CIVIL AVIATION AUTHORITY
OF NEW ZEALAND

PURSUANT to Sections 28, 29 and 30 of the Civil Aviation Act 1990

I, STEVEN JOYCE, Minister of Transport,

HEREBY MAKE the following ordinary rules.

SIGNED AT Wellington

This 17th day of February 2010

by **STEVEN JOYCE**

Minister of Transport

Civil Aviation Rules

Part 125, Amendment 15

Air Operations - Medium Aeroplanes

Docket 9/CAR/1

Contents

Rule objective

The objective of amendment 15 to Part 125 is to make minor editorial and minor technical changes to facilitate clearer interpretation of the rule.

Amendment 15 to Part 125 is constituent to NPRM 09-03 which contains amendments to the following Parts:

Part 1	Part 95	Part 140
Part 12	Part 105	Part 145
Part 19	Part 106	Part 148
Part 26	Part 119	Part 172
Part 43	Part 121	Part 173
Part 65	Part 125	Part 175
Part 77	Part 129	
Part 91	Part 135	
Part 93	Part 139	

Extent of consultation

A Notice of Proposed Rulemaking, NPRM 09-03, containing the proposed changes to Part 125 and changes to other rules was issued for public consultation under Docket 9/CAR/1 on 30 July 2009.

The publication of this NPRM was notified in the Gazette on 31 July 2009 and advertised in the daily newspapers in the five main provincial centres on 31 July 2009. The NPRM was published on the CAA web site on 30 July 2009.

A period of 37 days was allowed for comment on the proposed rule.

Summary of submissions

A total of 3 written submissions were received on NPRM 09-03 (1 submission related to Part 1, and 2 submissions related to Part 91). However, no submissions were received relating to Part 125, and consequently no changes were made to the proposed amendments.

The rule was then referred to the Minister of Transport for signing.

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 6 existing rules and the insertion of new rules.

Effective date of rule

Amendment 15 to Part 125 comes into force on 25 March 2010.

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 C — Operating Limitations and Weather Requirements

Rule 125.157 is revoked and replaced by the following rule:

125.157 Meteorological conditions – IFR flight

A pilot-in-command of an aeroplane performing an air operation must not commence the operation under IFR unless current meteorological reports, or a combination of current meteorological reports and forecasts, indicate that conditions will, at the estimated time of arrival, be at or above the minima published in the applicable AIP for the instrument procedure likely to be used at the applicable destination aerodrome.

Rule 125.159 is revoked and replaced by the following rule:

125.159 Aerodrome operating minima – IFR flight

(a) A pilot-in-command of an aeroplane must not continue an instrument approach to an aerodrome past the final approach fix or, if a final approach fix is not used, must not commence the final approach segment of the instrument approach procedure if, before passing the final approach fix or before commencing the final approach segment, current meteorological information indicates that the visibility at the aerodrome is less than the visibility published in the applicable AIP for the instrument approach procedure being used.

(b) For the purpose of paragraph (a), the final approach segment begins—

(1) at the final approach fix or facility specified in the instrument approach procedure; or

(2) if a final approach fix is not specified in the instrument approach procedure and the procedure includes a procedure turn, at the point where the procedure turn is completed and the aeroplane is established on the final approach course

within the distance specified in the instrument approach procedure.

Subpart D — Performance

Rule 125.227 is revoked and replaced by the following rule:

125.227 Steep approach and short landing techniques

A holder of an air operator certificate may perform steep approach procedures using approach slope angles of 4.5°, or more, and with screen heights of less than 50 feet but not less than 35 feet, if—

(1) the aeroplane flight manual states the maximum authorised approach slope angle, any other limitations, procedures, including emergency procedures, for the steep approach, as well as amendments for the field length data when using steep approach criteria; and

(2) for air operations performed under IFR, an approach slope indicator system comprising of at least a visual approach slope indicating system is available for the runway to be used at the aerodrome at which steep approach procedures are to be conducted; and

(3) for air operations performed under IFR, weather minima are specified and approved for each runway to be used with a steep approach; and

(4) for air operations performed under IFR, consideration is given to—

(i) obstacles; and

(ii) the type of approach slope indicator reference and runway guidance such as visual aids, MLS, GPS, ILS, LOC, VOR, or NDB; and

(iii) the minimum visual reference to be required at DH and MDA; and

(iv) usable airborne equipment; and

(v) pilot qualification and special aerodrome familiarisation; and

(vi) aeroplane flight manual limitation and procedures; and

(vii) missed approach criteria.

Subpart F — Instruments and Equipment

Rule 125.361 is revoked and replaced by the following rule:

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 instead 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 each 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, if 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 each 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 en-route 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.

Subpart G — Maintenance

Rule 125.407 is revoked and replaced by the following rule:

125.407 Maintenance Programme — additional requirements for aeroplanes with AEDRS

(a) A holder of an air operator certificate who operates an aeroplane that is required under rule 125.377 to be equipped with an AEDRS must ensure that the maintenance programme required under rule 119.63 for the aeroplane includes—

(1) a trend monitoring programme for the engine; and

(2) a procedure for the AEDRS data to be entered into the trend monitoring programme at the lesser of—

(i) the interval recommended by the engine manufacturer or other appropriate organisation acceptable to the Director; or

(ii) every 10 hours of engine operating time; or

(iii) before a further SEIFR passenger operation if the AEDRS indicates that an engine parameter has been exceeded or there has been an AEDRS failure; and

(3) a procedure for analysing the AEDRS data entered into the trend monitoring programme under paragraph (a)(2) to identify—

(i) any unacceptable trend in the engine performance; and

(ii) any tolerance exceedance in the AEDRS data; and

(iii) any failure of the AEDRS; and

(4) details of the maintenance actions to be taken before the aeroplane is used for a SEIFR passenger operation following—

(i) the identification of any of the conditions specified under paragraph (a)(3); or

(ii) any maintenance on the engine or associated control systems where the engine manufacturer or other appropriate organisation acceptable to the Director recommends that engine baseline data be established following the maintenance; and

(5) a procedure for baseline data to be established by the AEDRS for the engine—

(i) before the aeroplane is used on a SEIFR passenger operation; and

(ii) following any operation of the engine without the AEDRS operating; and

(iii) when the maintenance actions required under paragraph (a)(4)(ii) require the AEDRS baseline data to be re-established.

(b) The baseline data required under paragraph (a)(5) must be established by operating the aeroplane, engine, and propeller combination on air operations performed under VFR or SEIFR cargo only operations for—

(1) one complete maintenance cycle for the engine; or

(2) 100 hours time-in-service for the engine; or

(3) a period that is specified for establishing baseline data in the engine trend monitoring programme that is recommended by the engine manufacturer or other appropriate organisation

provided that the engine trend monitoring programme is acceptable to the Director.

(c) For the purpose of paragraphs (a)(2)(i), (a)(4)(ii), and (b)(3), an appropriate organisation is an organisation that has design and maintenance knowledge of the engine type concerned.

Subpart L — Manuals, Logs, and Records

Rule 125.855 is revoked and replaced by the following rule:

125.855 Documents to be carried

(a) A holder of an air operator certificate must ensure that the following documents are carried on each individual flight—

(1) details of the operational flight plan; and

(2) NOTAM and aeronautical information service briefing documentation appropriate to the operation; and

(3) meteorological information appropriate to the operation; and

(4) a copy of the load manifest; and

(5) notification of dangerous goods; and

(6) copies of the relevant flight guide charts and plates; and

(7) for a regular air transport service, a route guide covering each route flown and alternate aerodromes that may be used.

(b) A holder of an air operator certificate must ensure that separate copies of the documents referred to in paragraph (a)(6) are available for each pilot performing flight crew duties on the flight.

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 09-03 Omnibus 2009, containing the proposed rule amendments for Part 125, and other proposed rule amendments in various Parts, was issued for public consultation under Docket 9/CAR/1 on 30 July 2009.

A period of 37 days was allowed for comment on the proposed rule.

A total of 3 written submissions were received on NPRM 09-03 (1 submission related to Part 1, and 2 submissions related to Part 91). However, no submissions were received relating to Part 125.

The purpose of NPRM 09-03 was to make minor editorial and minor technical amendments to various Parts of the Civil Aviation Rules (CAR). The proposed amendments included the correction of spelling and grammatical errors, the updating of various rules in accordance with current International Civil Aviation Organization (ICAO) standards, definitions and abbreviations, and the revocation of specific transitional arrangements.