



WELLINGTON NEW ZEALAND

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 *19* day of *December* 1994

by **MAURICE WILLIAMSON**

Maurice Williamson
Minister of Transport

Civil Aviation Rules
Part 1, Amendment No.4
Definitions and Abbreviations
Docket Nr. 1003 and 1017

Civil Aviation Rules
Part 1, Amendment No.4

DEFINITIONS AND ABBREVIATIONS

RULE OBJECTIVE, EXTENT OF CONSULTATION AND COMMENCEMENT

The objective of Part 1, Amendment No. 4 is to bring into force the definitions that result from the coming into force of Part 21, Subparts A, B and H.

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. This register was identified as the Regulatory Review Consultative Group. Sixty seven organisations and individuals registered their wish to be consulted in the development of airworthiness rules.

Draft documents of Subparts B and H, including the definitions, were developed by the rules rewrite team and distributed to the members of the consultative group. An informal draft of Subpart B was published and distributed in June 1991. Four comments were received. An informal draft of Subpart H was published and distributed in February 1992. Two comments were received.

A period of informal consultation followed. This informal consultative process culminated in the issue of Notice of Proposed Rule Making (NPRM) for Subpart B under Docket Number 1017 NR on 10 July 1991 and the issue of Notice of Proposed Rule Making (NPRM) 93-1 for Subpart H under Docket Number 1003 NR on 17 February 1993.

The publication of the notice for Subpart B was advertised in the daily newspapers in the five main provincial centres on 11 July 1991. The publication of the notice for Subpart H was advertised in the daily newspapers in the five main provincial centres on Monday 17 February 1993. The notices were mailed to all members of the Regulatory Review Consultative Group and other parties, including overseas Aviation Authorities and organisations who were considered likely to have an interest in the proposal.

A period of eighty-two days was allowed for comment on the proposed rules for Subpart B. Eleven written submissions were received in response to this notice. A period of seventy days was allowed for comment on the proposed rules for Subpart H. Five written submissions were received in response to this notice.

These submissions were considered and where appropriate the proposed rules amended to take account of the concerns raised. The amendments also take into account some changes made to the draft European Joint Aviation Requirements (JAR) on which some of the rules were based and those changes considered necessary to simplify the rules, to make the rules clearer and more flexible and to cover the differences in New Zealand.

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

Part 1, Amendment No. 4 comes into force 28 days after the date of its notification in the New Zealand Gazette, except for the amendment to the definition of the term **maximum certificated take-off weight** which comes into force on 1 July 1995.

Part 1 Amendments

1.1 General Definitions

1.1 is amended by revoking the definition of the term **Aircraft of the same type** and inserting the following definition:

"**Aircraft engine** means an engine that is used or intended to be used for propelling aircraft, and includes turbo-superchargers, appurtenances and accessories necessary for its functioning, but does not include propellers:"

1.1 is amended by inserting after the definition of **Certificated for single pilot operation**, the following definition:

"**Civil Aviation Rules** means rules made under the Act:"

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

"**Configuration** in relation to an aircraft, means a particular combination of the positions of the movable elements, such as wing flaps or landing gear, which affect the aerodynamic characteristics of the aeroplane."

1.1 is amended by omitting from the definition of the term **Maximum certificated take-off weight** the words "certificate of airworthiness", and substituting the words "airworthiness certificate".

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

"**Propeller** means a device, for propelling an aircraft, that has blades on an engine-driven shaft and that when rotated produces by its action on the air, a thrust approximately perpendicular to its plane of rotation. It includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of engines:"

1.1 is amended by inserting after the definition of the term **Synthetic flight trainer**, the following definition:

"**Type—**

- (1) in relation to the licensing of aviation personnel means all aircraft of the same basic design, including all modifications thereto except those modifications which result in a significant change in handling or flight characteristics; or

- (2) in relation to the certification of aircraft, aircraft engines, or propellers, means those aircraft, aircraft engines or propellers which are similar in design:"

1.3 Abbreviations

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

"CAR means Civil Aviation Rules:"