

# Civil Aviation Rules

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## Aviation Concerns

### Accidents

To report an accident call: **0508 ACCIDENT (0508 222 433)** 24-hour, 7-day, toll-free.

Report Occurrences Online, or send accident report forms to: [ca005@caa.govt.nz](mailto:ca005@caa.govt.nz)

### Aviation Related Concern

To report an aviation safety or security concern, that may include complaints, or allegations of suspected breaches of civil aviation legislation, call: **0508 4SAFETY (0508 472 338)** available office hours (voicemail after hours), or email: [isi@caa.govt.nz](mailto:isi@caa.govt.nz).

### Low Flying

The minimum acceptable heights for flying are prescribed in Civil Aviation Rule 91.311 *Minimum heights for VFR flights*. Briefly stated, the minimum height an aircraft may operate over a city, town or

The minimum height over any other area is 500 feet. There are exceptions, such as aircraft operating within a low flying training area, agricultural aircraft operations, emergencies, and when the genuine purpose of the flight requires the aircraft to be flown at a lower height – such as police operations. Note that although rescue and police operations are sometimes carried out in specially marked helicopters, they can be carried out in any aircraft.

## Aircraft Noise

The CAA has a very limited role in relation to noise from aircraft.

Aviation legislation does not cover noise, and the Resource Management Act 1991 expressly excludes aircraft noise – this applies to local bodies as well.

The CAA's only role is to receive and investigate noise complaints in the noise abatement areas around three aerodromes: Auckland, Paraparaumu and Wellington. Aircraft that are taking off, landing, and on approach and climb from aerodromes in these areas, are exempt from the noise abatement rules, but must operate within certain constraints.

Beyond these areas, the CAA has no jurisdiction regarding noise.

If you are bothered by aircraft noise in areas that are not noise abatement areas, your only recourse is with the operator concerned.

Try to note the aircraft's registration. For New Zealand registered aircraft, the registration will be three letters (sometimes two on a helicopter), and sometimes preceded with the New Zealand designator, ZK.

In some instances, you can look up the operator of an aircraft on the Aircraft Register page if you know the registration letters of the aircraft. If the operator's name isn't visible, you can request this from the Official Information and Privacy Adviser, email: [oia@caa.govt.nz](mailto:oia@caa.govt.nz).

## Aircraft Trails

[Aircraft Trails](#)

## Aircraft Effluent Claims

[Aircraft Effluent Claims](#)

## Agricultural Chemical Drift

There may be occasions when agrichemical use causes damage, usually through spray drift. Other instances of damage can occur, for example, through the use of the wrong agrichemical, or ground contamination through spillage.



- (2) for a foreign registered turbo-jet or turbo-fan aeroplane performing an air operation, the performance operating limitations prescribed by the State of registry; and
- (3) for a turbo-jet or turbo-fan aeroplane performing an operation other than an air operation, the performance operating limitations prescribed in the aircraft flight manual:

**Noise abatement procedures** means inflight procedures prescribed for the purpose of abatement of noise within the vicinity of an aerodrome.

### **93.5 Abbreviations**

In this Part—

**TLOF** means a touchdown and lift-off area located at a heliport.

## **Subpart B — Auckland International Airport**

### **93.51 Applicability**

This Subpart prescribes—

- (1) special rules for aerodrome traffic operating in the control zone designated under Part 71 for Auckland International Airport; and
- (2) noise abatement procedures for aeroplanes operating in the vicinity of Auckland International Airport for the purpose of landing at or taking off from Auckland International Airport.

### **93.53 General rules – Auckland control zone**

Each pilot-in-command of a powered aircraft with an airworthiness certificate operating under VFR in the control zone shall be the holder of a current pilot licence.

### **93.55 Reserved**

### **93.57 Restrictions on flight training**

No pilot-in-command shall conduct flight instruction in the aerodrome traffic circuit unless the aircraft is—

- (1) operated by the holder of—

- (i) an air operator certificate issued under Part 119; or
  - (ii) a foreign air operator certificate issued under Part 129; or
- (2) operated by the New Zealand Defence Force; or
- (3) engaged in IFR training or practice for the issue or extension of an instrument rating; or
- (4) a multi-engined aircraft.

### **93.59 Departure noise abatement procedures**

(a) A pilot-in-command of a turbo-jet or turbo-fan powered aeroplane must—

- (1) on departure from runway 23, comply with—
  - (i) the ICAO noise abatement take-off climb – Procedure A or B, defined in ICAO Doc 8168–Ops–611, Volume 1; or
  - (ii) the noise abatement departure profile – Procedure C, as specified in Appendix D; and
- (2) on departure from runway 05, comply with—
  - (i) the ICAO noise abatement take-off climb – Procedure B defined in ICAO Doc 8168–Ops–611, Volume 1; or
  - (ii) the noise abatement departure profile – Procedure C, as specified in Appendix D.

(b) A pilot-in-command of a turbo-jet or turbo-fan powered aeroplane on departure from runway 05 must climb on the extended runway centreline to—

- (1) at least 3000 feet QNH prior to turning left; or
- (2) at least 2000 feet QNH prior to turning right; or
- (3) at least 500 feet QNH and turn right at a position abeam of McLaughlins Mountain (cone shaped hill, 250 ft AMSL) at an



angle of bank not less than 15° to change direction by not less than 90°.

(c) A pilot-in-command of a turbo-jet or turbo-fan powered aeroplane on departure from runway 23 must climb on the extended runway centreline to—

- (1) at least 500 feet QNH prior to turning left; or
- (2) at least 3000 feet QNH prior to turning right.

### 93.61 Approach noise abatement procedures

(a) Each pilot-in-command of a turbo-jet or turbo-fan powered aeroplane arriving from north of the extended runway centre line and intending to land on runway 23 shall, unless otherwise instructed by ATC—

- (1) when on a ~~visual approach~~ <sup>instrument approach</sup>, intercept the extended runway centre line at a height not below 2000 feet QNH; and
- (2) between the hours of 2300 and 0600 local time, intercept the extended runway centre line at a distance of not less than 14 nm from the runway threshold and at an altitude of not less than 4000 feet QNH.

not applicable to jets

(b) Each pilot-in-command of a turbo-jet or turbo-fan powered aeroplane conducting a right hand aerodrome traffic circuit for runway 23 shall not turn onto the final approach path at a distance of less than 4 nm from the runway threshold.

### 93.63 Noise abatement area

Except when operating in accordance with an instrument approach procedure, or being radar vectored by ATC, or during take-off climb, or during a visual approach to runway 23, a pilot-in-command of a turbo-jet or turbo-fan powered aeroplane shall not operate over the Auckland noise abatement areas specified in Appendix A at an altitude of less than 5000 feet QNH.

**93.65 Noise abatement procedures: use of runway**

Each pilot-in-command of a turbo-jet or turbo-fan powered aeroplane shall, between the hours of 2300 and 0600 local time, use runway 23 for take-off and runway 05 for landing unless—

- (1) the tailwind component is more than 5 knots; or
- (2) compliance with the aeroplane performance operating limitations requires the use of the other runway direction; or
- (3) otherwise instructed by ATC.

**Subpart C — Wellington International Airport****93.101 Applicability**

This Subpart prescribes—

- (1) special rules for aircraft operating in the control zone designated under Part 71 for Wellington International Airport; and
- (2) noise abatement procedures for aircraft operating in the vicinity of Wellington International Airport.

**93.103 General rules – Wellington control zone**

A pilot-in-command of a powered aircraft with an airworthiness certificate operating under VFR in the control zone must be—

- (1) the holder of a current pilot licence; or
- (2) authorised by the chief flying instructor of a pilot-training organisation based on the aerodrome.

**93.105 Reserved****93.107 Noise abatement procedures**

(a) Except as provided in paragraph (b), a pilot-in-command of an aircraft must—

- (1) not operate over the Wellington noise abatement area specified in Appendix B at an altitude lower than the minimum heights for



## Appendix A — Auckland Noise Abatement Area

