



**THE CIVIL AVIATION REGULATIONS 1953,
AMENDMENT NO. 25**

DAVID BEATTIE, Governor-General

ORDER IN COUNCIL

At the Government Buildings at Wellington this 10th day of June 1985

Present:

THE RIGHT HON. DAVID LANGE 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. 25, and shall be read together with and deemed part of the Civil Aviation Regulations 1953* (hereinafter referred to as the principal regulations).

(2) These regulations shall come into force on the 1st day of January 1986.

2. Emergency and survival equipment—(1) The principal regulations are hereby amended by revoking regulation 109, and substituting the following regulation:

“109. (1) Subject to subclause (2) of this regulation, an aircraft (other than a microlight aeroplane, glider, or balloon) shall not be flown unless an approved fully operative emergency aircraft locator beacon is carried on the aircraft.

“(2) An aircraft may be flown without such a beacon on board if—

“(a) The aircraft is engaged in flight training operations conducted entirely within the aerodrome traffic circuit of the aerodrome from which the operations commenced; or

“(b) The aircraft is equipped to carry not more than 1 person; or

“(c) The aircraft carries the equipment prescribed in subclause (3) of this regulation; or

“(d) The aircraft is operated in accordance with an approved minimum equipment list; or

“(e) The aircraft is operated in accordance with a special flight permit exempting the carriage of an emergency aircraft locator beacon; or

“(f) The following circumstances apply:

“(i) The beacon has been temporarily removed for inspection, repair, modification, or replacement; and

“(ii) The aircraft is not flown on air transport operations; and

“(iii) The aircraft records contain an entry specifying the date on which the beacon was removed, its make, model, and serial number, and the reason for its removal; and

“(iv) A notice is located in clear view of the pilot to indicate that the beacon has been removed; and

“(v) The aircraft is equipped with radio communication equipment of the capability described in regulation 180 (1) of these regulations; and

“(vi) A flight plan is submitted for each flight undertaken with the beacon removed; and

“(vii) The aircraft is not flown more than 7 days after the beacon has been removed.

“(3) The following equipment shall be installed in all aircraft while used on routes where the aircraft may be over water and more than 120 minutes at cruising speed or 400 nautical miles away from land suitable for making an emergency landing:

“(a) Lifesaving rafts of a type approved by the Director in sufficient number to carry all persons on board, stowed so as to facilitate their ready use in an emergency and provided with such lifesaving equipment (including means of sustaining life and equipment for making pyrotechnical distress signals) as the Director considers appropriate to the flight to be undertaken:

“(b) At least 1 set of approved survival radio equipment, stowed so as to facilitate its ready use in an emergency. The equipment shall be portable, water resistant, and self-buoyant, have its own independent power supply, and be capable of being operated away from the aircraft by unskilled persons:

“(c) In the case of aircraft having a maximum certificated take-off weight of more than 5700 kg and engaged in passenger-carrying air transport operations, at least 2 sets of the type of radio equipment specified in paragraph (b) of this subclause:

“(d) A means of illumination for the purpose of the location of persons shall be fitted to each lifejacket and equivalent individual flotation device carried in compliance with regulation 104 of these regulations.

“(4) The Director may require any or all aircraft engaged in operations over areas in which search and rescue would be especially difficult to carry such signalling devices and lifesaving equipment (including means of sustaining life) as the Director considers appropriate.”

(2) Regulation 34 of the Civil Aviation Regulations 1953, Amendment No. 22 is hereby consequentially revoked.

P. G. MILLEN,
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, which come into force on 1 January 1986, revoke regulation 109 of the principal regulations, requiring aircraft to carry emergency and survival equipment, and substitute a new regulation.

Subclauses (1) and (2) of the new regulation 109 are new provisions.

Subclause (1) provides that, subject to subclause (2), an aircraft (other than a microlight aeroplane, glider, or balloon) may not be flown unless an approved fully operative emergency aircraft locator beacon is carried on the aircraft.

Subclause (2) sets out certain circumstances in which a beacon need not be carried.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 13 June 1985.

These regulations are administered in the Ministry of Transport.