



**WELLINGTON NEW ZEALAND**

**PURSUANT** to Section 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 *Fifth* day of *September* 2006

by **HARRY JAMES DUYNHOVEN**

A handwritten signature in black ink, appearing to read 'Harry James Duynhoven', written over the printed name.

Minister for Transport Safety

**Civil Aviation Rules**

**Part 1, Amendment 32**

**Definitions and Abbreviations**

*Docket 4/CAR/2*

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### **Rule objective**

The objective of amendment 32 to Part 1 is to insert new definitions and abbreviations into the rules.

These amendments are consequential to amendment 5 to Part 139 which implements the ICAO requirement for runway end safety areas to be provided at each end of a runway.

### **Extent of consultation**

In January 2000 the Civil Aviation Industry Rules Advisory Group (**CIRAG**) Executive accepted a terms of reference for the establishment of a Technical Study Group (**TSG**) to participate in a rule making project to implement the ICAO requirements for runway end safety areas. The terms of reference covered the provision of RESA in relation to the New Zealand aerodromes that are used by aeroplanes conducting regular international air transport operations, and the consistency of the requirement for RESA across all New Zealand aerodromes. Participants for the TSG were drawn from the 7 aerodromes that would be affected by the rule proposal, the aircraft operators who were involved with the international air transport operations, aircrew representatives, the airways system operator, and the CAA.

An external consultant was also engaged to carry out a comprehensive cost benefit analysis on the proposal to require RESA at the 7 aerodromes that would be directly affected by the rule to determine that the application of RESA would meet the criteria of the Act for safety at reasonable cost.

The members of the TSG have been fully involved with the input information that was required for the cost benefit analysis and, with the exception of the requirements where an existing aerodrome is certificated after the date of the rule, with the development of the proposed rules.

A Notice of Proposed Rulemaking, NPRM 04-03 Runway End Safety Areas (RESA), containing the proposed rules was issued for public consultation under Docket 4/CAR/2 on 2 July 2004.

Notification of the publication of this NPRM for public submissions was made in the CARRIL, on the CAA web site, and in the *Gazette* on 1 July 2004 and in the major metropolitan newspapers on Saturday 3 July 2004. Copies of the NPRM were sent to 195 interested parties and letters advising of the availability of the NPRM were sent to a further 34 organisations on 29 and 30 June 2004.

The period for public submissions was initially set to close on 16 August 2004, but following an industry request for an extension the period for public submissions was closed on 30 August 2004.

### **New Zealand Transport Strategy**

The amendments to Part 139 do not take into account the requirements of the New Zealand Transport Strategy (NZTS) because the development of the proposed rule changes and the publication of the NPRM for public submissions was undertaken before the requirements of the NZTS came into force on 1 December 2004 with the Civil Aviation Amendment Act (No 2) 2004.

### **Summary of submissions**

A total of 41 responses to NPRM 04-03 were received. Twenty two were written submissions, and 19 were enquiries, congratulations, or updates from aerodrome operators on their progress toward meeting the proposed rules. The 22 written submissions comprised 12 from aerodrome operators, 4 from aircraft operators, 3 from aviation consultants, and 3 from flight crew representative organisations.

The submissions and comments have been considered and as a result the following changes have been made to the Part 1 final rules:-

- The definition of declared distances in relation to runways has been included.
- The abbreviation for take off distance available (TODA) has been included.

The rules as amended were 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 insertion of new definitions and abbreviations.

**Effective date of rule**

Amendment 32 to Part 1 comes into force on 12 October 2006.

**Availability of rules**

Civil Aviation Rules are available from–

CAA web site: <http://www.caa.govt.nz/>

Freephone: 0800 GET RULES (0800 438 785)

## Rule Amendments

### 1.1 General Definitions

*The following new definition is inserted after the definition of Decision height:*

**Declared distance** in relation to a runway means any of the following—

take-off run available:

take-off distance available:

accelerate-stop distance available:

landing distance available:

*The following new definition is inserted after the definition of Instrument meteorological conditions:*

**Instrument Runway** means a runway intended for the operation of aircraft using instrument approach procedures:

*The following new definition is inserted after the definition of Runway:*

**Runway end safety area** means 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:

*The following new definition is inserted after the definition of Runway end safety area:*

**Runway strip** means a defined area including the runway, and stopway (if a stopway is provided), that is intended—

- (1) to reduce the risk of damage to an aircraft running off the runway; and
- (2) to provide obstacle protection for aircraft flying over the runway strip during take off or landing operations:

***The following new definition is inserted after the definition of Sterile area:***

**Stopway** means a defined rectangular area on the ground at the end of the take-off run available prepared as a suitable area on which an aircraft can be stopped in the case of an abandoned take-off:

## **1.2 Abbreviations**

***The following new abbreviation is inserted after the abbreviation ARFL:***

**ASDA** means accelerate-stop distance available:

***The following new abbreviation is inserted after the abbreviation IMC:***

**LDA** means landing distance available:

***The following new abbreviation is inserted after the abbreviation RDPS:***

**RESA** means a runway end safety area:

***The following new abbreviations are inserted after the abbreviation TCAS:***

**TODA** means take-off distance available:

**TORA** means take-off run available:

## Consultation Details

*(This statement does not form part of the rules contained in Part 1. It provides details of the consultation undertaken in making of the rules.)*

### **NPRM 04-03 Docket 4/CAR/2 - RESA**

The consultation details relating to amendment 32 to Part 1 are contained in the consultation details of amendment 5 to Part 139. The submissions and all background material used in developing the rules are held on the docket file and are available for public inspection at Aviation House, 10 Hutt Road Petone. Persons wishing to view the docket should contact the Docket Clerk on Phone +64 560 9603 and ask for docket 4/CAR/2.