



PURSUANT to Sections 28, 29 and 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 24th day of September 2007

by **HARRY JAMES DUYNHOVEN**

Minister for Transport Safety



Civil Aviation Rules

Part 125, Amendment 12

Air Operations - Medium Aeroplanes

Docket 5/CAR/3

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
Part 125 Amendments	5
Subpart B — Flight Operations	5
125.73 Refuelling and defuelling operations	5
125.75 Reserved	6
Subpart C — Operating Limitations and Weather Requirements	6
125.153 Meteorological information	6
Subpart F — Instruments and Equipment	7
125.361 Instrument flight rules	7
Consultation Details	11

Rule objective

The objective of amendment 12 to Part 125 is to make minor and technical changes as part of a general rule fix up project.

Extent of consultation

A Notice of Proposed Rulemaking, NPRM 06/02, containing the proposed changes to Part 125 was issued for public consultation under Docket 5/CAR/3 on 13 April 2006.

The publication of this NPRM was notified in the Gazette on 13 April 2006 and advertised in the daily newspapers in the five main provincial centres on 13 April 2006. The NPRM was published on the CAA web site and mailed to stakeholders including representative organisations who were considered likely to have an interest in the proposal.

A period of 41 days was allowed for comment on the proposed rule.

Following public notifications of this NPRM, a supplementary NPRM proposing amendments to Part 67 Medical Standards and Certification was Gazetted on 11 May 2006 with a submission closing date of 8 June 2006. This proposal was distributed to all DME's via email.

A period of 29 days was allowed for comment on this proposed rule.

Summary of submissions

Two submissions were received by the closing date of the original NPRM issued 13 April 2006, both of which were in regard to rule 121.91- Refuelling and defuelling operations. In addition to the comments received from industry, a comment was also received from within the CAA in regard to Part 133 - Helicopter External Load Operations.

One submission was received in relation to the supplementary NPRM issued on 11 May 2006 proposing changes to Part 67.

No submissions were received on the proposed amendments to Part 125, however an amendment was made to rule 125.73 as a result of a submission on Part 121 (refer to summary of submissions for amendment 17 to Part 121).

The rule as amended was then referred to Parliament's Regulations Review Committee before being signed by the Minister for Transport Safety.

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 the revocation of the existing rule and insertion of the amended rule.

Effective date of rule

Amendment 12 to Part 125 comes into force on 25 October 2007.

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 125 Amendments

Subpart B — Flight Operations

Rule 125.73 is revoked and the following new rule is substituted:

125.73 Refuelling and defuelling operations

- (a) Despite the requirements of rule 91.15(3), a person operating an aeroplane under the authority of an air operator certificate issued in accordance with Part 119 may refuel or defuel the aeroplane with a Class 3.1C or a Class 3.1D flammable liquid when a person is embarking, on board, or disembarking the aeroplane, provided the person operating the aeroplane ensures that safety and aeroplane evacuation precautions are taken in accordance with procedures specified in the certificate holder's exposition.
- (b) A person operating an aeroplane under the authority of an air operator certificate issued in accordance with Part 119 may refuel or defuel the aeroplane with a Class 3.1C or a Class 3.1D flammable liquid with one or more propulsion engines running, provided that—
- (1) every passenger is disembarked under supervision of a crew member and is clear of the immediate area before refuelling or defuelling commences; and
 - (2) the pilot-in-command is responsible for every aspect of the fuelling operation.

Rule 125.75 – Fuel spillage - is revoked and the rule number is reserved:

125.75 Reserved

Subpart C — Operating Limitations and Weather Requirements

Rule 125.153 is revoked and the following new rule is substituted:

125.153 Meteorological information

(a) A person performing an air operation must plan, perform, and control a flight using meteorological information provided for aviation purposes by—

- (1) subject to paragraph (b), for a flight sector originating within New Zealand, the holder of an aviation meteorological service organisation certificate issued in accordance with Part 174; or
- (2) for a sector originating from an aerodrome outside New Zealand, an aviation meteorological service organisation that—
 - (i) meets a standard equivalent to that specified by Part 174; and
 - (ii) is authorised by an ICAO Contracting State to provide aviation meteorological information.

(b) A pilot-in-command of an aeroplane may, for a flight that originates and terminates within New Zealand, use the meteorological information provided in a basic weather report to perform an instrument approach procedure if the holder of the air operator certificate under which the flight is operated is satisfied that the basic weather report is provided in accordance with the requirements of rule 174.6.

Subpart F — Instruments and Equipment

Rule 125.361 is revoked and the following new rule is substituted:

125.361 Instrument flight rules

(a) Except as provided in paragraph (b), a holder of an air operator certificate must ensure that every aeroplane that is operated under IFR under the authority of the certificate is equipped with—

(1) the following that must be in addition to, and independent of, the instruments and equipment required under Subpart F of Part 91:

(i) a means of indicating airspeed, calibrated in knots, with a means of preventing malfunctioning due to either condensation or icing;

(ii) a means of indicating sensitive pressure altitude calibrated in feet; and

(2) spare bulbs for flight compartment instrument illumination; and

(3) spare fuses.

(b) An additional means of indicating aeroplane attitude, powered by a power source that is separate from the power source for the attitude indication required under Subpart F of Part 91, may be installed in lieu of the additional means of indicating air speed required by paragraph (a)(1)(i).

(c) A holder of an air operator certificate must ensure that every aeroplane that is used to conduct a SEIFR passenger operation under the authority of the certificate is equipped with an emergency electrical supply system with sufficient capacity for the following in the event that all engine-powered electrical generating systems fail:

(1) the extension of landing gear, where appropriate;

(2) the extension of flaps;

- (3) the operation of those aeroplane systems essential for continued safe IFR flight and landing, including those required by paragraphs (d)(3), (d)(4), and (d)(5);
 - (4) either of the following whichever requires the higher electrical load—
 - (i) the descent of the aeroplane from maximum operating altitude to sea level, assuming the aeroplane is configured in the optimum gliding configuration and operated at the optimum still air range gliding speed for the descent, plus one attempt at engine restart; or
 - (ii) the continuation of flight for a minimum of one hour.
- (d) A holder of an air operator certificate must ensure that every aeroplane that is used to conduct a SEIFR passenger operation under the authority of the certificate is equipped with—
- (1) an additional independent engine-powered electrical generating system capable of supplying adequate electrical power for all the required electrically operated instruments and systems and;
 - (2) an additional attitude indicator, powered by an independent source; and
 - (3) an area navigation system capable of being programmed with the positions of aerodromes and emergency landing sites enroute that is—
 - (i) certified for IFR by the navigation system manufacturer; and
 - (ii) permanently installed in the aeroplane; and
 - (iii) powered by the aeroplane's emergency electrical supply system; and
 - (4) a radar altimeter or radio altimeter that is powered by the aeroplane's emergency electrical supply system; and

- (5) a landing light that is powered by the aeroplane's emergency electrical supply system; and
 - (6) for a pressurised aeroplane, sufficient additional oxygen for every occupant for the period that is required for the aeroplane to descend safely from its cruising level to a cabin altitude of 14,000 feet following engine failure assuming—
 - (i) the maximum cabin leak rate; and
 - (ii) the best range gliding speed for the aeroplane; and
 - (iii) the best gliding configuration for the aeroplane; and
 - (7) a powerplant installation that has been certificated by an ICAO Contracting State to FAR 33, Amendment 28, or equivalent airworthiness standards, and is equipped with—
 - (i) an ignition system that activates automatically, or is capable of being operated manually, for take-off and landing, and during flight in visible moisture and is designed to be capable of operation for the full duration of any flight; and
 - (ii) a magnetic particle detector system that monitors the engine and reduction gearbox lubrication systems, and includes a flight deck caution indicator; and
 - (iii) an engine control system that permits continued operation of the engine through a power range sufficient to allow diversion to a suitable aerodrome and landing in the event the fuel control unit fails or malfunctions; and
 - (iv) an engine fire warning system.
- (e) If the magnetic particle detector system required by paragraph (d)(7)(ii) incorporates a method to remove detected particles without the removal of the particle detector from the engine or without examining the particles, the holder of the air operator certificate must ensure that each particle detection occurrence indicated by the particle detection

system is recorded in the technical log as soon as practicable after the indication.

Consultation Details

(This statement does not form part of the rules contained in Part 125. It provides details of the consultation undertaken in making the rules.)

A Notice of Proposed Rulemaking, NPRM 06-02 Omnibus Rule Fix Up, containing the proposed rules was issued for public consultation under Docket 5/CAR/3 on 13 April 2006.

A supplementary NPRM proposing amendments to Part 67 Medical Standards and Certification was published under the same docket number on 11 May 2006.

A total of 3 submissions were received by the closing date of the original NPRM and 1 submission was received in relation to the supplementary NPRM. No submissions were received on the proposed amendments to Part 125, however an amendment was made to Part 125.73 as a result of a submission on Part 121 (refer to summary of submissions for amendment 17 to Part 121).

The comments and all background material used in developing these rules are held on the docket. The docket is available for public inspection at Aviation House, 10 Hutt Road. Persons wishing to view the docket should contact the Docket Clerk on Phone 64-4-560-9603 and ask for docket 5/CAR/3.