



PURSUANT to Section 30 of the Civil Aviation Act 1990

I, HARRY JAMES DUYNHOVEN, Minister for Transport Safety,

HEREBY MAKE the following ordinary rules.

SIGNED AT Wellington

This *16th* day of *September* 2008

by **HARRY JAMES DUYNHOVEN**

A handwritten signature in black ink, appearing to read 'Harry James Duynhoven', is written over a faint, larger version of the same signature.

Minister for Transport Safety

Civil Aviation Rules

Part 1, Amendment 40

Definitions and Abbreviations

Docket 99/CAR/1333 & 99/CAR/1334

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Rule objective

The objective of amendment 40 to Part 1 is to insert new definitions and abbreviations into the rules.

The new definitions and abbreviations are consequential to the implementation of new rule Parts 173 and 95.

Background

The original development of Part 173 and its associated Part 95 was commenced in 1998 as part of the original suite of Civil Aviation Rules that were developed under the Civil Aviation Act 1990 to replace the old 1953 Civil Aviation Regulations.

Two notices of proposed rulemaking were published in October 1998 to provide for public consultation on the proposals to certificate air navigation service organisations for the purpose of devolving the design and certification of instrument flight procedures to appropriate industry organisations.

A number of submissions on the NPRMs were received from industry and other interested persons. However after consideration of the submissions and development of proposed final rules taking into account the submissions, the project was put aside because of a higher priority for other rule development work.

The Part 173/95 rule development project was restarted in 2003 with the proposed final rules being updated to take into account the latest rule drafting styles and standards from the Parliamentary Counsel Office, the changed international standards for instrument flight procedures, and the submissions received during the updating.

Extent of consultation

Two NPRM, 98-7 for Part 95 Visual and Instrument Procedures for Flight Under IFR, and 98-8 for Part 173 Air Navigation Service Organisations – Certification, containing the proposed rules prescribing the criteria and the processes for the establishment of visual and instrument procedures for flight under IFR and prescribing requirements for the certification of organisations providing IFR procedure design services were issued for public consultation under docketts 95/CAR/1107 and 95/CAR/1035 respectively on 23 October 1998.

The publication of these NPRM was notified in the Gazette on 22 October 1998 and advertised in the daily newspapers in the five main provincial centres on 31 October 1998. The NPRM were published on the CAA web site and mailed to identified stakeholders including representative organisations who were considered likely to have an interest in the proposal.

A further letter dated 15 November 1998 was sent to the civil aviation Swedavia Joint Consultative Group seeking their views on the provision of meteorological minima for IFR approaches to alternate aerodromes at the time of flight planning. (The Swedavia Joint Consultative Group was a joint industry/CAA group established to consult initially on the development of the Civil Aviation Act 1990, then on the programme and priorities for the rules re-write project that commenced in 1990, and then on the development of the various rules under the new Civil Aviation Act 1990.)

A period of 56 days was allowed for comment on the proposed rules.

Five submissions on NPRM 98-8 for Part 173, 9 submissions on NPRM 98-7 for Part 95, and 6 responses to the Swedavia Joint Consultative Group letter were received. The submissions and comments were considered and taken into account in the original draft final rule proposals. The docket numbers were updated in 1998 to 99/CAR/1333 for Part 95 and 99/CAR/1334 for Part 173.

The draft final rule proposals from this process were, between 2003 and the 2007, updated to take into account current legal drafting practices and were significantly reformatted and redrafted into the style of other rules regulating organisations providing services to aviation in New Zealand. The proposed rules were also updated to meet current IFR procedure design standards, safety and quality requirements.

During this updating process, drafts of the updated rules were sent for consultation to 40 international and New Zealand organisations and individuals who were known to have, or indicated they had an interest in IFR procedure design. Twenty two of those 40 organisations and individuals responded and this consultation continued during the development of the attached final rules. The respondents who are individuals or representatives of organisations (both from within and outside New Zealand) with an interest in or experience in IFR flight

procedure design, support these proposed final rules. These proposed final rules were also forwarded to those persons who responded to the original NPRM. No comment, except those responding to the redrafting process, was received from this latter group.

Summary of submissions

NPRMs 98-7 and 98-8 did not include any proposed amendment to Part 1 but NPRM 98-7 for Part 95 included a number of proposed definitions and abbreviations for Part 95. A total of 20 submissions were received on the original NPRM (5 on NPRM 98-8 Part 173, 9 on NPRM 98-7 Part 95, and 6 on the Swedavia Joint Consultative Group letter). These submissions and other comments received by the CAA were considered and draft final rule proposals were developed from the original NPRM. These proposals were further developed into the final rules. A number of the definitions and abbreviations originally proposed for Part 95 have been either superseded by subsequent rule amendments to Part 1 or are no longer relevant. During this final development process the rules and the changes to the rules were distributed to 40 stakeholders, interested parties and the submitters responding to the original NPRM for their review and comment. Comments were received from 22 of the 40 persons and organisations contacted. The feedback and discussion was considered and taken into account in the final rules submitted for the Minister's signature.

In accordance with the current standards for the civil aviation rules the remaining definitions and abbreviations are to be included into Part 1 instead of Part 95.

The new definitions and abbreviations to be inserted into Part 1 were then referred to Parliament's Regulations Review Committee before being signed by the Minister for Transport Safety.

Examination of submissions

Submissions and comments may be examined by application to the Docket Clerk at the Civil Aviation Authority between 8:30 am and 4:30 pm on weekdays, except statutory holidays.

Insertion of Amendments

The amendments to the rules in this Part are reflected by the insertion of new definitions and abbreviations in alphabetic order.

Effective date of rule

Amendment 40 to Part 1 comes into force on 23 October 2008.

Availability of rules

Civil Aviation Rules are available from–

CAA web site: <http://www.caa.govt.nz/>

Freephone: 0800 GET RULES (0800 438 785)

Part 1 Amendments

1.1 General definitions

The following new definition is inserted after the definition of Aerodrome traffic Circuit:

Aeronautical Data means data used for an aeronautical application including navigation, flight planning, flight simulators, and terrain awareness, which comprises navigation data and terrain and obstacle data:

The following new definition is inserted after the definition of Aeronautical Facility:

Aeronautical information means information resulting from the assembly, analysis and formatting of aeronautical data:

The following 2 new definitions are inserted after the definition of Instrument flight:

Instrument flight procedure means a visual, or an instrument, flight procedure that comprises, or is associated with, any of the following for the operation of aircraft under IFR:

IFR routes, including IFR arrival routes and IFR departure routes:

IFR altitude:

standard instrument arrival:

standard instrument departure:

significant points including but not limited to:

navigation aid change over point:

IFR reporting point:

significant IFR point:

fix:

IFR holding pattern:

instrument approach procedure including, the associated missed approach procedure and meteorological minima:

instrument departure procedure and the associated meteorological minima:

Instrument flight procedure service means a service that includes the design, validation, certification, or maintenance of an instrument flight procedure:

1.3 Abbreviations

The following new abbreviation is inserted after the abbreviation

MDA:

MDH means Minimum Decent Height:

The following new abbreviation is inserted after the abbreviation

NOF:

NZANR means New Zealand Air Navigation Register:

Consultation Details

(This statement does not form part of the rules contained in Part 1. It provides details of the consultation undertaken in making the rules.)

The additions to Part 1 are consequential to the introduction of new Rule Parts 173 and 95.

Parts 173 and 95 were consulted on in 2 parts as follows.

The initial consultation started in 1996 and culminated in draft rule proposals being developed from submissions on NPRM published in 1998. Due to a lack of resource no further action was taken until 2003 when the project was re-opened. During the consultation the CAA reorganised its docket files and the docket numbers and titles for each project were changed as follows:-

- Docket 95/CAR/1107 NPRM 98-7 Part 95 Visual and Instrument Procedures for Flight Under IFR became Docket 99/CAR/1333 Part 95 Instrument Flight Procedures—Registration.
- Docket 95/CAR/1035 NPRM 98-8 Part 173 Air Navigation Service Organisations – Certification became Docket 99/CAR/1334 Part 173 Instrument Flight Procedure Service Organisation—Certification and Operation.

Details of the consultation relating to the Part 95 and 173 rules, definitions and acronyms are contained in the consultation details in the initial issues of Parts 173 and 95. The detail includes background and historical information.

The submissions and all background material used in developing the rules are held on the docket files and are available for public inspection at Aviation House, 10 Hutt Road Petone. Persons wishing to view the dockets should contact the Docket Clerk on Phone +64 560 9603 and ask for dockets 95/CAR/1035, 99/CAR/1334, 95/CAR/1107, and 99/CAR/1333.