

1965/16



THE CIVIL AVIATION REGULATIONS 1953,
AMENDMENT NO. 9

BERNARD FERGUSSON, Governor-General

ORDER IN COUNCIL

At the Government Buildings at Wellington this 22nd day of February
1965

Present:

THE RIGHT HON. KEITH HOLYOAKE, C.H., 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. (1) These regulations may be cited as the Civil Aviation Regulations 1953, Amendment No. 9, 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 day after the date of their notification in the *Gazette*.

2. Subclause (1) of regulation 4 of the principal regulations is hereby amended as follows:

(a) By inserting, after the definition of the term "Air Traffic Control clearance", the following definition:

"'Airworthy aircraft' means an aircraft (including its components, fuel, and other materials and substances essential to the construction and operation of the aircraft) able to be used, in flight or otherwise, safely and efficiently and in respect of which all the requirements prescribed by or under these regulations relating to inspection, maintenance, modification, repair, design, construction, and safety generally have been complied with":

(b) By repealing the definition of the term "prescribed" (as inserted by regulation 2 of the Civil Aviation Regulations 1953, Amendment No. 3), and substituting the following definition:

"'Prescribed' means prescribed by the Act or by these regulations or by any order, notice, requirement, or other act of authority under these regulations:"

*S.R. 1953/108 (Reprinted with Amendments Nos. 1-6: S.R. 1962/13)
Amendment No. 7: S.R. 1962/139
Amendment No. 8: S.R. 1964/2

3. (1) Regulation 8 of the principal regulations is hereby amended by revoking subclauses (2), (3), and (4).

(2) The principal regulations are hereby amended by inserting, after regulation 8, the following regulation:

“8A. **Promulgation of orders**—(1) Notwithstanding any provisions of these regulations to the contrary, wherever in these regulations the Director is empowered or required to issue any order, requirement, or instruction, or to prescribe any procedure or condition, or to exercise any act of authority having a like and general effect, the Director shall publish a document containing the order, requirement, instruction, or other matter in such of the publications referred to in subclause (4) of this regulation as he may determine as appropriate to the circumstances.

“(2) The fact that any document referred to in subclause (1) of this regulation has been so published shall be sufficient evidence of the matter contained therein having been promulgated for the purposes of these regulations.

“(3) Any order, requirement, instruction, or other matter contained in any of the publications referred to in subclause (4) of this regulation or promulgated as provided in subclause (1) of this regulation shall be presumed to have been issued by the Director in pursuance of these regulations in the absence of proof to the contrary and shall be complied with by all persons affected thereby.

“(4) For the purposes of giving effect to these regulations the Director may from time to time issue the following:

“(a) Civil Aviation Safety Orders (CASO) – for the purposes of promulgating orders and procedures required or authorised to be published by these regulations and relating to the operation, flight, or manoeuvre of aircraft, or for the use of any aerodrome or navigational facility, or for the purposes of air traffic control:

“(b) Notices to Airmen (NOTAM) – for the purposes of promulgating aeronautical information, orders, notices, requirements, and procedures of a temporary character requiring the use of any means to ensure timely promulgation in the interests of safety and which cannot be made available with sufficient expedition by publication in either a Civil Aviation Safety Order or the New Zealand Aeronautical Information Publication:

“(c) The New Zealand Aeronautical Information Publication (NZAIP) – for the purposes of promulgating orders, technical procedures, and aeronautical information of a lasting character necessary for flight crew engaged in air navigation:

“(d) New Zealand Civil Airworthiness Requirements (NZCAR) – for the purposes of promulgating orders, requirements, procedures, and specifications authorised or required to be published by these regulations and relating to the inspection, maintenance, and airworthiness certification of aircraft:

“(e) Civil Aviation Information Circulars (CAIC) – for the purposes of promulgating information or any matter relating to civil aviation for the purposes of facilitating the exercise of the functions of the Director:

“(f) Such other publications as may be authorised by these regulations.”

(3) Any requirement or publication referred to in subclause (4) of regulation 8A hereof in force on the commencement of these regulations shall enure for the purposes of the principal regulations as if it had been issued under the said regulation 8A.

4. (1) Regulation 19 of the principal regulations is hereby amended as follows:

(a) By omitting from subclause (1) the words "Except as provided in these regulations, a New Zealand aircraft shall not be flown unless", and substituting the words "Except as otherwise provided by these regulations, no aircraft to which these regulations apply (other than foreign aircraft) shall be flown in New Zealand unless":

(b) By revoking paragraph (f) of subclause (1), and substituting the following paragraph:

"(f) The crew members of the aircraft are of the required number and description and are in possession of licences and ratings issued under these regulations and appropriate to the duties being carried out."

(2) Subclause (1) of regulation 4 of the Civil Aviation Regulations 1953, Amendment No. 6, is hereby revoked.

5. The principal regulations are hereby amended by inserting, after regulation 19, the following regulation:

"19A. Operation of gliders—(1) For the purposes of regulating and facilitating the operation of gliders, the Director may prescribe such requirements for the operation, equipment, flight, manoeuvre, and airworthiness of gliders as he may consider necessary.

"(2) The Director, in specifying his requirements under subclause (1) of this regulation, may, notwithstanding the provisions of any of these regulations, exempt gliders from such provisions as he may consider necessary to facilitate glider flying and he may prescribe such matters in relation to qualifications, experience, knowledge, skill, and medical fitness of persons who may act as pilot in command of a glider as he may consider necessary in the interests of safety.

"(3) The Director may, in prescribing his requirements under this regulation, approve of the rules of any body corporate established for the purposes of controlling or facilitating the flying of gliders and any such rules, when approved by the Director, shall be deemed to form part of the requirement provided for in subclause (1) hereof.

"(4) Any person who is qualified to act as pilot in command of a glider in accordance with provisions prescribed under this regulation and any person holding a licence under regulation 239 of these regulations may act as pilot in command of a glider."

6. The principal regulations are hereby further amended by revoking regulation 28, and substituting the following regulation:

"28. Load sheets—(1) Subject to this regulation, no aircraft shall be flown on any air transport operation or on any aerial work operation unless a load sheet has been completed in respect of a proposed flight and is duly certified by the pilot in command of the aircraft.

"(2) Notwithstanding the provisions of subclause (1) of this regulation, the Director may, in such manner as he may determine, exempt all or any aircraft operated by any operator from the provisions of this

regulation and in respect of any exemption so granted he may either generally or specifically, as the circumstances require, impose such conditions applicable to the exemption as he may determine necessary in the interests of safety.

“(3) The load sheet referred to in subclause (1) of this regulation shall be in such form as the Director may approve and shall be completed in duplicate; one copy of the sheet shall be carried in the aircraft until the completion of the flight to which it relates; the other copy shall not be carried in the aircraft and shall be either left in the custody of the operator or his representative or, where this is not possible, either left in the custody of such responsible person or in such place as the Director may specify.

“(4) A copy of the load sheet in respect of every flight where a load sheet is required to be completed shall be retained by the operator for a period of six months.”

7. Regulation 39 of the principal regulations (as substituted by regulation 12 of the Civil Aviation Regulations 1953, Amendment No. 3) is hereby amended by omitting the words “aero club” from paragraph (b) of subclause (4).

8. Subclause (1) of regulation 41 of the principal regulations (as amended by regulation 15 of the Civil Aviation Regulations 1953, Amendment No. 3) is hereby further amended by revoking the first proviso and substituting the following proviso:

“Provided that the Director may grant exemption in whole or in part from the requirements of paragraphs (a) and (c) hereof in respect of local flights which originate and terminate at the same aerodrome and any such flights shall be subject to such conditions as the Director may prescribe.”

9. Paragraph (a) of regulation 60 of the principal regulations is hereby amended by inserting, after the word “issued”, the words “where any such maintenance release is required by these regulations”.

10. Regulation 62 of the principal regulations is hereby amended as follows:

(a) By revoking paragraph (c) of subclause (1), and substituting the following paragraph:

“(c) The condition of any licensed aerodrome, Government civil aerodrome, or place authorised under regulation 186 hereof to be used on the route to be followed and their suitability for the aircraft.”

(b) By inserting, after subclause (1), the following subclause:

“(1A) Where it is intended to land at a place other than a licensed aerodrome, a Government civil aerodrome, or place authorised under regulation 186 hereof, the pilot in command shall take such steps as may reasonably be possible to satisfy himself that the proposed landing place is suitable in all respects.”

11. Subclause (2) of regulation 63 of the principal regulations is hereby amended by adding the words “if these regulations require that radio equipment shall be carried for the proposed flight.”

12. Regulation 69 of the principal regulations is hereby amended by omitting all the words after the word "until", and substituting the words "a height of at least 500 ft above the ground has been attained".

13. Regulation 80 of the principal regulations is hereby amended by omitting the words "flight crew members", and substituting the words "crew members".

14. (1) The principal regulations are hereby amended by revoking regulation 103, and substituting the following regulation:

"103. **Altitudes for IFR flights**—When conducting a flight under instrument flight rules, aircraft shall be flown:

"(a) Within controlled airspace—at the altitude or flight level authorised by Air Traffic Control:

"(b) Elsewhere—at an altitude or flight level appropriate to the magnetic track prescribed under regulation 98 of these regulations:

"Provided that an aircraft may be flown at an altitude or flight level other than the altitude or flight level required by this paragraph if the aircraft is flying in conformity with instructions given by an Air Traffic Control unit or in accordance with duly prescribed holding procedures."

(2) Regulation 36 of the Civil Aviation Regulations 1953, Amendment No. 3, and regulation 3 of the Civil Aviation Regulations 1953, Amendment No. 8, are hereby revoked.

15. Regulation 109 of the principal regulations is hereby amended as follows:

(a) By omitting from subclause (1) the words "over routes on which the aircraft may be over water and more than 100 nautical miles from land", and substituting the words "on routes over water where the aircraft may be more than the distance specified in subclause (1A) hereof from land suitable for making an emergency landing".

(b) By inserting, after subclause (1), the following subclause:

"(1A) The specified distance referred to in subclause (1) of this regulation shall be—

"(a) For turbine-powered air transport aircraft, not more than 120 minutes at cruising speed or 400 nautical miles, whichever is the lesser:

"(b) For all other aircraft not more than 100 nautical miles."

16. The principal regulations are hereby further amended by revoking regulations 110 and 111, and substituting the following regulation:

"110. **Provision and use of oxygen**—(1) No aircraft shall be flown at an altitude of 10,000 ft or above unless the requirements prescribed by the Director for the provision and use of stored breathing oxygen in any such aircraft can be complied with.

"(2) In prescribing his requirements under subclause (1) of this regulation, the Director may determine in the interests of safety and in order to ensure the well-being of the crew and passengers of an aircraft to which this regulation refers such matters related to the provision and installation of equipment and the conditions and procedure associated with the use of breathing oxygen as he may consider necessary.

“(3) Crew members of an aircraft to which this regulation relates shall use breathing oxygen at all such times and under such conditions as the Director may prescribe under this regulation.”

17. Subclause (2) of regulation 112 of the principal regulations is hereby amended by omitting the words “the aircraft”, and substituting the words “the pilot in command”.

18. Regulation 151 of the principal regulations is hereby amended by adding the following subclause:

“(3) The Director may require the applicant for a certificate of registration to make and subscribe a statutory declaration as to the truth of the statements set out in the application for the certificate and until such statutory declaration has been furnished the Director may refuse to grant a certificate of registration.”

19. Regulation 155 of the principal regulations is hereby amended by revoking the proviso to subclause (1), and substituting the following proviso:

“Provided that in such manner as he may determine the Director may exempt gliders, balloons, helicopters, model pilotless aircraft, and such other classes of aircraft referred to in the Second Schedule to these regulations as he may determine from compliance with such provisions of regulations 155 to 160 of these regulations and under such conditions as he may prescribe, and aircraft so exempted from compliance with the regulations as determined by the Director shall comply with the conditions prescribed by him.”

20. (1) Regulation 167 of the principal regulations is hereby amended as follows:

(a) By omitting the words “repaired and certified as airworthy” from subclause (1), and substituting the words “inspected, repaired as may be necessary, and certified as airworthy”.

(b) By revoking subclause (1A) (as inserted by regulation 14 of the Civil Aviation Regulations 1953, Amendment No. 6), and substituting the following subclause:

“(1A) Where an aircraft in respect of which a permit to fly has been issued under this Part suffers damage, the permit to fly shall be deemed to have been suspended until such time as the aircraft has been inspected and repaired as may be required for the reinstatement of the permit to fly.”

(2) Regulation 14 of the Civil Aviation Regulations 1953, Amendment No. 6, is hereby revoked.

21. (1) Regulation 169 of the principal regulations is hereby amended as follows:

(a) By revoking subclause (1) and substituting the following subclause:

“(1) Every aircraft for which a certificate of airworthiness is required under these regulations or is otherwise in force shall be—

“(a) Inspected periodically and on such occasions and in such manner; and

“(b) Issued with a maintenance release given for such period and under such conditions and in such manner— as the Director may prescribe.”:

(b) By adding to subclause (5) the following proviso:

“Provided that in the case of gliders the duties and functions of the aircraft maintenance engineers as provided for in subclauses (3), (4), and (5) of this regulation shall be exercised by a person or persons specifically approved for the purpose by the Director.”

(2) Regulation 15 of the Civil Aviation Regulations 1953, Amendment No. 6, is hereby revoked.

22. Subclause (1) of regulation 173 of the principal regulations is hereby amended by inserting, after the word “modifications” wherever it occurs in that subclause, the words “or inspections”.

23. Regulation 174 of the principal regulations is hereby amended by omitting the word “routine” wherever it occurs in that regulation.

24. Regulation 175 of the principal regulations is hereby amended as follows:

(a) By omitting from paragraph (a) the words “The certificate”, and substituting the words “Except as provided for in subclause (4) of regulation 199 hereof, the certificate”:

(b) By omitting the word “routine” wherever it occurs before the word “inspection”:

(c) By inserting the word “adjustment” after the word “modification” wherever it occurs in paragraphs (a), (b), or (c):

(d) By omitting all of paragraph (c), except the proviso thereto, and substituting the following:

“The certificate shall, when relating to the aircraft (including the engines, propellers, and radio stations), be entered in the log book, except that when the certificate relates solely to—

“(a) The engines, it shall be entered in the appropriate engine logbook:

“(b) The variable-pitch propellers, it shall be entered in the appropriate propeller logbook:

“(c) The radio stations, it shall be entered in the appropriate radio station logbook:”

25. Subclause (2) of regulation 178 of the principal regulations is hereby amended by adding the words “but does not include a permit to fly.”

26. Regulation 183 of the principal regulations is hereby amended by omitting the word “Minister”, and substituting the word “Director”.

27. Subclause (3) of regulation 184 of the principal regulations is hereby amended by adding the following paragraphs:

“(c) Arrange for the aerodrome to be periodically inspected in accordance with the terms of the licence and on all other occasions where circumstances arise which reasonably give cause for believing that the aerodrome or any facility related thereto is likely to be unserviceable and constitute a hazard to the safety of aircraft:

“(d) Advise the Director or his representative by the fastest means available of any significant change in the manoeuvring area or facility related to the aerodrome which may affect the safety of aircraft.”

28. (1) The principal regulations are hereby further amended by revoking regulation 194, and substituting the following regulation:

“**194. Logbooks**—(1) The following logbooks shall be maintained in respect of New Zealand aircraft and aircraft components intended for installation in any such aircraft:

“(a) For every aircraft—an aircraft logbook:

“(b) For every aircraft in which radio station equipment is installed pursuant to these regulations—an aircraft radio station logbook:

“(c) For every propeller in which provision is made for adjustment or variation of the pitch of the blades—a propeller logbook:

“(d) For every engine—an engine logbook:

“Provided that a combined aircraft and engine logbook may be used for amateur-built aircraft operating under a permit to fly and for such other aircraft as the Director may prescribe in that behalf.

“(2) The owner of every New Zealand aircraft shall be responsible for maintaining and preserving or causing to be maintained and preserved the logbooks required by this Part to be maintained and preserved in respect of an aircraft.

“(3) Logbooks required to be maintained and preserved pursuant to these regulations shall be deemed to be part of the aircraft or aircraft component to which they relate.”

(2) Regulation 59 of the Civil Aviation Regulations 1953, Amendment No. 3, is hereby revoked.

29. (1) Regulation 199 of the principal regulations is hereby amended as follows:

(a) By adding to subclause (1) the words “or material of an equivalent permanent nature.”

(b) By omitting from subclause (2) the word “logbooks”, and substituting the words “Except as the Director otherwise prescribes or approves, logbooks”:

(c) By inserting, after subclause (4), the following subclause:
“(4A) The signature and either the Aircraft Maintenance Engineer Licence number or the approval number, in the case of a person approved for the purpose of giving the Certificate of Compliance, when followed by the date and written beside an entry in a logbook relating to maintenance work done to an aircraft or aircraft component shall be deemed to be the Certificate of Compliance required pursuant to paragraph (a) of regulation 175 hereof.”:

(d) By inserting in subclause (5), after the word “When”, the word “inspection”:

(e) By omitting from subclause (5) the words “such repairs”, and substituting the words “such inspection, repairs”:

(f) By revoking subclauses (6) and (7), and substituting the following subclauses:

“(6) All logbook entries relating to inspections and other maintenance work done shall state the name and location of the workshop, aerodrome, or place where any such inspection or maintenance work was done.

“(7) Where abbreviated logbook entries are made, as provided for in regulation 175 hereof, all entries in the separate maintenance record shall be made in ink or material of an equivalent permanent nature.”

(2) Paragraph (b) of regulation 62 of the Civil Aviation Regulations 1953, Amendment No. 3, is hereby revoked.

30. Regulation 227 of the principal regulations is hereby amended as follows:

(a) By inserting, after subclause (1), the following subclause:

“(1A) Any licence or rating granted in pursuance of this Part and held by an applicant for a higher class of licence or rating shall, on the granting of the higher class of licence or rating, be deemed to be revoked notwithstanding that the period of currency of the lower class of licence or rating has not expired.”:

(b) By inserting in subclause (2), after the word “therein”, the words “or unless otherwise provided in these regulations”:

(c) By inserting in subclause (4), after the word “licence” in every case where that word occurs, the words “or rating”.

31. The principal regulations are hereby amended by inserting, after regulation 228, the following regulation:

“228A. **Examination for continued fitness or proficiency**—(1) Notwithstanding the period of validity endorsed on any licence or rating issued under this Part the Director may, if he considers it necessary in the interests of safety for the holder of any such licence or rating to demonstrate his continued fitness or proficiency in the capacity for which the licence or rating is held, require the holder of any such licence or rating to undergo medical or other examination.

“(2) Any medical or other examination required by the Director pursuant to subclause (1) of this regulation shall consist of such part or parts of the medical or other examination prescribed by these regulations for the issue of the licence or rating as the Director may determine.

“(3) The licence or rating held by any person required to undergo the examination under subclause (1) of this regulation shall be deemed to be cancelled if the holder thereof fails to meet such standard of the examination or any part thereof as would be the minimum acceptable for the issue of the licence or rating.

“(4) Notwithstanding the provision of subclause (7) of regulation 12 of these regulations, the holder of a licence or rating which has been deemed to be cancelled under this regulation may, subject to meeting the requirements of these regulations for the issue of licences or ratings, be issued with any licence or rating for which he may subsequently qualify.”

32. Subclause (2) of regulation 235 of the principal regulations is hereby amended by adding to the proviso the words “or he acts in pursuance of paragraph (e) of subclause (2) of regulation 249 of these regulations.”

33. Paragraph (d) of subclause (2) of regulation 236 of the principal regulations is hereby amended by omitting the proviso, and substituting the following proviso:

“Provided that—

“(i) He shall not act as pilot in command or co-pilot carrying passengers or operating for hire and reward unless his licence includes a rating for the type of aircraft or he acts in pursuance of paragraph (e) of subclause (2) of regulation 249 of these regulations; and

“(ii) He shall not act as pilot in command or as co-pilot of an aircraft under IFR unless he holds an instrument rating.”

34. Paragraph (c) of subclause (2) of regulation 237 of the principal regulations is hereby amended by revoking the proviso and substituting the following proviso:

“Provided that he shall not act as pilot in command or co-pilot of aircraft carrying passengers or operating for hire and reward unless his licence includes a rating for the type of aircraft or he acts in pursuance of paragraph (e) of subclause (2) of regulation 249 of these regulations.”

35. Subclause (2) of regulation 238 of the principal regulations is hereby amended by adding to paragraph (a) of the proviso the words “or he acts in pursuance of paragraph (e) of subclause (2) of regulation 249 of these regulations.”

36. Regulation 248 of the principal regulations is hereby amended by inserting, after subclause (4), the following subclause:

“(4A) An instrument rating shall not be issued or renewed in association with a private pilot licence unless the holder of the licence meets the hearing requirement referred to in the Third Schedule hereto as hearing requirement No. 1.”

37. The principal regulations are hereby amended by revoking regulations 249, 250, 251, and 252 and substituting the following regulations:

“249. **Category “A” flight instructor rating**—(1) An applicant for the issue of a Category “A” flight instructor rating shall be the holder of a valid pilot licence other than a student pilot licence, shall have passed written examinations to commercial pilot standard, shall have held a civil flight instructor rating, and shall meet the following requirements:

“(a) He shall be not less than 21 years of age:

“(b) He shall have completed not less than 1,250 hours flight time including—

“(i) 1,000 hours flight time as pilot in command:

“(ii) 750 hours flight instruction:

“(iii) 30 hours night flight time, including not less than 20 hours as pilot in command:

“(iv) 10 hours night flight instruction:

“(v) 20 hours instrument flight time:

“(vi) 20 hours cross-country flight instruction time:

“(c) He shall pass an examination which may be written or oral or both in the following subjects—

“(i) Principles of Flight:

“(ii) The Practice and Theory of Flight Instruction:

“(d) He shall demonstrate to an above average standard his ability to:

“(i) By day and by night, give flight instruction in all manoeuvres used in normal flight:

“(ii) Give flight instruction in emergency manoeuvres which may include simulated forced landings and recovery from stalls and spins entered from level and steeply banked attitudes:

“(iii) Give flight instruction in any three basic aerobic manoeuvres.

“(2) A Category “A” flight instructor rating authorises the holder to:

“(a) Give flight instruction by day:

“(b) Give flight instruction by night:

“(c) Authorise solo flight by a licensed student pilot:

“(d) Carry out such flight testing and examining as may be authorised by the Director:

“(e) Act as pilot in command or as instructor in all single-engined aircraft (other than ski-equipped or float-equipped aircraft) having a maximum all up weight not exceeding 3,500 lb.

“Provided that—

“(i) Except as provided for in paragraph (e) of subclause (2) hereof, he shall not give flight instruction or authorise solo flight unless his instructor rating includes an endorsement for the aircraft type being used:

“(ii) He shall not give instrument flight instruction using radio aids to navigation unless he is the holder of a valid instrument rating:

“(iii) He shall not give flight instruction for hire or reward or for any other consideration unless he is the holder of a valid commercial, senior commercial, or airline transport pilot licence.

“(3) A Category “A” flight instructor rating shall, subject to these regulations, remain valid for a period not exceeding 12 months.

“(4) An applicant for the renewal of a Category “A” flight instructor rating shall—

“(a) Be the holder of a valid pilot licence other than a student pilot licence; and

“(b) Have carried out within the immediately preceding 12 months not less than 20 hours flight instruction.

“(5) The holder of a Category “A” flight instructor rating shall demonstrate his competency to carry out the duties appropriate to a Category “A” flight instructor rating within each 12-month period or on such occasion as the Director may determine.”

“250. **Category “B” flight instructor rating**—(1) An applicant for the issue of a Category “B” flight instructor rating shall be the holder of a valid pilot licence other than a student pilot licence, shall have passed written examinations to commercial pilot standard, shall have held a civil flight instructor rating, and shall meet the following requirements:

“(a) He shall be not less than 19 years of age:

- “(b) He shall have completed not less than 500 hours flight time including—
- “(i) 450 hours flight time as pilot in command:
 - “(ii) 250 hours flight instruction:
 - “(iii) 15 hours night flight time including not less than 10 hours as pilot in command:
 - “(iv) 5 hours night flight instruction:
 - “(v) 10 hours instrument flight time:
 - “(vi) 10 hours cross-country flight instruction time:
- “Provided that an applicant who does not meet the night flying requirements referred to in this paragraph but complies in all other respects may be issued with a rating endorsed “Not valid for night flight instruction.”:
- “(c) He shall pass an examination which may be written or oral or both as provided by paragraph (c) of subclause (1) of regulation 249 hereof:
- “(d) He shall demonstrate to an average standard his ability to—
- “(i) By day and by night give flight instruction in all manoeuvres used in normal flight:
 - “(ii) Give flight instruction in emergency manoeuvres which may include simulated forced landings and recovery from stalls and spins entered from level and steeply banked attitudes:
 - “(iii) Give flight instruction in any three basic aerobatic manoeuvres if the rating is to include aerobatic aircraft.
- “(2) A Category “B” flight instructor rating authorises the holder to—
- “(a) Give flight instruction by day:
 - “(b) Give flight instruction by night:
- “(c) Authorise solo flight by a licensed student pilot:
- “Provided that—
- “(i) He shall not give flight instruction or authorise solo flight unless his instructor rating includes an endorsement for the aircraft type being used:
 - “(ii) He shall not give instrument flight instruction using radio aids to navigation unless he is the holder of a valid instrument rating:
 - “(iii) He shall not give flight instruction for hire or reward or for any other consideration unless he is the holder of a valid commercial, senior commercial, or airline transport pilot licence.
- “(3) A Category “B” flight instructor rating shall, subject to these regulations, remain valid for a period not exceeding 12 months.
- “(4) An applicant for the renewal of a Category “B” flight instructor rating shall—
- “(a) Be the holder of a valid pilot licence other than a student pilot licence; and
 - “(b) Have carried out within the immediately preceding 12 months not less than 20 hours flight instruction.
- “(5) The holder of a Category “B” flight instructor rating shall demonstrate, within each 12-month period or on such occasion as the Director may determine, his competency to carry out the duties appropriate to a Category “B” flight instructor rating.
- “251. Category “C” flight instructor rating—(1) An applicant for the issue of a Category “C” flight instructor rating shall be the holder of a valid pilot licence other than a student pilot licence, shall have**

passed written examinations to commercial pilot standard, and shall meet the following requirements:

“(a) He shall not be less than 19 years of age:

“(b) He shall have completed not less than 200 hours flight time including—

“(i) 175 hours flight time as pilot in command:

“(ii) 10 hours night flight time including not less than five hours as pilot in command:

“(iii) 10 hours instrument flight time of which not more than five hours may be instrument ground time:

“(iv) 20 hours cross-country flight time as pilot in command including one flight of not less than 300 nautical miles during which not less than two full stop landings shall have been made at intermediate points en route:

“Provided that an applicant who does not meet the night flying requirements referred to in this paragraph but complies in all other respects may be issued with a rating endorsed “Not valid for night flight instruction.”:

“(c) He shall pass an examination which may be written or oral or both as provided by paragraph (c) of subclause (1) of regulation 249 hereof:

“(d) He shall demonstrate his ability to give flight instruction—

“(i) By day and by night in all manoeuvres used in normal flight:

“(ii) In emergency manoeuvres which may include simulated forced landings and recovery from stalls and spins entered from level and steeply banked attitudes:

“(iii) In any three basic aerobatic manoeuvres if the rating is to include aerobatic aircraft.

“(2) A Category “C” flight instructor rating authorises the holder, when under the supervision of the holder of a Category “A” or “B” flight instructor rating, to—

“(a) Give flight instruction:

“(b) Authorise solo flight other than first solo flight by a licensed student pilot:

“Provided that—

“(i) He shall not give flight instruction or authorise solo flight unless his instructor rating includes an endorsement for the aircraft type being used:

“(ii) He shall not have sole charge of flying training unless he has been under the direct supervision of an “A” or “B” Category flight instructor for a minimum of six consecutive months and has carried out a minimum of 100 hours instructional flying under direct supervision:

“(iii) He shall not give instrument flight instruction using radio aids to navigation unless he is the holder of a valid instrument rating:

“(iv) He shall not give flight instruction for hire or reward or for any other consideration unless he is the holder of a valid commercial, senior commercial, or airline transport pilot licence.

“(3) A Category “C” flight instructor rating shall, subject to these regulations, remain valid for a period not exceeding 12 months.

“(4) An applicant for the renewal of a Category “C” flight instructor rating shall—

“(a) Be the holder of a valid pilot licence other than a student pilot licence:

“(b) Have carried out within the immediately preceding 12 months not less than 20 hours flight instruction.

“(5) The holder of a Category “C” flight instructor rating shall demonstrate, within each 12-month period or on such occasion as the Director may determine, his competency to carry out the duties appropriate to a Category “C” flight instructor rating.

“252. **Category “D” flight instructor rating**—(1) An applicant for the issue of a Category “D” flight instructor rating shall be the holder of a valid pilot licence other than a student or private pilot licence, shall have passed written examinations to commercial pilot standard, and shall meet the following requirements:

“(a) He shall be not less than 19 years of age:

“(b) He shall have completed at least 700 hours flight time including not less than 30 hours night flight time:

“(c) He shall be the holder of a valid instrument rating:

“(d) He shall demonstrate his ability to impart competently instruction for type conversion or instrument flight:

“Provided that an applicant who is not the holder of a valid instrument rating may be issued with a Category “D” flight instructor rating endorsed for “Conversion Instruction Only”.

“Provided also that an applicant who does not meet the night flight or instrument rating requirements specified in paragraphs (b) and (c) hereof may be issued with a Category “D” flight instructor rating endorsed for “Conversion Instruction by Day Only.”

“(2) A Category “D” flight instructor rating authorises the holder to give the holder of a private, commercial, senior commercial, or airline transport pilot licence—

“(a) Instrument flight instruction to the standard required for an instrument rating:

“(b) Conversion instruction for type rating purposes by day:

“(c) Conversion instruction for type rating purposes by night:

“Provided that the holder of a Category “D” flight instructor rating shall not give instruction unless his rating includes an endorsement for the aircraft type being used.

“(3) A Category “D” flight instructor rating shall, subject to these regulations, remain in force for the period of validity of the licence with which it is associated.

“(4) The holder of a Category “D” flight instructor rating shall demonstrate, on such occasions as the Director may from time to time determine, his competency to carry out duties appropriate to a Category “D” flight instructor rating.”

38. Regulation 256c of the principal regulations (as inserted by regulation 20 of the Civil Aviation Regulations 1953, Amendment No. 6) is hereby amended as follows:

(a) By omitting from subclause (1) the word “towing”, and substituting the words “glider towing”:

(b) By omitting from subclause (2) the word “towing”, and substituting the words “glider towing”:

(c) By omitting from paragraph (b) of subclause (2) the words "acted as pilot in command of", and substituting the words "flown in":

(d) By omitting from subclause (4) the word "towing", and substituting the words "glider towing".

39. (1) The principal regulations are hereby amended by revoking regulation 261, and substituting the following regulation:

"261. **Medical requirements**—(1) Subject to this regulation, an applicant for a flight crew licence or rating shall not be eligible for the grant or renewal of any such licence or rating unless—

"(a) He submits himself to the prescribed medical examination by an approved registered medical practitioner and meets the medical standards prescribed in these regulations; and

"(b) When required to do so by the examining medical practitioner, he produces satisfactory proof of his identity; and

"(c) At the time of the medical examination he—

"(i) Makes a declaration stating whether he has previously undergone any medical examination for the purpose of the grant of any licence under the Act or relating to his admission to any flight crew (whether military or otherwise) and, if so, with what result; and

"(ii) Answers all the questions that, in the opinion of the examining medical practitioner, are necessary for determining whether he meets the medical standards prescribed in these regulations; and

"(iii) Authorises the disclosure to the Director of any information that has been acquired by any medical practitioner, hospital, or other medical institution or organisation which may be relevant in assisting in determining whether the applicant meets the prescribed medical standards.

"(2) Subject to this regulation, the medical standards for flight crew licences and ratings issued under these regulations shall be those specified in the Third Schedule to these regulations in relation to licences and ratings as follows:

Type of Licence	Class of Medical Requirement as Prescribed in Third Schedule			
	Physical Number	Visual Number	Colour Perception Number	Hearing Number
Student pilot	3	3	1	2
Private pilot	3	3	1	2
Commercial pilot	1	1	1	1
Senior commercial pilot	1	1	1	1
Airline transport pilot	1	1	1	1
Commercial glider pilot	1	1	1	2
Flight navigator and cadet flight navigator	2	2	1	1
Flight engineer and cadet flight engineer	2	3	1	1
Flight radio operator, restricted flight radio operator, and cadet flight radio operator	2	3	1	1

“(3) Notwithstanding that an applicant for the grant or renewal of a licence or rating has met the medical standards prescribed in this regulation, the Director may, because of evidence adduced at the medical examination or otherwise, endorse on a licence or rating such limitations or conditions as he may consider necessary where the safe performance of flight duties is dependent on any such limitations or conditions being observed.

“(4) Where an applicant for the grant or renewal of a licence or rating under this Part fails to meet the medical standards referred to in subclause (2) of this regulation, the Director may grant the licence or rating subject to the following conditions being endorsed thereon:

“(a) The condition that the holder of the licence or rating shall not engage in international air navigation; and

“(b) Such other limitations or conditions (if any) as the Director considers necessary in the interests of safety of air navigation having regard to the experience and ability of the applicant and to the nature and extent of his failure to meet the medical standards prescribed by this regulation.

“(5) Notwithstanding the provisions of these regulations, any rating in force and associated with a licence granted or renewed in pursuance of subclause (4) of this regulation or any rating for which a licensee pursuant to that subclause may become subsequently eligible shall be subject to such limitations or conditions as the Director may endorse thereon; and any rating to which this subclause refers may be revoked by the Director if any of the privileges associated therewith should not in the opinion of the Director be exercised by the licensee in the interests of safety.

“(6) No person whose licence or rating has been endorsed by the Director in pursuance of this regulation shall exercise the privilege of any such licence or rating except in conformity with any such endorsement.

“(7) Notwithstanding the provisions of regulation 12 of these regulations, the Director may at any time by notice in writing to the holder of any licence or rating which has been issued in pursuance of subclause (4) of this regulation revoke or amend any such licence, rating, or endorsement.”

(2) Regulation 22 of the Civil Aviation Regulations 1953, Amendment No. 6, is hereby repealed.

40. Regulation 264 of the principal regulations (as inserted by regulation 3 of the Civil Aviation Regulations 1953, Amendment No. 7) is hereby amended as follows:

(a) By omitting from subclause (1) opposite the item referred to in the table in that subclause as “Extension of any category” the amount “£1 0 0”, under the heading “Technical Examination per Paper.”

(b) By inserting in subclause (1) opposite the item referred to in the table in that subclause as “Additional Category” and under the heading “Technical Examination per Paper” the amount “£1 0 0”.

41. Regulation 267 of the principal regulations (as inserted by regulation 3 of the Civil Aviation Regulations 1953, Amendment No. 7) is hereby amended by omitting the words "regulation 163", and substituting the words "regulation 164".

42. The principal regulations are hereby amended by adding the following regulation:

"268. **Payment of fees**—Until the appropriate fee has been paid the Director may decline to do any act, or permit any act to be done, or to receive any document, in respect of which that fee is payable under the provisions of this Part."

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 miscellaneous amendments to the principal regulations. They rewrite existing provisions relating to load sheets, altitudes for IFR flights, provision and use of oxygen, logbooks, flight instructor ratings, and medical requirements and insert new provisions relating to promulgation of orders, operation of gliders, and examinations for continued fitness or proficiency.

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These regulations are administered in the Air Department.