

CHAPTER 10—CERTIFICATES OF AIRWORTHINESS AND THE NEW ZEALAND CIVIL AIRWORTHINESS REQUIREMENTS

133. The law on this subject is contained in Regulation No. 5 of the Air Navigation Regulations, 1933, which requires that no aircraft shall fly unless it is certified as airworthy in the prescribed manner; in Schedule II of the Air Navigation Regulations, 1933, which prescribes the procedure for the validation and renewal of certificates of airworthiness; and in Air Navigation Directions No. 4, which prescribes that the design, construction, overhaul, repair, maintenance, or supply of civil aircraft shall be in accordance with conditions approved in writing by the Director of Civil Aviation, and indicates that the conditions which will guide the Director of Civil Aviation will be published in "New Zealand Civil Airworthiness Requirements" (C.A. Publication No. 1), together with any other conditions and requirements which the Director of Civil Aviation thinks fit. A number of leaflets forming part of C.A. Publication No. 1 and covering some parts of the procedure and conditions governing certification of airworthiness have been published. It may be noted that the civil airworthiness requirements of a manufacturing country, which will in future, so far as it does not do so at present, conform to the I.C.A.O. Airworthiness Standards and Recommended Practices, constitute a voluminous and very complex technical code, and the verification of compliance with this code constitutes a comparably laborious and complex problem.

134. It seems unlikely that any aircraft intended for airline or taxi service use will be designed and built in New Zealand for many years to come. A few small experimental types may be designed and made by individuals, but these are unlikely to play any significant part in New Zealand civil aviation. Hence the primary concern of the Civil Aviation Directorate is the validation of the certificates of aircraft designed and built abroad.

135. The current practice of the Civil Aviation Branch in respect of aircraft designed and constructed in any country of the British Commonwealth or in the United States of America is to validate the certificate of airworthiness without investigating the airworthiness design standard of the country of origin. In our opinion, this is the only practicable policy, and should be continued. The validation of the certificate of airworthiness of an aircraft designed and constructed in some country other than the above should be dealt with by the Civil Aviation Directorate on its merits, if and when the case arises. The chief considerations will be whether the country is an I.C.A.O. member State, and the confidence which the Civil Aviation Directorate has in the reliability of that country's airworthiness administration.