



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

**I, Hon CRAIG FOSS, Associate Minister of Transport,**

**HEREBY MAKE** the following ordinary rules.

**SIGNED AT** Wellington

This 12<sup>th</sup> day of Dec 2016

by Hon Craig Foss  
Associate Minister of Transport

A handwritten signature in black ink, appearing to be 'C. Foss', is written over the printed name of the Associate Minister of Transport.

**Civil Aviation Rules**

**Part 1, Amendment 51**

**Definitions and Abbreviations**

*Docket 16/CAR/1*

## Contents

Rule objective.....	3
Extent of consultation.....	3
Summary of submissions.....	3
Examination of submissions.....	4
Insertion of Amendments .....	4
Effective date of rule.....	4
Availability of rules.....	4
<b>Part 1 Definitions and Abbreviations.....</b>	<b>5</b>
1.1 General definitions .....	5
1.3 Abbreviations .....	7

**Rule objective**

The objective of amendment 51 to Part 1 is to make minor corrections, to align with other rules and to align with international conventions.

**Extent of consultation**

A Notice of Proposed Rule Making, NPRM 16-01, containing the proposed changes to Part 1 and other rules was issued for public consultation under Docket 16/CAR/1 on 2 June 2016.

The NPRM was published on the CAA website and emailed to subscribers of the automatic alert service provided by the CAA.

A period of 27 days was allowed for comment on the proposed rules.

**Summary of submissions**

Six written submissions and no oral comments were received on the NPRM. These submissions and comments have been considered and as a result, a minor and non-controversial amendment is being made to rule 91.605 and two new definitions are being inserted in Part 1 to clarify the definition of “Instrument runway”.

A summary of submissions for this NPRM is available on the CAA website.

In relation to Part 1, four submissions were received. Two submissions supported the insertion of the definition of “Instrument runway” but submitted that it was not complete without definitions of “Instrument approach operation type A” and “Instrument approach operation type B” referred to in the definition. The wording should align with the ICAO Annex 6 wording. The CAA agreed with this submission.

Two submissions concerned the definition of “Special VFR flight”. One queried the wording given that it differed from Airways documentation. Airways noted that the change had no ATC impact apart from changes to its procedures but will impact operators, particularly military operations. The CAA maintains that the change is necessary to align with other rules and with international conventions and there is no impact on the New Zealand Defence Force.

As a result of these submissions, new definitions are inserted in Part 1 to clarify the definition of “Instrument runway”.

### **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**

This Part is amended by:

- the definitions of “Instrument runway” and “Special VFR flight” are amended to align with ICAO definitions in Annex 6;
- inserting the definitions of “ATS surveillance system”, “2D instrument approach operation”, “3D instrument approach operation”, “Instrument approach operation type A”, “Instrument approach operation type B”, and “Non-precision approach procedure” into 1.1. The new definitions align with ICAO definitions in Annex 6;
- inserting the abbreviations “ADS-B”, “CDFA” and “NPA” into 1.3.

### **Effective date of rule**

Amendment 51 to Part 1 comes into force on 10 March 2017

### **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 Definitions and Abbreviations

### 1.1 General definitions

*Insert the definition of “ATS surveillance system” after “ATC instruction”:*

**ATS surveillance system** means variously ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft:

*[Note - A comparable ground-based system is one that has been demonstrated, by comparative assessment or other methodology, to have a level of safety and performance equal to or better than monopulse SSR.]*

*Insert the definitions of “2D instrument approach operation”, “3D instrument approach operation” “Instrument approach operation type A” and “Instrument approach operation type B” after “Instructions for continued airworthiness”:*

**2D instrument approach operation** means an approach and landing using lateral navigation guidance only:

**3D instrument approach operation** means an approach and landing using both lateral and vertical navigation guidance:

**Instrument approach operation type A** means an instrument approach procedure with a minimum descent height or decision height at or above 75m (metric) (or 250ft (imperial):

**Instrument approach operation type B** means an instrument approach procedure with a decision height below 75m (metric) (or 250ft (imperial):

*Replace the definition of “Instrument Runway” with the following definition:*

**Instrument runway** means one of the following types of runways intended for the operation of aircraft using instrument approach procedures:

- (1) *Non-precision approach runway*: A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type A and a visibility not less than 1,000 m (metric):
- (2) *Precision approach runway, category I*: A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) not lower than 60 m (metric) or 200 ft (imperial) and either a visibility not less than 800 m or a runway visual range not less than 550 m (metric):
- (3) *Precision approach runway, category II*: A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) lower than 60 m (metric) or 200 ft (imperial) but not lower than 30 m (metric) or 100 ft (imperial) and a runway visual range not less than 300 m (metric):
- (4) *Precision approach runway, category III*: A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B to and along the surface of the runway and:
  - (i) Category IIIA: intended for operations with a decision height (DH) lower than 30 m (metric) or 100 ft (imperial), or no decision height and a runway visual range not less than 175 m (metric):
  - (ii) Category IIIB: intended for operations with a decision height (DH) lower than 15 m (metric) or 50 ft (imperial), or no decision height and a runway visual range less than 175 m (metric) but not less than 50 m (metric):

- (iii) Category IIIC: intended for operations with no decision height (DH) and no runway visual range limitations:

***Insert the definition of “Non-precision approach procedure” after “Night”:***

**Non-precision approach procedure** means an instrument approach procedure designed for 2D instrument approach operations type A:

*[Note - Non-precision approach procedures may be flown using a continuous descent final approach (CDFA) technique. CDFAs with advisory VNAV guidance calculated by on-board equipment are considered 3D instrument approach operations. CDFAs with manual calculation of the required rate of descent are considered 2D instrument approach operations.]*

***Replace the definition of “Special VFR flight” with the following definition:***

**Special VFR flight** means a VFR flight cleared by an ATC unit to operate within a control zone in meteorological conditions below visual meteorological conditions:

### **1.3 Abbreviations**

***Insert the abbreviation “ADS-B” after “ADF”:***

**ADS-B** means automatic dependent surveillance broadcast:

***Insert the abbreviation “CDFA” after “CBIP”:***

**CDFA** means a continuous descent final approach:

*Insert the abbreviation “NPA” after “NOF”:*

**NPA** means non-precision approach: