

1968/203



THE CIVIL AVIATION REGULATIONS 1953, AMENDMENT  
NO. 13

ARTHUR PORRITT, Governor-General  
ORDER IN COUNCIL

At the Government Buildings at Wellington this 21st day of October  
1968

Present:

THE RIGHT HON. J. R. MARSHALL, PRESIDING IN COUNCIL

PURSUANT to the Civil Aviation Act 1964, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

REGULATIONS

**1. Title and commencement**—(1) These regulations may be cited as the Civil Aviation Regulations 1953, Amendment No. 13, and shall be read together with and deemed part of the Civil Aviation Regulations 1953\* (hereinafter referred to as the principal regulations).

(2) Except as otherwise provided in these regulations, these regulations shall come into force on the day after the date of their notification in the *Gazette*.

**2. Regulation 26 amended**—Regulation 26 of the principal regulations is hereby further amended by revoking paragraph (h) and paragraph (i).

**3. Classification of operations: helicopters**—Regulation 131 of the principal regulations (as amended by regulation 2 (2) of the Civil Aviation Regulations 1953, Amendment No. 2) is hereby further amended by adding to paragraph (b) of subclause (1) the following subparagraph:

\*S.R. 1953/108 (Reprinted with Amendments Nos. 1 to 6: S.R. 1962/13)  
Amendment No. 7: S.R. 1962/139  
Amendment No. 8: S.R. 1964/2  
Amendment No. 9: S.R. 1965/16  
Amendment No. 10: S.R. 1965/206  
Amendment No. 11: S.R. 1966/147  
Amendment No. 12: S.R. 1968/143

“(vi) The carriage in helicopters, with the prior approval of the Director subject to such requirements as he may prescribe, of persons and equipment directly concerned with oil or mineral exploration and development between the place of exploration or development and the nearest suitable licensed aerodrome or place authorised pursuant to regulation 186 of these regulations for use as an aerodrome.”

**4. Overhaul, modification, replacement, repair, and inspection of aircraft to be made under approved conditions—**(1) The principal regulations are hereby further amended by revoking regulation 174, and substituting the following regulation:

“174. The following requirements shall apply to overhauls, modifications, replacements, repairs, and inspections carried out to an aircraft in respect of which a certificate of airworthiness is required or has been issued under this Part, and to aircraft components fitted to or intended for use in any such aircraft:

“(a) All overhauls, modifications, replacements, repairs, and inspections shall be carried out under approved conditions:

“(b) All work done shall be carried out by, or under the supervision of, an appropriately licensed aircraft maintenance engineer or some other person approved for the purpose:

“(c) All work shall be carried out in all essential respects in accordance with the approved type design for the aircraft, including such modifications as have been approved for embodiment therein, or alternatively shall be undertaken in accordance with approved repair schemes, approved maintenance schedules, or modifications approved in conformity with this Part:

“(d) All aircraft components used shall comply with the approved type design or as otherwise specified by the Director and shall have been constructed and inspected under approved conditions:

“(e) All work shall be inspected by, or under the supervision of, a licensed aircraft maintenance engineer or some other person approved for the purpose, and shall conform with the approved standards:

“(f) A certificate of compliance shall be given in accordance with regulation 175 hereof, except that in emergencies, if it is not reasonably practicable to comply with the requirements of this regulation, a temporary repair of the part or parts affected may be made for the sole purpose of enabling the aircraft to proceed to the nearest place at which a repair complying with those requirements can be carried out. If the pilot in command of the aircraft is satisfied that, having regard to the circumstances and exigencies of the case, any such repair is adequate for the purpose, the aircraft may then proceed to fly to that place without having the temporary repair certified in accordance with the foregoing requirements of this regulation, but in any such case no person other than the flight crew shall be carried in the aircraft:

“Provided that if it is desired that any such temporary repair remain in service, it shall be treated as a modification or repair requiring approval under regulation 173 hereof.”

(2) Regulation 53 of the Civil Aviation Regulations 1953, Amendment No. 3, regulation 23 of the Civil Aviation Regulations 1953, Amendment No. 9, and regulation 28 of the Civil Aviation Regulations 1953, Amendment No. 12, are hereby revoked.

P. J. BROOKS,  
Clerk of the Executive Council.

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EXPLANATORY NOTE

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

Regulation 2 revokes paragraphs (h) and (i) of regulation 26 of the principal regulations. The revocation makes it no longer necessary for an aircraft to carry a passenger or cargo manifest when undertaking a flight within New Zealand.

Regulation 3 classifies helicopter flights to and from any place where oil or mineral exploration and development is being carried on as aerial work operations within the meaning of regulation 131 of the principal regulations, and consequently permit the carriage of passengers and equipment for hire or reward during any such flight.

Regulation 4 rewrites in a slightly amended form regulation 174 of the principal regulations, which regulation provides for the overhaul, modification, replacement, repair, and inspection of aircraft to be made under approved conditions.

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Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 24 October 1968.

These regulations are administered in the Department of Civil Aviation.