



PURSUANT to Sections 28 and 30 of the Civil Aviation Act 1990

I, Hon Kiri Allan, Associate Minister of Transport,

HEREBY MAKE the following ordinary rules.

SIGNED AT

This

1

day of

May

2023

A handwritten signature in black ink, appearing to read 'Kiri Allan', written over a horizontal line.

by Hon Kiri Allan

Associate Minister of Transport

Civil Aviation Rules

Part 125, Amendment 25

Air Operations — Medium Aeroplanes

Docket 21 /CAR/2

Contents

Rule objective.....	3
Extent of consultation.....	3
Summary of submissions.....	3
Examination of submissions.....	3
Insertion of Amendments	4
Effective date of rule	4
Availability of rules.....	4
Part 125 — Medium Aeroplanes	5
Subpart D — Performance	5
125.233 Landing distance – runways	5
D.3 TALPA procedures - Revoked.....	6

Rule objective

The objective of amendment 25 to Part 125 is to update the Civil Aviation Rules (the Rules) to give full effect to the Runway Condition Reporting Part 139 proposal.

The term ‘real time’ as currently used in the reference ‘real-time reporting’ in rule 125.233 is removed, for being problematic. For instance, the rule is difficult to interpret due to a lack of clear policy intent and the cost of technology required to undertake ‘real-time’ assessments of runway surface condition is prohibitive. Reference to ‘TALPA procedures’ is also removed, as the use of the term is redundant.

Extent of consultation

A Notice of Proposed Rulemaking NPRM 22-01, containing the proposed Runway Condition Report Part 139 proposal was issued for public consultation under Docket 22/CAR/1 on 29 September 2022.

The NPRM was published on the CAA website and mailed to identified stakeholders including representative organisations who were considered likely to have an interest in the proposal.

A period of 65 days was allowed for comment on the proposed rule.

Summary of submissions

Four (4) written submissions were received on the NPRM. There were no oral comments. A summary of submissions for this NPRM is available on the CAA website. These submissions and comments have been considered and as a result no amendments were made to the final rules.

Examination of submissions

Submissions 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-

- revoking and replacing rule 125.221; and
- revoking appendix D.3.

Effective date of rule

Amendment 25 to Part 125 comes into force on 30 November 2023

Availability of rules

Civil Aviation Rules are available from—

CAA website: <http://www.aviation.govt.nz/>

Freephone: 0800 GET RULES (0800 438 785)

Part 125 — Medium Aeroplanes

Subpart D — Performance

Rule 125.233 is revoked and replaced with the following rule:

125.233 Landing distance – runways

(a) A holder of an air operator certificate must ensure that, for each aeroplane it operates, the landing weight for the estimated time of landing will not exceed the landing weight specified in the aeroplane flight manual.

(b) A holder of an air operator certificate must use the following procedures for calculating the landing distance for an aeroplane on a runway –

- (1) that have been approved under paragraph (c); or
- (2) as provided in Appendix D.

(c) The Director may approve an application by a holder of an air operator certificate for procedures referred to in paragraph (b)(1) if satisfied of the following matters –

- (1) whether or not the aeroplane proposed has performance data issued by the manufacturer supporting the procedures that is available for use by the pilot or flight crew members; and
- (2) whether the operator has reliable access to either –
 - (i) accurate reporting on runway conditions that is appropriate for the procedures to be used; or
 - (ii) data that enables the operator to identify equivalent conditions; and
- (3) the margin of error that should be applied when calculating landing distance using the procedures which must take into account the following –

- (i) the implications of pilot technique on landing distance;
 - (ii) the implications of unexpected environmental conditions at the destination aerodrome;
 - (iii) whether the calculation is being undertaken at the dispatch stage or en-route;
 - (iv) whether the margin of error is supported by the reporting of the runway conditions; and
- (4) whether all personnel involved in the reporting of runway conditions, calculation of data and operation of the flight have had appropriate training in the use of the procedures.

Appendix D — Landing Distance Assessments for Runways

Appendix D.3 is revoked:

D.3 TALPA procedures - Revoked