

Serial Number 1950/116

**THE AIR NAVIGATION REGULATIONS 1933,
AMENDMENT NO. 16**

B. C. FREYBERG, Governor-General
ORDER IN COUNCIL

At the Government House at Wellington, this 12th day of
July, 1950

Present :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to the Civil Aviation Act, 1948, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, doth hereby make the following regulations.

REGULATIONS

1. (1) These regulations may be cited as the Air Navigation Regulations 1933, Amendment No. 16, and shall be read together with and deemed part of the Air Navigation Regulations 1933* (hereinafter referred to as the principal regulations).

(2) These regulations shall come into force on the day after the date of their notification in the *Gazette*.

2. (1) Regulation 2 of the principal regulations is hereby amended as follows :—

(a) By revoking the definition of “ Controller of Civil Aviation ” :

(b) By revoking the definition of “ Minister ”, and substituting the following definition :—

“ ‘ Minister ’ means the Minister in Charge of Civil Aviation : ” :

(c) By inserting the following definition :—

“ ‘ Director of Civil Aviation ’ means the person holding office as Director of Civil Aviation pursuant to section 11 of the Civil Aviation Act, 1948 : ”.

* *Gazette*, 1933, Vol. II, page 1473.

Amendment No. 1 : *Gazette*, 1934, Vol. III, page 3217.

Amendment No. 2 : *Gazette*, 1935, Vol. I, page 1131.

Amendment No. 3 : *Gazette*, 1935, Vol. III, page 3777.

Amendment No. 4 : *Gazette*, 1936, Vol. II, page 1492.

Amendment No. 5 : Statutory Regulations 1936-37, Serial number 1936/34, page 115.

Amendment No. 6 : Statutory Regulations 1938, Serial number 1938/9, page 20.

Amendment No. 7 : Statutory Regulations 1939, Serial number 1939/53, page 238.

Amendment No. 8 : Statutory Regulations 1940, Serial number 1940/199, page 677.

Amendment No. 9 : Statutory Regulations 1940, Serial number 1940/274, page 959.

Amendment No. 10 : Statutory Regulations 1941, Serial number 1941/257, page 822.

Amendment No. 11 : Statutory Regulations 1943, Serial number 1943/185, page 402.

Amendment No. 12 : Statutory Regulations 1946, Serial number 1946/96, page 224.

Amendment No. 13 : Statutory Regulations 1946, Serial number 1946/97, page 225.

Amendment No. 14 : Statutory Regulations 1949, Serial number 1949/127, page 538.

Amendment No. 15 : Statutory Regulations 1950, Serial number 1950/27, page 101.

(2) All references in the principal regulations to the Controller of Civil Aviation shall hereinafter be read as references to the Director of Civil Aviation, and the principal regulations shall be deemed to be amended accordingly.

3. The principal regulations are hereby amended by inserting, after regulation 6, the following regulations :—

“ OPERATIONAL REQUIREMENTS

“ *Weather Conditions*

“ 6A. (1) A flight to be conducted in accordance with visual flight rules (in these regulations referred to by the abbreviation ‘V.F.R.’) shall not be commenced unless a combination of current meteorological reports and forecasts indicate that the meteorological conditions along the route, or that part of the route to be flown under V.F.R., are and will continue to be such as to make it possible for the flight to be conducted in accordance with V.F.R.

“ (2) A flight to be conducted in accordance with instrument flight rules (in these regulations referred to by the abbreviation ‘I.F.R.’) shall not be commenced unless the available meteorological information indicates that meteorological conditions at at least one aerodrome specified in the flight plan will be, at the expected time of arrival, at or above the aerodrome meteorological minima prescribed for that aerodrome when used as an alternate.

“ *Requirements for Alternate Aerodromes*

“ 6B. (1) For flight within the mainland of New Zealand the provisions of this subclause with respect to weather conditions shall govern the clearance of aircraft under I.F.R. :—

“ (a) If weather forecasts relating to intermediate and terminal aerodromes specified in the flight plan indicate that the weather at each such aerodrome when the flight will arrive thereat will be equal to or better than the following : No more than five-eighths cloud with a base of 1,000 ft. above that prescribed for landing on the particular aerodrome and a visibility of 3 nautical miles ; then the flight plan need not make provision for an alternate aerodrome or alternate aerodromes.

“ (b) If weather forecasts relating to intermediate and terminal aerodromes specified in the flight plan indicate that the weather at any such aerodrome will be below the minimum conditions specified in paragraph (a) of this subclause when the flight will arrive thereat, then the flight plan shall make provision for an alternate aerodrome or aerodromes.

“ (c) If Air Traffic Control is established at the destination aerodrome, aircraft may be cleared for flight under I.F.R. although the current weather forecast indicates that the weather conditions at that aerodrome will, when the aircraft is expected to arrive thereat, be below meteorological minima prescribed for landing at that aerodrome.

“(d) If Air Traffic Control is not established at the destination aerodrome, aircraft shall not be cleared for flight under I.F.R. unless the current weather reports and forecasts relating to that aerodrome give sufficient indication at the time of clearance that the ceiling cloud base and visibility conditions will, when the aircraft is expected to arrive thereat, be at, or above, the minima prescribed for landing at that aerodrome.

“(2) For overseas and international flights an alternate aerodrome (which may be the point of departure) shall be specified in the flight plan.

“Category of Alternate Aerodrome

“6c. If a flight plan makes provision for an alternate aerodrome in accordance with paragraph (b) of subclause (1) of regulation 6B hereof the following provisions shall apply:—

“(a) If the aerodrome is equipped with a radio range, radio beacon, or other approved approach or landing aid, the aerodrome shall not be used for landing when used as an alternate unless the ceiling cloud base and visibility conditions forecast for the period during which the aerodrome may be so required are equal to or better than—

“(i) A cloud base of 1,000 ft. above aerodrome level and a visibility of 2 nautical miles; or

“(ii) A cloud base of 900 ft. above aerodrome level and a visibility of $2\frac{1}{2}$ nautical miles; or

“(iii) A cloud base of 800 ft. above aerodrome level and a visibility of 3 nautical miles.

“(b) If the aerodrome is not equipped with a radio range, radio beacon, or other approved approach or landing aid, the aerodrome shall not be used for landing when used as an alternate unless the conditions forecast for the period during which the aerodrome may be so required are equal to, or better than, five-eighths cloud with a base of 1,000 ft. above aerodrome level and a visibility of 5 nautical miles.

“(c) Notwithstanding the foregoing provisions of this regulation where, in respect of any particular aerodrome, it is considered advisable to do so, higher meteorological minima than those set out in paragraphs (a) and (b) hereof may be prescribed for landing at that aerodrome when used as an alternate and where any such conditions are so prescribed the aerodrome shall not be used for landing when used as an alternate unless the conditions forecast for the period during which the aerodrome may be so required are equal to, or better than, the minimum conditions so prescribed.

“Aerodrome Meteorological Minima

“6D (1) No aircraft shall take off from any aerodrome unless conditions at the aerodrome are equal to or better than the meteorological minima for take-off prescribed for that aerodrome.

“(2) The flight shall not be continued towards the aerodrome of intended landing unless the latest available meteorological information indicates that conditions on that aerodrome or at least one alternate aerodrome will at the expected times of arrival, be equal to, or better than, the meteorological minima prescribed for any such aerodrome.

“(3) Except in cases of emergency, an aircraft shall not continue its approach to landing at any aerodrome beyond the point where conditions become worse than the meteorological minima prescribed for that aerodrome.

“*Let Down Procedure*

“6E. When flight under I.F.R. is authorized, an approved instrument approach procedure shall be established for each radio facility used or to be used for letting down. Unless authorized by Air Traffic Control or necessitated by emergency, the let down methods and procedures approved shall be strictly adhered to.

“*Fuel Requirements*

“6F. (1) An aircraft shall not take off unless the quantity of fuel on board is sufficient to permit the aircraft to fly—

“(a) In the case of flights within the mainland of New Zealand—

“(i) To its destination and thereafter for one hour at normal cruising consumption, if the flight is to be conducted under V.F.R. or under I.F.R. when an alternate is not required; or

“(ii) To its destination and thereafter to the alternate aerodrome designated in the flight plan which is farthest from the destination and thereafter for a period of one hour at normal cruising consumption if the flight is to be conducted under I.F.R.

“(b) In the case of overseas and international flights under I.F.R.—

“(i) To its destination and thereafter to the alternate aerodrome designated in the flight plan which is farthest from its destination and thereafter for a period of one hour at normal cruising consumption; or

“(ii) To a predetermined point on the route and thereafter to the alternate aerodrome designated in the flight plan which is farthest from the destination and thereafter for a period of one hour at normal cruising consumption:

“Provided that the total fuel required in either case shall not be less than sufficient to fly to the destination and thereafter for two hours.

“(2) In computing the quantity of fuel required under the provisions of this regulation account shall be taken of the rate of consumption of the particular aircraft concerned, the wind and other meteorological conditions expected to be encountered as forecasted for the route, the altitudes at which the flight is to be conducted, the possibility of traffic delays, and any other condition affecting the safety of the flight.”

T. J. SHERRARD,
Clerk of the Executive Council.

EXPLANATORY NOTE

[*This note is not part of the regulations, but is intended to indicate their general effect.*]

These regulations make provision for the rules to be observed by aircraft in accordance with the meteorological conditions in existence in specified circumstances and also for the requirements to be observed in respect of fuel carried by aircraft.

In addition, two definitions have been replaced in order that the principal regulations should be brought up to date.

Issued under the authority of the Regulations Act, 1936.
Date of notification in *Gazette* : 13th day of July, 1950.
These regulations are administered in the Air Department.