended by inserting after the abbreviation **CAR**, the following abbreviations:

**CBIP** means Certification Board for Inspection Personnel:

**dbm** means a power expressed in decibels with a reference level of 1 milliwatt:

**dbw** means a power expressed in decibels with a reference level expressed in watts:

**DF** means direction finding:"

1.3 is amended by inserting after the abbreviation **NDB**, the following abbreviation:

**NDT** means non-destructive testing:"

1.3 is amended by inserting after the abbreviation **RDPS**, the following abbreviation:

**RF** means radio frequency:"

1.3 is amended by inserting after the abbreviation **RFDPS**, the following abbreviation:

**RPM** means revolutions per minute:"

1.3 is amended by inserting after the abbreviation **SSR**, the following abbreviation:

**UF** means uplink formats:"

1.3 is amended by inserting after the abbreviation **VOR**, the following abbreviation:

**VSWR** means voltage standing wave ratio:"