

Serial Number 1950/27

**THE AIR NAVIGATION REGULATIONS 1933,
AMENDMENT NO. 15**

B. C. FREYBERG, Governor-General

ORDER IN COUNCIL

At the Government Buildings at Wellington, this 15th day of
March, 1950

Present :

THE HON. K. J. HOLYOAKE PRESIDING 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. These regulations may be cited as the Air Navigation Regulations 1933, Amendment No. 15.
2. These regulations shall be read together with and deemed part of the Air Navigation Regulations 1933* (hereinafter referred to as the principal regulations).
3. These regulations shall come into force on the day next following the notification in the *Gazette* of the making thereof.
4. The principal regulations are hereby amended by inserting, after Regulation 34, the following regulation :—

“ REPORTING, INVESTIGATION, AND RECTIFICATION OF DEFECTS

“ 34A. (1) When such class of defect as may be prescribed is discovered in any New Zealand aircraft or aircraft component the operator making the discovery shall, within such period and in such manner as may be prescribed, investigate the defect and report full details of the nature of the defect and of the cause thereof and on the remedial action taken.

“ (2) The operator shall carry out or shall cause to have carried out such work relating to the full investigation of the cause and rectification of the defect as the Director of Civil Aviation may require.”

* *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.

5. For the purposes of Regulation 34A (as set out in Regulation 4 hereof) and of paragraph 12 of Section I of Schedule II (as set out in Regulation 7 hereof) of the principal regulations—

“Aircraft component” includes any airframe, engine, propeller, instrument, equipment, radio apparatus, installation, accessory, or material used in the construction, maintenance, and operation of aircraft :

“Operator” means the person, being either the owner or the hirer, engaged in operating an aircraft, and includes any firm approved in writing by the Minister in that behalf engaged in the construction or maintenance of aircraft or aircraft components :

“Maintenance” means all work required to ensure the continued airworthiness of aircraft and aircraft components, including servicing, major overhaul, major repairs, and major modifications.

6. Schedule I of the principal regulations is hereby revoked, and the following Schedule substituted :—

“SCHEDULE I—REGISTRATION AND MARKING OF AIRCRAFT

“SECTION I—REGISTRATION

“1. (1) The Director of Civil Aviation shall maintain a register of New Zealand civil aircraft and may issue to the owner of any aircraft a certificate of registration in respect of the aircraft.

“(2) The register of New Zealand aircraft shall be available for inspection.

“2. Except with the approval of the Minister, a certificate of registration in respect of an aircraft shall not be granted to any person unless he is a British subject, or to any firm or company unless it is registered in and its principal place of business is in New Zealand and the chairman and at least two-thirds of the directors thereof are British subjects.

“3. Where there is a change of ownership of a registered aircraft the certificate of registration shall thereupon be void, and the vendor or transferor of the aircraft shall, within fourteen days, forward to the Director of Civil Aviation—

“(a) Notification of the change of ownership, setting out the full name and residence of the new owner and the date of change of ownership ; and

“(b) The certificate of registration of the aircraft.

“Upon application by the new owner of the aircraft the Director of Civil Aviation may register him as the owner of the aircraft, and shall endorse the certificate of registration accordingly and make an appropriate entry in the register of civil aircraft.

“4. When a registered aircraft has been destroyed or permanently withdrawn from use the owner shall forward to the Director of Civil Aviation—

“(a) A notification of the destruction or withdrawal from use of the aircraft ; and

“(b) The certificate of registration of the aircraft.

“The certificate of registration issued in respect of the aircraft shall then be cancelled and an appropriate entry made in the register.

“5. (1) An aircraft shall be deemed to possess the nationality of the State on the register of which it is entered.

“(2) An aircraft shall not be registered under these regulations while it is registered in any other State.

“SECTION II—MARKING

“6. (1) A New Zealand civil aircraft shall bear a nationality group and registration mark in the manner and in accordance with the specifications prescribed in this section.

“(2) New Zealand nationality group shall be the capital letters ZK or ZL or ZM. The registration mark shall consist of three letters separated from the nationality group by a hyphen—for example, ZK-AAA. Both the nationality group and the registration mark shall be assigned to the aircraft by the Director of Civil Aviation.

" 7. (1) All New Zealand civil aircraft shall have affixed thereto an identification plate inscribed with its nationality group and registration mark. The plate shall be of fireproof metal or other fireproof material of suitable physical properties, and shall be affixed to the aircraft in a prominent position near the main point of entrance.

" (2) There shall be marked on the rear of the fuselage or car of all New Zealand civil aircraft the authorized empty and maximum weights of the aircraft.

" 8. The nationality group and registration mark shall be painted on the aircraft or shall be affixed by any other means ensuring a similar degree of permanence. The marks shall be kept clean and visible at all times.

" 9. (1) The nationality group and registration mark provided for in this section shall be displayed in the following manner:—

" (a) In the case of lighter-than-air aircraft—

" (i) *Airships*.—The marks shall appear on each side of the airship and also on the upper surface on the line of symmetry. The marks shall be located lengthwise near the maximum cross-section of the airship:

" (ii) *Spherical Balloons*.—The marks shall appear in two places diametrically opposite and located near the maximum horizontal circumference of the balloon:

" (iii) *Non-spherical Balloons*.—The marks shall appear on each side, located near the maximum cross-section of the balloon, and immediately above the rigging bend or the points of attachment of the basket suspension cables.

" The side marks on all lighter-than-air aircraft shall be visible both from the sides and from the ground.

" (b) In the case of heavier-than-air aircraft—

" (i) The marks shall appear on aeroplanes and gliders once on the upper surface of the lower wing structure and once on the lower surface of the wing structure, and if the marks are confined to the outer halves of the wing structure they shall be located on the right upper surface and on the left lower surface. So far as possible the marks shall be located equidistant from the leading and trailing edges of the wings, the tops of the letters being towards the leading edge; and

" On both sides of the fuselage between the wings and tail surfaces or on the upper halves of the vertical tail surfaces. When located on a single vertical tail surface the marks shall appear on both sides; in the case of multi-vertical tail surfaces, the marks shall appear on the outboard sides of the outer surfaces:

" (ii) The marks shall appear on heavier-than-air aircraft other than aeroplanes and gliders in accordance with the provisions of paragraph 9 (1) (b) (i) hereof if those aircraft contain parts corresponding to the parts of aeroplanes or gliders on which marks are required under those provisions; or, if those aircraft do not contain any such parts, the marks shall be affixed in such manner that the aircraft can be readily identified.

" (2) The nationality group and registration mark shall be displayed to the best possible advantage, having regard to the construction or features of the aircraft, and shall be of such colour in relation to the background on which they are painted as to offer a distinct contrast.

" 10. The nationality group and registration mark shall have measurements as follows:—

" (a) In the case of lighter-than-air aircraft, the height of the marks shall be at least 20 in.:

" (b) In the case of aeroplanes and gliders—

" (i) The marks upon the wing shall be formed of letters of equal height, not less than 20 in. in height; and

" (ii) The marks upon the fuselage or body shall be formed of letters of equal height. The marks may be as large as possible, but shall not interfere with the visible outlines of the body or fuselage. If the marks are located on the vertical tail surfaces they shall be such as to leave a margin of at least 2 in. along each edge of any vertical tail surface. The marks shall be as large as possible:

" (c) In the case of heavier-than-air aircraft, the requirements of subparagraph (b) of this paragraph shall apply in so far as any such aircraft contains corresponding parts on which marks may be placed, otherwise the marks shall be such that the aircraft can be readily identified.

" 11. The nationality group and registration mark shall consist of capital letters in Roman characters without ornamentation and shall conform with the following specification :—

" (a) The width of each letter (except the letter ' I ') and the length of the hyphen shall be two-thirds of the height of the letter :

" (b) Each letter shall be separated from the letter which immediately precedes or follows it by a space equal to one-third the height of the individual letters, the hyphen being regarded as a letter for this purpose :

" (c) The line forming the letters and hyphen shall be solid and the thickness of those lines shall be one-sixth of the height of the letter."

7. Schedule II of the principal regulations is hereby amended by revoking paragraph 12 of Section I, and substituting the following paragraph :—

" Modifications of Aircraft and Aircraft Components

" 12. (1) The Director of Civil Aviation may at any time require modifications to be carried out to any aircraft, and to aircraft components, when he considers any such modifications to be necessary for safety.

" (2) The operator of an aircraft in respect of which a certificate of airworthiness is in force shall not carry out or cause to be carried out any modifications to the aircraft without the prior approval of the Director of Civil Aviation.

" (3) In order to obtain the necessary approval referred to in the last preceding subclause, the operator shall submit such information relating to the design and performance and such proof of airworthiness as the Director of Civil Aviation may require."

8. (1) Subparagraph (a) of paragraph 4 of Schedule VI of the principal regulations is hereby amended by omitting the following :—

" Aircraft Engineer .. 0 10 0 .. 0 5 0."

(2) Subparagraph (b) of paragraph 4 of Schedule VI of the principal regulations is hereby amended by omitting the following :—

" Aircraft Engineer .. 0 10 0 .. 0 5 0."

(3) Subparagraph (c) of paragraph 4 of Schedule VI of the principal regulations is hereby revoked, and the following subparagraph substituted :—

" (c) The fees chargeable in respect of the grant, renewal, and extension of the licences set out in Section IV of Schedule II of the principal regulations shall be those laid down in the ' Rules for Examination of Aircraft Engineers '."

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 dealing with certain defects when discovered in aircraft and also for the adoption of new provisions agreed to by members of the International Civil Aviation Organization in respect of the registration and marking of aircraft.

A further amendment provides for an adjustment in the fees payable by candidates for aircraft maintenance engineer licences.

Issued under the authority of the Regulations Act, 1936.
Date of notification in *Gazette* : 23rd day of March, 1950.
These regulations are administered in the Air Department.