Civil Aviation Rules

CIVIL AVIATION AUTHORITY OF NEW ZEALAND
Te Mana Rererangi Tūmatanui o Aotearoa

Proposed amendments to Civil Aviation Rule Part 139

Notice of Proposed Rule Making (NPRM 26-01)

Affected Rule

Part 139 Appendix A – Aerodrome physical characteristics

A.1 – Physical characteristics for RESA (a)(1) and (2)

Consequential amendment

Part 1 Definitions and Abbreviations

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Introduction

Purpose of this NPRM and definitions

1. The proposals aim to resolve issues with RESA length requirements and allow for the use of arresting systems at New Zealand airports. The Civil Aviation Authority of New Zealand (CAA) is proposing amendments to Civil Aviation Rule Part 139 Aerodromes – Certification Operation and Use (Part 139) on runway end safety areas (RESA).

2. A RESA is an area at the end of a runway that reduces aircraft damage and improve safety if an aircraft underruns or overruns the runway[1]. A RESA can incorporate an arresting system.

3. An arresting system is a safety mechanism designed to decelerate an aeroplane overrunning the runway[2].

We want your feedback

4. We invite you to make a submission on the proposed amendments by providing written feedback by **11 May 2026**. We will consider all submissions before proceeding with changes to rules. If we need to make significant changes to the rule requirements in this proposal following the submissions process, we may undertake further consultation. Please see page 26 for more detail about how to make a submission.

Who is likely to be interested in this NPRM

5. The CAA has identified the following aviation participants who are likely to be affected or have an interest in the proposed rule amendments contained in this NPRM:

- All New Zealand aerodrome operators.
- International air carriers operating to or from New Zealand.
- Domestic carriers operating in New Zealand.
- Manufacturers of arresting systems.
- New Zealand Airports Association.
- New Zealand Air Line Pilots Association.
- Federation of Air New Zealand Pilots.
- Board of Airline Representatives New Zealand.

[1] The International Civil Aviation Organization (ICAO) defines RESA as an area symmetrical about the extended centre line of the runway and adjacent to the end of the runway strip primarily intended to reduce the risk of damage to an aeroplane undershooting or over-running the runway. See ICAO Annex 14, Aerodromes. Volume I Aerodrome Design and Operations. Chapter 1, Section 1.1 Definitions, July 2022, and Civil Aviation Rule Part 1, Initial Issue, Definitions and Abbreviations, CAA Consolidation 5 April 2025.

[2] See Annex 14, Aerodromes, Volume I Aerodrome Design and Operations. Chapter 1, Section 1.1 Definitions, July 2022.

When RESA are required

6. RESA are required under Civil Aviation Rule Part 139, which is a core part of the Civil Aviation Rules (the Rules) framework. The objective of Part 139 is to set standards, specifications, restrictions and requirements for the issue and exercise of an aerodrome certificate under the Civil Aviation Act 2023 (Act); and to ensure New Zealand meets and maintains applicable ICAO safety and security requirements for the certification, operation and use of aerodromes.

7. Rule 139.5 provides that a person must not operate an aerodrome except under the authority of an aerodrome operator certificate if the aerodrome is:

    - serving any aeroplane that is engaged in international regular air transport operations[3], or
    - serving an aeroplane that has a certificated seating capacity of more than 30 passengers that is engaged in regular air transport operations for the carriage of passengers.

8. To obtain an aerodrome operator certificate, an applicant must, among other things, comply with the physical characteristics set out in Part 139, Appendix A.1[4]. This includes providing a runway end safety (RESA) if the runway is used for regular air transport services by:

    - international operations,
    - aeroplanes that have a certificated seating capacity of more than 30 passengers (excluding crew seating) and:

        - the aerodrome operator certificate was issued after 12 October 2006, or
        - the runway was commissioned after 12 October 2006, or
        - the landing distance available or the length of the runway strip is extended to more than 15 metres greater than the distance or length published immediately before 12 October 2006, or the runway is upgraded to an instrument runway after 12 October 2006.

Why we decided to review the RESA length requirements

9. The RESA length requirements in Part 139 are being reviewed because:

    - the Acting Minister of Transport has directed CAA to fast-track changes to rules to ensure they align with International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs)

[3] Air transport operation means an operation for the carriage of passengers and goods by air for hire or reward except a commercial transport operation, an adventure aviation operation, a helicopter external load operation under Part 133, an agricultural aircraft operation under Part 137, an introductory flight carried out under rule 91.227H or a cost sharing flight under rule 91.227B.

[4] Part 139.51(b) Aerodrome design requirements.

- the Acting Minister of Transport has also requested that the CAA consider whether, as advised by the NZ Airports Association, the RESA length rules are unnecessarily constraining airport development and subsequently New Zealand's economic growth
- in 2017, the Supreme Court found that the Director of Civil Aviation (Director) made an error in his decision-making when approving a proposal for RESA lengths at Wellington International Airport. As a result of this decision, the RESA length rules need to be reviewed to make sure the decision-making requirements are clear. The Supreme Court ruling can be found here
- reducing runway incursions and excursions at aerodromes that support large passenger transport operations is a CAA priority focus area aimed at strengthening the safety of the civil aviation system
- the RESA length rules in Part 139 have not been reviewed since 2006. Consequently, a review is due as part of good regulatory stewardship.

What is the problem and what we are proposing

Summary of the problem

10. The Minister has a statutory obligation to ensure that Civil Aviation Rules align, to the extent practicable, with the SARPs issued by ICAO. However, RESA length rules in Part 139 do not align with ICAO SARPs in the following ways:

    - Part 139 requires all certificated aerodromes to construct, if practicable, a RESA of 240 metres. This differs from the recommended practice in ICAO Annex 14, which specifies different RESA lengths for aerodromes codes, which are based on the Aeroplane Reference Field Lengths (ARFL)[5]. The current rule imposes longer RESA length requirements than is necessary to mitigate the safety risks at some regional aerodromes, and
    - ICAO allows for RESA lengths to be reduced if an arresting system is installed, but Part 139 does not currently allow for arresting systems explicitly.

11. Additionally, some requirements in Part 139 are unclear and do not support consistent and predictable decision-making. For example, there is no definition of the term “practicable” in the rule. This creates uncertainty for aerodrome operators because it is unclear what evidence they must provide to demonstrate whether a RESA length is practicable. This also means the rule can be applied inconsistently across different aerodromes, and the lack of clarity has imposed some unnecessary costs on industry and the CAA related to reworking and assessing RESA proposals.

12. These issues have discouraged development at some regional aerodromes. This is because some operators are apprehensive to undertake development due to uncertainties about how to comply with the rules. Some are also discouraged by the requirement to, if practicable, construct a RESA to a length that would be disproportionate to their safety risks of their operations.

13. For more information on the problem and why change is needed see paragraphs 19 to 26 on pages 9-10.

Summary and scope of the proposals

14. We propose to:

    - align Part 139 Appendix A.1 Requirements for RESA with ICAO SARPs
    - amend Part 139 to allow the Director of Civil Aviation to make transport instruments under Part 10, subpart 3 of the Act, making it easier to update rules. This would be done by creating a new rule 139.20
    - amend rule 139.51 to allow for a transport instrument to be made for the use of arresting systems
    - amend rule 139.103 to require the holder of an aerodrome certificate to provide for arresting systems to be maintained

[5] The ARFL is the minimum runway length needed for take-off at maximum certificated take-off mass under standard conditions (sea level, still air, zero runway slope). Advisory Circular 139-6 – Aerodrome Design Requirements, section 1.3 (Definitions) refers.

- provide technical design standards for arresting systems under rule 139.51 in a transport instrument, along with compliance guidance in an advisory circular
- amend Civil Aviation Rule Part 1: Definitions and Abbreviations to include a definition for arresting systems
- correct minor editorial errors in rules 139.51, 139.107, 139.131, 139.203, 139.209, 139.351, 139.353, and 139.355.

15. No new or changed offences and penalties or transitional periods are proposed.

16. No changes to existing grandparenting provisions are proposed. These provisions may need to be reviewed but are out of scope for this NPRM.

17. It is intended that all the proposals will come into force in late July 2026.

18. Paragraphs 28 to 46 on pages 12-14 provide more detail on the proposals and paragraph 66 shows the proposals in rule format.

Why the change is needed

We have an obligation to align our rules with ICAO SARPs

19. As a signatory to the Chicago Convention 1944[6] (the Convention), New Zealand is obligated to give effect to the ICAO SARPs, to the extent practicable. In practice, this means the Minister must ensure that Civil Aviation Rules align, to the extent practicable, to ICAO SARPs (see section 61(2) of the Act). The proposed rule amendments will improve compliance with ICAO Annex 14[7] requirements for RESA.

20. Specifically, the ICAO standard[8] requires that a runway end safety area shall extend from the end of a runway strip to a distance of at least 90 metres where the:

    - code number is 3 or 4
    - code number is 1 or 2 and the runway is an instrument one.

21. The standard also provides that, if an arresting system is installed, the 90-metre standard may be reduced, based on the design specifications of the system, subject to acceptance by the State.

22. The ICAO recommended practice[9] states that a runway end safety area should, as far as practicable, extend from the end of a runway strip to a distance of at least:

    - 240 metres where the code number is 3 or 4; or a reduced length when an arresting system is installed
    - 120 metres where the code number is 1 or 2 and the runway is an instrument one; or a reduced length when an arresting system is installed
    - 30 metres where the code number is 1 or 2 and the runway is a non-instrument one.

23. **Annex 1** on page 27 provides further background information about the rules, and how this NPRM was developed.

Problems created by the current rule cannot be fixed without a rule change

24. The current RESA length rule in Part 139, Appendix A provides that:

    (a) a RESA must extend:

        (1) to a distance of at least 90 metres from the end of the runway strip, and
        (2) if practicable,
            (i) to a distance of at least 240 metres from the end of the runway strip, or
            (ii) to the greatest distance that is practicable between the 90 metres required in paragraph (a)(1) and the 240 metres required in paragraph (a)(2(i).

25. There are three problems with the current Rule that cannot be resolved without a rule change.

    1. Appendix A (a) (2) does not align with ICAO SARPs, as follows:

[6] Convention on International Civil Aviation, Article 37.

[7] ICAO Annex 14 Aerodromes, Volume I Aerodrome Design and Operations, Ninth Edition, July 2022.

[8] Annex 14 - Aerodromes, Chapter 3, 3.5.3 Dimensions of runway end safety areas.

[9] ICAO, Annex 14 – Aerodromes, Chapter 3, 3.5.4 Dimensions of runway end safety areas.

- code 1 and 2 aerodromes (instrument runways) are required to provide RESA of 240 metres, if practicable. However, the ICAO SARP states that RESA should be 120 metres, if practicable[10],
- if it is not practicable to construct to 240 metres, a RESA must extend to the greatest distance practicable between 90 metres and 240 metres[11]. This requirement is **not** set out in the ICAO SARPs.

2. Part 139 is silent on the use of arresting systems. This means that, while an aerodrome operator may install an arresting system, the current rules do not allow this to reduce the length of the RESA required.
3. The lack of a definition of the term "if practicable" in the rules has resulted in uncertainty for operators about:

- the matters the Director may or must consider when determining if a required RESA length is practicable
- how those matters will be applied.

26. The effects of the status quo include:

- stifled development at smaller aerodromes (code 1 and 2 instrument runways, and code 3) because of the requirement to construct a RESA of 240 metres if practicable, or if 240 metres is not practicable, to the greatest distance that is practicable between 90 metres and 240 metres. This requirement:
  - creates uncertainty, as it is not clear what RESA lengths will be acceptable to the Director
  - imposes unnecessary costs on the industry and the CAA, because the lack of certainty and unclear requirements have driven the need for RESA length proposals to be reworked several times when seeking the Director's acceptance
  - imposes that, if practicable, RESA of 240 metres be constructed at code 1 and 2 instrument aerodromes, which is longer than the ICAO recommended practice of 120 metres. While it would be highly unlikely that a 240-metre RESA would be practicable for these aerodromes, this could result in costs to these aerodromes that cannot be justified for safety purposes
  - has created some potentially perverse safety outcomes. Some aerodromes have advised that they have been discouraged from progressing runway extensions that could have enhanced safety due to the costs and uncertainty involved with planning and constructing RESA

[10] Part 139. Appendix A – Aerodrome physical characteristics. A.1 (a)(2)(i)

[11] Part 139. Appendix A – Aerodrome physical characteristics A.1 (a)(2)(ii)

- stifled development at smaller aerodromes, which contributes to the challenges facing smaller regional airlines[12], and affects regional connectivity and subsequently economic growth
- constrained development of some aerodromes because there is no flexibility for alternative arresting systems to be used to reduce RESA lengths. For example, an aerodrome that has land constraints, which means it cannot construct RESA to the length determined as acceptable to the Director, can only install an arresting system as an alternative means of meeting RESA requirements through an exemption from the current rule
- the industry and the CAA have incurred unnecessary costs because of ambiguity about the meaning of the term "practicable" in the rule and how this applies to RESA lengths acceptable to the Director, which often leads to RESA length proposals being reworked and reviewed multiple times.

What is the objective of the proposed amendments

27. The proposed amendments aim to maintain aviation safety by aligning requirements with ICAO SARPs, and to resolve the issues and effects of the current rule by:

    - providing flexibility for each aerodrome's context to be considered when determining RESA length requirements, and to allow for the installation of arresting systems as an alternative means to meet RESA length requirements,
    - enabling development at regional aerodromes,
    - removing ambiguous requirements, and
    - correcting some minor editorial errors.

[12] Regional airlines operate on lower-demand routes and lack the economies of scale and resilience of larger airlines. They also have limited access to capital and are unable to secure finance on the same terms as larger airlines. Ministry of Business, Innovation & Employment, 6 October 2025, Using the Regional Infrastructure Fund to support regional air connectivity.

Proposals in detail

RESA lengths

28. We propose to change the rules in Part 139 Appendix A.1 (a)(1) and (a)(2)(i) and (ii) to align with ICAO SARPs. That means aerodromes would be required to construct a RESA from the end of the runway strip to:

    - where the code number[13] is 3 or 4:
        - 240 metres, if practicable, or
        - if 240 metres is not practicable, to at least 90 metres, or
    - where the code number is 1 or 2 and the runway is an instrument one
        - 120 metres, if practicable, or
        - if 120 metres is not practicable, to at least 90 metres.

29. In addition, we propose to:

    - define "practicable" for the purposes of determining RESA length, so it is clearer how the Director will determine practicability. The proposed definition states:

      "if practicable" with respect to achieving a given length of RESA or an equivalent arresting system means:

        - What is reasonably feasible and able to be achieved, taking into account all the relevant circumstances in the particular case, including:
            - any physical or other difficulties applying to the proposal or site,
            - whether the difficulties may be overcome and, if so, at what expected cost; and
            - whether the expected costs and/or difficulties would be disproportionate to the expected benefits to be achieved, including the safety benefit achieved by a longer RESA; and
            - any other benefits expected or likely to accrue to the aerodrome owner or operator from the runway development of which the RESA or installation of an arresting system forms part.
        - The assessment of practicability of a RESA or arresting system may include but is not limited to a cost/benefit analysis.

30. Further guidance material may need to be developed to support implementation of this rule following consultation. This may include updates to AC139-15 Aeronautical Studies for Aerodrome Operators.

[13] "Code" means the ICAO Aerodrome Reference Code-Part 139, Appendix B refers. In summary, ICAO Aerodrome Reference Code helps determine which types of aircraft can use an aerodrome. The code number depends on the Aeroplane Reference Field Length (ARFL), which is the minimum runway length needed for take-off at maximum certificated take-off mass under standard conditions (sea level, still air, zero runway slope). The code reflects the highest ARFL among the aircraft intended for the runway.

Amendment to enable transport instruments to be made in Part 139

31. We propose to make a new rule, 139.20, to enable the Director to make transport instruments for the purposes of Part 139 in accordance with the Act.

32. Transport instruments are enabled through rules to allow the Director to set and approve changes to technical and operational requirements. Transport instruments can be updated more quickly than rules; this allows for technical and operational requirements to be updated in a timely manner and provides flexibility for new technologies to be recognised.

33. We propose placing this transport instrument-enabling rule in Subpart A (General), to allow for the making of transport instruments under any of the subparts in Part 139.

Arresting systems

Allowing for the use of arresting systems

34. We propose to create a new rule, 139.51(ba), to allow for arresting systems to be installed at aerodromes as an alternative means to meet RESA length requirements.

Making a transport instrument for arresting system

35. We propose that that the Director creates a new transport instrument, "Civil Aviation (Arresting Systems) Transport Instrument (CATI 139.51)", to specify approved design standards for arresting systems.

Contents of the transport instrument

36. We propose that only Engineered Materials Arresting Systems[14] (EMAS) be permitted in the transport instrument. This is because EMAS is recognised internationally as the safest, most reliable way to stop commercial aircraft during runway overruns.

37. We propose incorporating by reference the Federal Aviation Administration's (FAA) standard[15] in Advisory Circular 150/5220-22B: Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns in CATI 139.51.

38. When external material is referred to in a rule or transport instrument, that material then becomes 'incorporated' into, and forms part of, the rule or transport instrument.

39. We are proposing that only the FAA arresting system design standard be approved at present. This is because the FAA has been approving, installing, and overseeing EMAS since the mid-1990s, supported by a comprehensive suite of publicly available guidance material. The FAA's Advisory Circulars are developed by technical working groups comprising aviation specialists, including industry representatives such as Runway Safe, a United States-based EMAS manufacturer.

[14] Engineered Materials Arresting Systems means a bed of high energy absorbing materials of selected strength, which will reliably and predictably crush under the weight of an aircraft.

[15] Research programmes, as well as the evaluation of actual aeroplane overruns into an EMAS installation, have demonstrated that arresting systems, such as the EMAS described in the FAA standard, are effective in arresting aeroplane overruns. ICAO Doc 9157- Aerodromes Design Manual, 2020.

40. Runway Safe has supplied EMAS at two New Zealand airports[16]. They have worked collaboratively with CAA and contributed to the development of the proposed CAA Advisory Circular for arresting systems. See paragraph 43 for information on the draft Advisory Circular.

41. Further, while CAA is aware that other countries have established standards for EMAS, access to these standards is not freely available. In accordance with Schedule 2 of the Legislation Act 2019, CAA must ensure that copies of any material incorporated by reference are made publicly available free of charge, which we are only able to do with the FAA standard. The other standards are costly and under copyright legislation.

Maintenance of arresting systems

42. We propose to amend rule 139.103 to clarify that arresting systems must be maintained by the holder of an aerodrome operator certificate.

An advisory circular

43. We propose to issue an advisory circular to provide details on an acceptable means of compliance with CATI 139.51. A draft Advisory Circular has been released for comment alongside this NPRM.

Consequential amendment to Part 1 (Definitions and Abbreviations)

44. We also propose to make a consequential amendment to Part 1 to provide a definition for "arresting system" as "a safety mechanism designed to decelerate an aeroplane overrunning the runway."

Minor editorial corrections to Part 139

45. Editorial changes are also proposed to the following rules:

- Rule 139.51 (b) to remove the phrase "runway end safety area" and replace this with the term "RESA" to ensure consistent use of terminology
- Rule 139.51(b)(4) to remove a typographical error in the paragraph where an additional numeral "4" is present
- Rule 139.107 to remove typographical errors:
    - in paragraph (a) 1(ii) where an additional (ii) is present, and
    - in paragraph (c) (3) the letter 'm' is to be replaced with 'in' in the phrase 'a change **in** the conditions'
- Rule 139.107 to correct the misnumbering of paragraph (c)(3)(i) and (c)(3)(ii) to (d)(1) and (d)(2),
- Rule 139.131 to correct part of the title from upper case to lower case,
- Rule 139.203 (f) to correct a reference from paragraph (e)(i) to paragraph (e)(1),
- Rule 139.209 to correct rule part of the titles from upper case to lower case, and
- Rules 139.351, 139.353, and 139.355 to correct rule titles from upper case to lower case.

46. For more details of the proposed editorial corrections, see paragraph 66 on page 21.

[16] As outlined in paragraph 26 (page 10), aerodromes can install EMAS; however, they cannot use an EMAS as an alternative to reduce RESA length without a rule change. Queenstown International Airport and Wellington International Airports have installed EMAS manufactured by Runway Safe.

What is not proposed

No RESA length requirements are proposed for code 1 and 2 non-instrument runways

47. Code 1 and 2 non-instrument runways in New Zealand do not meet the threshold for RESA to be required (refer to paragraphs 7 to 8 on page 5 for information on when RESA are required). Further, these aerodromes are unlikely to meet these thresholds in future. Consequently, these aerodromes are not reflected in any of the rule options.

No transitional clauses are proposed

48. No transitional clauses are proposed.

No new or amended offences and penalties are proposed

49. No new or amended offences and penalties are proposed. Existing Part 139 offences and penalties under the Civil Aviation (Offences) Regulations 2025 (Regulations) will apply.

Options and Analysis

What options did we identify and evaluate

50. Four options to resolve the problems with the current rule were identified and each has been evaluated. The subsequent proposals in this NPRM are based on Option 1: Full ICAO alignment.

1. Full ICAO alignment

- RESA must extend from the end of the runway strip, if practicable, to a distance of:
    - 240 metres where the code number is 3 or 4,
    - 120 metres where the code number is 1 or 2 and the runway is an instrument one.
- if the lengths set out above are not practicable, the RESA must extend from the end of the runway strip to at least 90 metres, which is the ICAO standard.
- If an arresting system is installed, RESA lengths may be reduced, based on the design specifications of the system, subject to acceptance by the Director.

2. Alignment with the ICAO standard only

- the rule would require that RESA must extend to the ICAO standard distance of at least 90 metres from the end of the runway strip. Non-mandatory recommended practice would be set out in an Advisory Circular. The Advisory Circular would state that RESA should extend from the end of the runway strip, if practicable, to a distance of:
    - 240 metres where the code number is 3 or 4,
    - 120 metres where the code number is 1 or 2 and the runway is an instrument one.
- If an arresting system is installed, the RESA lengths may be reduced, based on the design specifications of the system, subject to acceptance by the State.

3. Alignment with Australian requirements

- The Civil Aviation Safety Authority of Australia (CASA) sets minimum RESA lengths based on code numbers[17]. "Preferred" RESA lengths based on code numbers are also set and are mandatory if practicable[18] for codes 1, and 2, and code 3 aerodromes that service domestic operations[19].
- If the preferred length is not practicable, the onus is on the aerodrome operator to determine the RESA length between the standard and the preferred length. The aerodrome operator must document its decision and rationale for that decision in its Manual of Standards. The aerodrome then manages the risk associated with that decision.
- The RESA requirements do not apply[20] if the Director of CASA approves an arresting system designed to ensure the safe deceleration of an aircraft in the event of a runway overrun.

4. Retaining the status quo

- RESA must extend to a distance of at least 90 metres from the end of the runway strip and, if practicable, to at least 240 metres, or the greatest distance practicable between 90 metres and 240 metres.

51. We evaluated the status quo to provide a baseline for comparing options, and to assess how well each alternative option addresses the problems with the current rule, meets our criteria, and maintains safety.

How we assessed the options (criteria)

52. To resolve issues with the status quo and achieve the policy objectives, we assessed the four options identified above against the following criteria:

    - **Safety**: the option should maintain (or improve) the safety of New Zealand's civil aviation system,
    - **Alignment:** the option should align with ICAO SARPs to the highest degree practicable,
    - **Flexibility:** the option should provide flexibility for RESA length requirements to consider the context of individual aerodromes,
    - **Enabling:** the option should enable economic growth and regional development, and
    - **Clarity:** the option should provide clear requirements, so that stakeholders understand how requirements apply and how the Director will decide if a RESA length is acceptable.

Assessment of the options against the assessment criteria

53. A summary of how the options were assessed against the criteria above is shown in the table below on page 15.

54. The table includes the following symbols:

    ✓✓Meets the criteria ✓ Partially meets the criteria **X** Does not meet the criteria.

[17] ICAO standards: code 1 and 2 = 60 metres, code 3 and 4 = 90 metres, code 3 and 4 =240 metres.

[18] Part 139, Australian "Manual of Standards", Chapter 6.26.

[19] Preferred lengths: code 1 and 2 =120 metres, and code 3 domestic = 240 metres.

[20] Australia's *Manual of Standards* states that a RESA is not required if the Director approves an engineering solution.

Table 1: Options analysis

Options	Safety	Alignment with ICAO	Flexibility	Enabling	Clarity
Full ICAO Alignment	✓✓ - Requires RESA be constructed, if practicable, to the recommended practice relevant to the aerodrome code number, or otherwise RESA must extend to at least the minimum standard as set out by ICAO, which is 90 metres.	✓✓ - Fulsome alignment with ICAO SARPs.	✓ - Two RESA length options are mandated depending on practicability. - Provides for the context of aerodromes to be considered when determining if the recommended practice is practicable. - Allows for arresting systems to be installed to reduce RESA lengths. - Allows new arresting system technologies to be recognised via transport instruments changes.	✓ - Improves ability of Code 1 and 2 instrument runways, and Code 3 aerodromes to develop by removing requirements more onerous than those required by ICAO (i.e. the requirement for all aerodromes to construct RESA of 240 metres, if practicable, or to the greatest distance that is practicable between 90 and 240 metres).	✓✓ - Defines "practicable" and removes minor editorial errors. - Removes ambiguity associated with providing RESA between 90 and 240 metres, if construction of 240 metres is not practicable. - Sets standards for arresting systems that will be acceptable to the Director in a transport instrument. - Provides further information on means of compliance with standards for arresting systems through an advisory circular.
Alignment with the ICAO Standard only	✓ - Safety is maintained to the standard. No regulatory incentive to improve safety beyond the standard.	x - Not fully aligned with ICAO SARPs, as appropriate recommended practice is not reflected in the rules (refer to note below *)	✓ - Allows for arresting systems to be installed to reduce RESA lengths. - Allows new arresting system technologies to be recognised via transport instruments changes.	✓✓ Lesser requirements would create more favourable conditions for development at some smaller aerodromes.	✓✓- No ambiguity, as one clear requirement is set out.
Alignment with Australia	✓ x - Alignment with Australia is not recommended because: • the requirement for RESA to be constructed, if the mandatory preferred length is not practicable, to a length between the standard and recommended practice is similar to New Zealand's status quo, which CAA considers does not align with ICAO SARPs, and • placing the onus on the operator to determine RESA lengths is inconsistent with the CAA's interpretation of New Zealand's obligations under the Convention[21], which places this onus on States.				
Retaining the status quo	✓ - Safety is maintained, as RESA must meet the standard or, if practicable, a higher standard. However, this higher requirement has discouraged development at some smaller aerodromes. Potentially this has caused some perverse safety outcomes as smaller runway extensions have not progressed, as aerodromes are required to construct to the higher standard, rather than the ICAO SARPs.	x - Aligned with the ICAO standard, but not the recommended practice. The rule applies, if practicable, the recommended practice for codes 3 and 4 to all codes, and the rule requirement to provide RESA to the greatest length practicable between 90 and 240 metres does not exist in the ICAO SARPs.	✓ - Allows for the context of aerodromes to be considered when determining RESA lengths if 240 metres is not practicable, i.e. RESA to be constructed between 90 metres and 240 metres.	x - Some development at small regional aerodromes has been stifled by requirements that do not align with ICAO SARPs. - The rule does not allow for the use of arresting systems to reduce RESA lengths as set out in the ICAO SARPs.	x - It is unclear how the Director determines whether a RESA length is acceptable and it is unclear how practicability requirements are applied.

Note: States that are a signatory to the Convention undertake to adopt ICAO recommended practices, where appropriate. In 2006, New Zealand determined that adopting the recommended practices for RESA was appropriate to support safety outcomes during the landing, take-off, and approach phases of a flight. At that time, these flight phases were identified as the major contributor to civil aviation accidents[22]. These phases continue to be a major contributor to accidents[23] so we consider adopting recommended practices is still appropriate.

Further, ICAO audits countries that have signed up to the Convention to assess, among other things, whether the State has laws that give effect to ICAO standards and recommended practices. Following an audit, ICAO assigns each country an Effective Implementation (EI) score showing how well it carries out aviation safety oversight. This option would be likely to result in a lower (EI) score, as recommended practices are not incorporated into the law. A high EI score is important because it shows that a State is aligned with global standards and meeting its aviation safety obligations.

[21] Article 37 of the Convention obliges contracting States to adopt the highest practicable degree of uniformity in international civil aviation regulations, standards, procedures and organization regarding aircraft, personnel, airways, and auxiliary services to improve air navigation safety, regularity and efficiency.

[22] International Civil Aviation Organization (ICAO). "ICAO SARPS and the subsequent Part 139 rules were supported by research that indicated that undershoots were involved in 7% to 18% of landing accidents, overruns were involved in 12% to 31% of landing accidents, and in 25% to 56% of take-off accidents".

[23] ICAO, State of Global Aviation Safety Report, ICAO Safety Report 2025 Edition. ICAO_SR_2025.pdf

Additional options considered but not evaluated

ICAO Alignment with a difference for code 3 domestic – servicing domestic non-jet aircraft (mixed model)

55. ICAO recommends that code 3 and 4 aerodromes construct RESA, if practicable, to 240 metres, and this is reflected in the status quo. We considered a variation of the "ICAO alignment" option that would specify a different RESA length for code 3 aerodromes serving domestic non-jets. The NZ Airports Association argued that the ICAO recommended practice should make a distinction between code 3 and code 4 aerodromes[24], setting a RESA length of less than 240 metres for code 3 aerodromes.

56. NZ Airports Association suggested differentiating between codes 3 and 4 because the Aeroplane Reference Field Lengths (ARFLs)[25] of the aeroplanes using these aerodromes, which are used to determine code numbers, are significantly different. For example, an ATR 72-500 has an ARFL of 1223 metres, while an Airbus A320-200 has an ARFL of 2058 metres, a difference of 835m.

57. As a result, regional aerodromes serving significantly lighter, slower turboprop aircraft may be required, if practicable, to provide RESA lengths comparable to those supporting much heavier and faster jet aircraft operating at major international aerodromes.

58. This option has been considered but was not taken further because:

    - a difference would not align with ICAO SARPs, and
    - insufficient data is available on global runway excursions for aircraft types of ATR and Q300 to determine a robust length that would provide the capture rates[26] equivalent to the ICAO SARP.

59. We also considered other selected jurisdictions' requirements. The United States of America Federal Aviation Authority (FAA) was the only jurisdiction canvassed that has RESA length requirements specific to individual aeroplane types. However, the FAA has used a different methodology to ICAO's to determine RESA lengths.

60. ICAO RESA lengths are based on ARFLs [27], while the FAA requirements are determined based on aircraft approach category[28], airplane design group, and visibility minima.

61. Given that the two methodologies differ, and that our statutory obligation under the Act is to align with ICAO, we have determined that alignment with the FAA requirements would not be appropriate.

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[24] ICAO aerodrome codes are used to standardise the aerodrome infrastructure required to support safe operations of the type of aircraft that most regularly uses the aerodrome. The code reflects the highest ARFL among the aircraft intended for the runway.

[25] The ARFL is the minimum runway length needed for take-off at maximum certificated take-off mass under standard conditions (sea level, still air, zero runway slope). Advisory Circular 139-6 – Aerodrome Design Requirements, section 1.3 (Definitions) refers.

26 Capture rate is the percentage of runway overruns that the RESA is long enough to safely stop or contain.

[27] See footnote 25 above.

[28] Aircraft approach categories are established by the aircraft's certification authority (e.g. the FAA).

Option presented by aerodromes

62. We also considered whether the rules should be based on a safety case presented by aerodromes. We discounted this option on the basis that it would have constituted a fundamental change to the rule and is not consistent with our objective to align the rule with ICAO SARPs.

About the rule change

Authority to make Civil Aviation Rules (rules) and transport instruments

63. The authority to make rules can be found in sections 52(1), 53(1), 56, and 60(d) of the Act. The authority to make transport instruments can be found in sections 430(1)(b), 430(2), 430(3), 431(1) and (3)(b). This NPRM is issued to fulfil formal consultation requirements under section 61 of the Act.

64. CAA is consulting on the rules on behalf of the Acting Minister of Transport who has the authority to make Civil Aviation Rules. We are consulting on a transport instrument on behalf of the Director of CAA, who has the power to make these instruments where they have been enabled in the rules. While the rule must be made before the associated transport instrument, we are consulting on them together to ensure those affected understand all the proposals. Additionally, we are consulting on an Advisory Circular for acceptable means of compliance with the rule.

65. Further information about the legislative matters that must be considered when making a rule can be found in **Annex 2** on pages 28-31 of this NPRM**.**

List of new rules and amendments, in rules format

66. Please note: Inserted texts are shaded, deleted texts are ~~struck through and shaded~~.

Proposed new rule 139.20

139.20 Transport instruments for the purposes of this Part

(a) A transport instrument may be made for the purposes of this Part, subject to any requirements specified in a rule referring to the instrument.

(b) In accordance with section 431 of the Act a transport instrument made for the purposes of this Part may be made by the Director.

(c) Before making a transport instrument the Director must have regard to any relevant standards, guidance and practice.

(d) The transport instrument must specify dates for compliance.

(e) The Director may amend or replace a transport instrument when necessary.

(f) A transport instrument is secondary legislation (see Part 3 of the Legislation Act 2019 for publication requirements).

Proposed amendments to Part 139

139.51 Aerodrome design requirements

(a) An applicant for the grant of an aerodrome operator certificate must ensure that the physical characteristics of the aerodrome, the obstacle limitation surfaces, the visual aids for navigation and for denoting obstacles and restricted areas, and the equipment and installations for the aerodrome are commensurate with—

(1) the characteristics of the aircraft that the aerodrome is intended to serve; and

(2) the lowest meteorological minima intended for each runway; and

(3) the ambient light conditions intended for the operation of aircraft on each runway.

(b) An applicant for the grant of an aerodrome operator certificate must ensure that a ~~runway end safety area~~ RESA that complies with the physical characteristics prescribed in appendix A.1 is provided at each end of a runway at the aerodrome if—

(1) the runway is used for regular air transport services operating to or from New Zealand; or

(2) the aerodrome operator certificate is first issued after 12 October 2006 and the runway is used for regular air transport services by aeroplanes that have a seating configuration of more than 30 seats excluding any required crew member seat; or

(3) the runway is commissioned after 12 October 2006 to be used for regular air transport services by aeroplanes that have a seating configuration of more than 30 seats excluding any required crew member seat; or

(4) ~~(4~~ the runway is used for regular air transport services by aeroplanes that have a seating configuration of more than 30 seats excluding any required crew member seat and—

~~(i)~~ either the landing distance available or the length of the runway strip is extended to a distance or length that is more than 15 metres greater than the respective distance or length that was published for the runway immediately before 12 October 2006; or

~~(ii)~~ the runway is upgraded to an instrument runway after 12 October 2006.

(ba) The RESA lengths specified in appendix A.1 may be reduced if an applicant for the grant of an aerodrome operator certificate installs an arresting system in accordance with the design specifications and requirements specified in a transport instrument made under rule 139.20 which may be identified as CATI 139.51.

(bb) For the purposes of appendix A.1 with respect to achieving a given length of RESA or an equivalent arresting system **practicable** means –

(1) what is reasonably feasible and able to be achieved, taking into account all the relevant circumstances in the particular case, including –

(i) any physical or other difficulties applying to the proposal or the proposed site;

(ii) whether difficulties may be overcome and if so, at what expected cost;

(iii) whether the expected costs and/or difficulties will not be disproportionate to expected benefits to be achieved, including the safety benefit achieved by a longer RESA;

(iv) any other benefits expected or likely to accrue to the aerodrome owner or operator from the development of which the RESA or installation of an arresting system forms part; and

(2) the assessment of practicability of a RESA or arresting system may include but is not limited to a suitable cost/benefit analysis.

(c) The RESA provided at the aerodrome must be acceptable to the Director.

139.103 Aerodrome maintenance

(a) A holder of an aerodrome operator certificate must establish a maintenance programme, including preventative maintenance if appropriate, for maintaining the aerodrome facilities in a condition that does not impair the safety, security, regularity, or efficiency of aircraft operations.

(b) The maintenance programme must –

(1) provide for the surface of paved manoeuvring areas to be kept clear of any loose objects or debris that might endanger aircraft operations; and

(2) provide for the surface of paved runways to be maintained in a condition that provides good surface friction characteristics and low rolling resistance for aircraft; and

(2a) provide for an arresting system to be maintained, if applicable, as specified in a transport instrument made under rule 139.20 and may be identified as CATI 139.51; and

(3) provide for an assessment of runway condition and provision of runway condition report as specified in rule 139.107.

Proposed amendment to Appendix A.1 Physical Characteristics

A.1 Physical characteristics for RESA

~~(a) A RESA must extend –~~

~~(1) to a distance of at least 90 metres from the end of the runway strip, and~~

~~(2) if practicable –~~

~~(i) to a distance of at least 240 metres from the end of the runway strip; or~~

~~(ii) to the greatest distance that is practicable between the 90 metres required in paragraph(a)(1) and the 240 metres required in paragraph (a)(2)(i).~~

(a) Where the code number is 3 or 4, a RESA must extend from the end of the runway strip —

(1) to 240 metres, if practicable; or

(2) if 240 metres is not practicable, to at least 90 metres.

(aa) Where the code number is 1 or 2, and the runway is an instrument one, a RESA must extend from the end of the runway strip -

(1) to 120 metres, if practicable; or

(2) if 120 metres is not practicable, to at least 90 metres.

Proposed consequential amendment to Part 1

Arresting system means a safety mechanism designed to decelerate an aeroplane overrunning the runway.

Proposed Transport Instrument

Civil Aviation (Arresting Systems) Transport Instrument [CATI 139.51]

Subpart A – General

1.1 Title

This civil aviation transport instrument is the Civil Aviation (Arresting Systems) Transport Instrument and may be identified as CATI 139.51.

1.3 Commencement date

This civil aviation transport instrument comes into force on X July 2026.

1.5 Definitions

The terms used in this transport instrument have the same meaning set out in Parts 1 and 139 of the Civil Aviation Rules.

Subpart B – Requirements for the installation, use and maintenance of an arresting system

2.1 Arresting system design standards

If a holder of an aerodrome operator certificate installs an arresting system, the arresting system must meet the design standards specified in FAA AC 150/5220-225 **Engineered Materials Arresting Systems for Aircraft Overruns**.

2.3 Maintenance of arresting system must be included in maintenance programme

A holder of an aerodrome operator certificate must ensure that the maintenance of the arresting system is included in its maintenance programme required under rule 139.103.

Proposed editorial corrections to Part 139

139.107 Assessment of runway condition and provision of runway condition report

(a) A holder of an aerodrome operator certificate must ensure that the assessment of the runway condition and the provision of a runway condition report –

(1) is in accordance with –

(i) chapter 4 of the ICAO Circular 355 Assessment, Measurement and Reporting of Runway Conditions; and

(ii) ~~(ii)~~ the runway condition assessment matrix which produces the runway condition code as contained in the AIPNZ;

(2) is in an equivalent format acceptable to the Director.

(b) The holder of an aerodrome operator certificate referred to in paragraph (a) for a controlled aerodrome must ensure that for an aircraft performing an air transport operation under Part 121, the runway condition report for conditions other than dry or wet runway –

(1) is compiled and produced each calendar day immediately before the first aircraft takes off or lands at the aerodrome; and

(2) is amended –

(i) when there is a change in the conditions since the last report was made; and

(ii) immediately before an aircraft takes off or lands at the aerodrome; and

(3) is issued in a timely manner to operators.

(c) The holder of an aerodrome operator certificate referred to in paragraph (a) for an uncontrolled aerodrome must ensure that for an aircraft performing an air transport operation under Part 121, the runway condition report –

(1) is compiled –

(i) each calendar day immediately before the aircraft takes off or lands at the aerodrome; and

(ii) at civil evening twilight if additional take-off and landing of aircraft are scheduled; and

(2) is available for issue in a timely manner upon prior agreement with the aircraft operator.

~~(3)~~(d) For the purposes of paragraph (b)(2)(i), a change ~~m~~ in the conditions includes –

~~(i)~~(1) when the runway conditions have changed significantly due to meteorological conditions but excluding a change from dry to wet runway, or wet to dry runway; or

~~(ii)~~(2) following a report of poor braking action and further assessment of runway condition resulting in different runway condition codes.

139.131 Aeronautical ~~S~~study

139.203 Requirements for ~~T~~tier 1 security designated aerodromes

(e) The training programme required by paragraph (d)(8) must include—

(1) applicable segments for initial training and recurrent training; and

(2) knowledge testing or competency assessment as appropriate for the training conducted.

(f) The holder of an aerodrome operator certificate must ensure that each segment required by paragraph ~~(e)(i)~~ (e)(1) —

(1) includes a syllabus that is acceptable to the Director; and

(2) is conducted in a structured and coordinated manner by a person authorised by the certificate holder.

139.209 Airport ~~I~~identity ~~C~~cards

139.351 Provision of UNICOM and AWIB ~~S~~services

139.353 UNICOM and AWIB ~~S~~service ~~R~~requirements

139.355 UNICOM ~~S~~service ~~O~~operator ~~R~~requirements

How to make a submission and next steps after consultation

Making a submission

67. You can make a submission at NPRMs open for submission | aviation.govt.nz, or submit your feedback by:

    e-mail: docket@caa.govt.nz subject line "Submission on NPRM 26-01".

    mail:
    Docket Clerk (NPRM 26-01)
    Civil Aviation Authority
    PO Box 3555
    Wellington 6140
    New Zealand

    in person:
    Docket Clerk (NPRM 26-01)
    Civil Aviation Authority
    Datacom Centre
    Level 15
    55 Featherston Street
    Wellington 6011

68. Further information may be requested at docket@caa.govt.nz or by phoning 64–4–560 9640.

69. All submissions will be acknowledged.

Submissions will be official information

70. Please note that all submissions are public information and can be viewed before and after the closing date for submissions.

71. Please let us know if you wish to have any information in your submission withheld. Requests for information to be withheld will be assessed by CAA. Information will only be withheld where a conclusive ground under section 6 of the Official Information Act 1982 (OIA) applies, or where considerations under section 9 of the OIA outweigh reasons for the information to be released.

72. Please email docket@caa.govt.nz if you wish to view a submission.

73. If CAA receives an OIA request for submissions, we will consider any requests for confidentiality when deciding whether there are grounds under the OIA for withholding any information.

74. Under the OIA information may still be released if there is no good reason for withholding, or if there is a public interest in disclosure that outweighs any good reasons for withholding.

75. A summary of submissions will be published on the CAA website. The summary will also be emailed to everyone who makes a written submission on this NPRM.

Final date for submissions

76. Submissions must be received by midnight on **11 May 2026.**

77. Once consultation has closed, officials will analyse the submissions and consider whether to recommend changes to the proposals in the light of the submissions received.

78. The Acting Minister of Transport will consider officials' recommendations and then decide whether any of the proposals in the document will be progressed into rules.

Annex 1: Background about the rules and how this NPRM was developed

Background to the Civil Aviation Rules

1. The Civil Aviation Act 2023 (the Act) establishes the statutory framework governing the aviation system. It sets out functions, powers and duties of participants in the civil aviation system.

2. The Civil Aviation Rules (the Rules) are made under the Act and prescribe detailed requirements and technical standards that aviation participants must comply with in order to meet their obligations under the Act.

3. The Rules are divided into Parts, and each Part contains a series of individual rules which relate to a particular aviation activity. Some rules empower the use of a transport instrument or a CAA notice that can be used to set mandatory requirements such as performance standards, conditions, operating requirements, procedures and technical specifications. Transport instruments and CAA notices can be amended by the Director where amendments are in accordance with the corresponding enabling rule and following appropriate consultation.

4. Rule, transport instruments and CAA notices are secondary legislation under the Legislation Act 2019. Under that Act, the rules and transport instruments must be presented to the House of Representatives. The House of Representatives may, by resolution, disallow any secondary legislation. The Regulations Review Committee is the select committee responsible for considering rules under that Act.

5. Advisory Circulars accompany many rule Parts and contain information about standards, practices, and procedures that the Director has established to be an acceptable means of compliance with the associated rule. An advisory circular may also contain guidance material to facilitate compliance with the rule requirements.

Development of this NPRM

6. This NPRM has been developed with input from CAA's subject matter experts, the CAA's Legal team, and the Ministry of Transport's Policy and Legal teams.

7. We also spoke with NZ Airports Association, New Zealand Airline Pilots Association, Air New Zealand, and the Board of Airline Representatives New Zealand, which informed this NPRM.

8. We considered the RESA and arresting system requirements of a select number of international jurisdictions, with aviation regulatory frameworks and operations comparable to the NZ context.

Annex 2: Legal authority to make the rules and transport instruments, and the legislative matters that must be considered when making Rules

Powers to make rules under the Act

The Minister's powers to make the proposed rules in this NPRM can be found in the sections of the Act set out in the following table.

Section	Provision
52(1)	The Minister may make rules relating to civil aviation for all or any of the following purposes (among other purposes): (a) regulating aviation participants, aircraft, aeronautical products, and aviation places, and people and things carried, or to be carried, in aircraft: (b) regulating people, activities, and things in relation to the safety and security of civil aviation: (c) regulating the effect or potential effect of civil aviation on people, activities, and things: (d) providing for the implementation of New Zealand's obligations under the Convention.
53(1)	The Minister may make rules under section 52 relating to the designation, classification, and certification of all or any of the following (among other things): (b) aerodromes.
54	The Minister may make rules under section 52 relating to the setting of standards, specifications, restrictions, and licensing requirements for all or any of those persons or things specified in section 53, including but not limited to the following: (e) the specification of standards of design, construction, manufacture, maintenance, processing, testing, supply, approval, and identification of aircraft and aeronautical products.
60(d)	The Minister may make rules under section 52 for all or any of the following purposes (among other purposes): (a) the definitions, abbreviations, and units of measurement to apply within the civil aviation system.

Power to make a transport instrument

The transport instrument proposed in this consultation would be made under the sections set out in the following table:

Section	Provision
430(1)(b)	A regulation or rule made under the Act may provide for any matter that could be included in that regulation or rule to be dealt with in a transport instrument, but must not do so unless, in the case of the Minister making the rule, the Minister is satisfied

	that the subject matter is appropriate to be in a transport instrument rather than in the rule itself.
430(2)	A regulation or rule that provides for a transport instrument must specify whether the Secretary or the Director may make the instrument.
430(3)	A regulation or rule that provides for a transport instrument may – (a) provide for a particular transport instrument as amended or replaced from time to time: (b) provide for any transport instrument that may be made for the purposes of that regulation or rule (even if the instrument has not been made at the time the regulation or rule is made): (c) provide for any requirements in relation to the instrument or its creation.
431(1) and (3)(b)	A specified person may make a transport instrument, and, in this case, the specified person is the Director.

Use of transport instruments

Transport instruments only have legal effect when referred to in a rule. In making the proposal above, we considered the Ministry of Transport guidance that transport instruments should contain non-controversial, technical and prescriptive matters that have limited impact, and allow for future flexibility and innovation.

The CAA and Ministry of Transport consider the matters in this proposal are appropriate for inclusion in a transport instrument.

Matters to be considered by the Minister before making a rule

Under section 61(2), before making a rule, the Minister must—

- be satisfied that the rule will, to the extent that is practicable, facilitate conformity with the applicable standards of ICAO relating to aviation safety and security; and
- be satisfied that the rule is not inconsistent with New Zealand's international obligations relating to aviation safety and security; and
- have regard to and give the weight that the Minister considers appropriate in each case, to the criteria specified in section 72.

An analysis of the matters the Minister must have regard to under section 72 is set out in the following table.

Section	Criteria	Consideration
72(a)	The main and additional purposes of this Act.[29]	**The proposed rule advances the Act's main and additional purposes to the extent they are relevant**.

[29] Sections 3 and 4 of the Act.

Section	Criteria	Consideration
		Safety is met as certificated aerodromes will be required, if practicable, to construct RESA to ICAO recommended practice lengths, or otherwise to at least the minimum safety standard set by ICAO. The proposed rule will also contribute to improved **economic prosperity** by enabling smaller aerodrome development, which will enhance **inclusive access, healthy and safe people, and resilience** by improving regional connectivity. The proposal also: • promotes **innovation** by allowing for the use of arresting systems to reduce required RESA lengths, and • ensures that **New Zealand meets its obligations under the Convention**.
72(b)	The recommended practices of ICAO relating to aviation safety and security.	**The proposed rule aligns with the recommended practices of ICAO relating to aviation safety.** The proposal requires recommended practices to be met if practicable.
72(c)	The level of risk existing to aviation safety in each proposed activity or service.	**The proposed rule accounts for the level of risk existing to aviation safety in each proposed activity.** The landing, take-off, and approach phases of flight are a major contributor to civil aviation accidents[30]. To account for this risk, the proposed rule requires certificated aerodromes to construct RESA to ICAO recommended practice lengths or otherwise to at least the minimum safety standard set by ICAO. Operators would be allowed to reduce RESA lengths if they install an arresting system acceptable to the Director. Arresting systems also account for this risk by providing a level of safety equivalent to a RESA.
72(d)	The nature of the activity or service for which the rule is being established	**The proposed rule is suitable for the nature of the activity it intends to establish.** RESA and arresting systems are the mechanisms used to reduce the risk of damage to an aeroplane in the event of a runway excursion. These mechanisms provide a safe stopping distance for aircraft and reduce the likelihood of catastrophic consequences such as fatalities or severe injuries to passengers and crew.
72(e)	The level of risk existing to aviation safety and security in New Zealand in general.	**The proposed rule accounts for the level of risk existing to aviation safety in New Zealand in general.** The risks associated with landing, take-off, and approach phases of flight are a major contributor to civil aviation accidents[31]. These risks apply globally, including to New Zealand aviation.

[30] ICAO, State of Global Aviation Safety Report, ICAO Safety Report 2025 Edition. ICAO_SR_2025.pdf

[31] Ibid.

Section	Criteria	Consideration
		The proposals in this NPRM reduce the risks to aviation safety in New Zealand by requiring mechanisms to be in place for aircraft to land safely.
72(f)	The need to maintain and improve aviation safety and security, including (but not limited to) personal security.	**The proposed rule accounts for the need to maintain and improve aviation safety.** Aviation safety is maintained by requiring RESA be constructed to align with ICAO SARPs.
72(g)	The costs of implementing measures for which the rule is being proposed.	**The proposed rule accounts for the costs of implementing measures.** The proposals will not introduce additional compliance costs to industry, and in some cases may reduce the cost of compliance.
72(h)	The international circumstances in respect of – • aviation safety and security; and • mutual recognition of safety certifications in accordance with the ANZA mutual recognition agreements.	**The proposed rule accounts for the international circumstances in respect of aviation safety.** The proposal is to adopt the international ICAO standard and recommended practice for RESA and therefore will provide consistency with global aviation.
72(i)	Any other matters that the Minister or, as the case may be, the Director considers appropriate in the circumstances.	**Not Applicable.**