Operators may be vulnerable to legal action from customers resulting from any Y2K problems. The best way to protect your business and yourself is to prepare, and to be able to show that you are prepared.

The CAA strongly recommends that all industry participants be able to demonstrate that they acted safely and exercised reasonable care in ensuring their operations were Y2K-ready well ahead of the 1 January rollover.

The CAA, the Airways Corporation, the international airports at Christchurch, Wellington and Auckland as well as the major airlines have been meeting regularly for close to a year, developing strategies and detailing progress toward Y2K readiness.

But a recent CAA survey of passenger-carrying operators shows that while the larger airlines are moving toward Y2K readiness, many small to medium operations still have a lot of work to do.

The suggestions below are not found in any Civil Aviation Rules, they are simply the best advice that the CAA can give operators to help ward off any potential legal problems resulting from the Millennium Bug.

**Recommended steps**

1. **Establish your risk**
   
   Establish a complete inventory of aircraft and all support equipment. Identify which items have date functions or are date-dependent, and check them for Y2K compliance.

   Establish who your critical suppliers are and ask them to confirm that they are Y2K compliant. This could include maintenance suppliers if they provide computer-driven record keeping or scheduling. They may also be relying on equipment that could be at risk to service your aircraft.

   **Actions**
   
   If you find any systems are not compliant, either have the problem corrected or, if appropriate, document that the possible adverse result can be accepted. Alternatively, you could provide a replacement system or contingency plan that could be used if any problems arise.

   You should document who is responsible for each decision and for taking any actions.

2. **Demonstrate compliance**
   
   To demonstrate that your aircraft, its systems and other aspects of your operation are compliant you will need to carry out specific checks.

   Aircraft safety critical systems include flight controls, navigation, displays and communication. These should be verified compliant by the manufacturer based on actual tests. Most aircraft manufacturers are well advanced in this process but if you have fitted your own avionics suite you would be advised to get separate verification from each avionics manufacturer.

   If you are unable to get verification for any reason, you must then decide whether you have still met your obligations to use reasonable care and diligence in ensuring your Y2K readiness. Carefully document all of your decision-making processes and decisions.

Aircraft systems that are not essential for immediate flight safety, but that are related to long-term airworthiness (eg mission data recording and fault-finding equipment) should be verified by the manufacturer using either test or analysis.

Support systems, such as the equipment you use to plan your flights or to weigh baggage, should be verified by the manufacturer by either test or analysis. You should also confirm that your maintenance planning (especially for finite-life components) and spares-storage systems will work after...
1 January 2000. Any problems with these systems may not be noticed until some time later.

You don’t have to ensure that aircraft non-essential systems (such as in-flight entertainment) are compliant, unless they are electronically connected to essential avionics or have safety implications, such as for passenger briefings. You should document that your aircraft non-essential systems are not connected to any essential avionics. However, for business continuity and customer service reasons, these should be put through the process.

You should also ensure that any failure in your non-essential, business-related systems such as security doors, lifts and fuel supplies will not impinge on safety.

### 3. Running out of time?

You may not have time to get everything done. You may manage to detect likely problems, but not have time to correct them. Technicians are expected to become increasingly in demand as the new millennium approaches. Some suppliers may be unco-operative in announcing their Y2K status.

If you can’t fix your current systems in time, you will need to implement back-ups or establish contingency plans to be put in place until you finish.

**Further CAA actions**

As the rollover to 2000 approaches, the CAA will be assessing industry progress toward compliance and, where necessary, may limit or restrict some types of operations at critical times. These limitations will be consulted with industry.

Assess your Y2K vulnerability today. Aviation safety can not rely on hope.

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**Flying on 1 January 2000?**

Anyone planning to fly in controlled airspace on 1 January 2000 must register their intentions very soon.

Pilots have until 15 August to detail their plans to the Airways Corporation. Those who do not register are unlikely to be given clearance on the day.

These restrictions will be in force over a 26-hour period from 11 pm on 31 December to 1 am on 2 January. They are part of industry-wide planning to ward off any threat to safety during the rollover to the new millennium. A list of the flight details required will be published in an Aeronautical Information Circular in July but complete instructions for operations over the period will be published in the AIP Supplement – effective 4 November.

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**The Bug**

The likely effects of the so-called Millennium Bug remain an unknown quantity, but informed opinion is that the problem is very real. It is not just operators of multiple high-complexity aircraft who are at risk.

The Y2K problem stems from an expectation that computers and other systems that contain embedded chips may not respond correctly, if at all, after the rollover to 2000. Non-Y2K compliant equipment can not differentiate between the year 2000 and the year 1900. As the date turns to 1 January 2000, those systems that operate sequentially according to time may be interrupted.

Aircraft which rely on these systems are just part of the problem. Air Traffic Control could be affected, as could systems normally taken for granted such as power and water supplies and sewerage control. Aircraft maintenance schedules and stock-taking systems could all fail, without any obvious external sign.

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**Think about this**

- If you are operating VFR and plan to use controlled airspace, what will you do if you lose communications with Air Traffic Control?
- If you are operating IFR outside controlled airspace at rollover how will you cope with communications and navigation failures. What about if you had also intended to enter controlled airspace?
- If you are planning a departure during the rollover, can you cope without communications, navigation and surveillance facilities? How will you ensure safety is not degraded in any way?

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**How’s Industry doing?**

The CAA has been carrying out an ongoing Y2K-readiness survey of the aviation industry in collaboration with the government’s Y2K Readiness Commission. The Commission is assessing the nation’s progress toward being fully Y2K ready by the end of 1999.

Selected organisations across all business sectors are being surveyed every two months to establish progress.

Of these, 20 air transport operators, four aerodromes and the air traffic services on those aerodromes are included and were surveyed in February and April.

While the results are being analysed in detail by the Commission, the CAA has noticed some changing ideas between the results of the first survey and of the second.

- Several operators have said they are surprised at the amount of work they still had to do.
- Most are now regularly checking the readiness of both customers and suppliers.
- Operators’ expectations of the impact Y2K will have on New Zealand’s economy are growing. But their expectations of the impact it will have on their own businesses vary.
- Operators are now establishing contingency plans to cope with possible systems failures.
- Operators are no longer expecting ‘business as usual’ at rollover to the new millennium.

Operator’s level of confidence in the aviation industry is higher than in other industries, particularly telecommunications, electricity, sewerage disposal and banking.
Director of Civil Aviation Awards Nominations

The Civil Aviation Authority is again seeking nominations for the Director of Civil Aviation Awards. The Awards are presented annually to recognise safety achievements.

These premier aviation awards are presented each year – one to an individual and one to an organisation. Each presentation involves a hand-crafted trophy by Auckland sculptor Peter Roche, and a sculpted plaque.

The Director of Civil Aviation Awards are presented to the individual, and to the company or organisation, in whom the safety ethos is overt – someone who has gone out of their way to do things the right way.

The Awards reward “an attitude towards safety”. They recognise the direct actions, or series of actions, by the nominee which have resulted in a greater level of safety and have encouraged others to adopt a similar safety ethos. The nominees’ actions show they recognise that aviation is safe only when individuals and organisations accept the safety responsibility.

The Awards are open to all individuals, operators, and companies involved in civil aviation in New Zealand.

The Awards may be used for promotional purposes by the recipients.

Last year’s individual Award was presented to Tim Bartleet of Fieldair Engineering Ltd. The organisation trophy was awarded to the Taupo Airport Authority and their Airport Manager, Roy Carmichael.

Send nominations to Martyn Gosling, Communications Co-ordinator, at the CAA in Lower Hutt.
Telephone: 0-4-560 9400, Facsimile: 0-4-569 2024, Email: goslingm@caa.govt.nz

GPS Survey 1999

To keep abreast of Global Positioning System (GPS) developments and use in New Zealand, the CAA has developed a survey to find out what you think of flying and navigating with GPS – your likes, your loves and your gripes.

The survey was last month sent to 1500 randomly-selected pilots. If you received a copy, your participation will be much appreciated.

Results will be compared with those from a similar survey completed in 1994. Since then portable, dedicated GPS units with enhanced features have become more common. The information gained will assist GPS training, navigation procedure development, safety education and GPS unit design.

If you did not receive a survey but would like to participate, please contact Rodney Bracefield, CAA CNS/ATM Project Manager. Telephone: 0-4-560 9400, Facsimile: 0-4-569 2024, email: BracefieldR@caa.govt.nz
How many times have you checked an aircraft’s Airworthiness Certificate and Flight Manual during your preflight inspection? Every time you do, you are seeing part of the work of the CAA’s Aircraft Certification Unit.

They are the first port of call for anyone wanting to operate a newly built, rebuilt or imported aircraft. The aircraft certification process begins with an initial discussion with the operator about their project, and includes a thorough physical inspection of the aircraft, a documentation audit, and, if the aircraft conforms to its type certificate, the issue of an Airworthiness Certificate.

Corporate operators may meet with the CAA’s Aircraft Certification team repeatedly as they import aircraft, and rebuild or modify old ones. But individual operators of any aircraft, whether an ex-military helicopter, a factory-built aircraft, or 10-year homebuilt project, go through the same process.

Design engineer and ex-RNZAF Squadron Leader, Jeremy Remacha manages the aircraft certification team. He joined the CAA in September last year after a 12 1/2 year airforce career. A Masters degree at the UK’s Cranfield University gave Jeremy his grounding in aircraft structural design, particularly loading and stress analysis.

“Aircraft Certification is a rigorous process so we know the health of the aircraft at entry to the aviation system is very good. It is then pretty easy to keep the ‘cart on the tracks’ with routine maintenance, but if you veer off and start to let things slide, it takes a lot more effort to get back on and get the aircraft right again.”

The team employs a sample approach to Airworthiness Certificate inspections, based on their informed understanding of aircraft design requirements.

“We are now in an age of user-pays and the Airworthiness Certificate process is a balance between us wanting to look at absolutely everything on the aircraft to be completely sure it is safe, and industry not wanting to pay the thousands of dollars that would cost.

“We achieve a balance with sampling. We’re unlikely to spend hours taking apart a helicopter transmission to check the serial numbers of every component against the documents.

“You have to take people at face value in some respects and expect that most people genuinely want to fly a safe aircraft. If it’s later discovered that facts have been misrepresented, the CAA takes it very seriously. There are people guilty of that sitting in prison now.

“Many people tend to underestimate the complexity of major aircraft certification projects. They may have an idea to build a new type of aircraft or significantly modify an aircraft and get it in the air in a short time. That could amount to about a five-year project. They would need to develop manuals and technical data, and conduct testing. This must be achieved through either an approved design organisation, or in partnership with one. They’re also looking at many hundreds of hours of assessment time. We walk potential clients through these factors during initial discussions.

“The airforce doesn’t do its own floor-up aircraft design, but when a P3 comes in and needs an eight-foot, corroded section taken out of the forward wingspar, the Kiwi ingenuity kicks in. It’s to have the understanding of loading and aircraft structure to be able to repair it safely.

In 1995 he took over as Maintenance Flight Commander of 14 Squadron, Ohakea, responsible for all operational maintenance on the Macchi 339 training jets.

“It’s nice to go overseas and study, but that was a great job – a real ‘punch holes in the sky, let your hair out’ type of job. It was satisfying to get aircraft on the line each day whilst managing the teething problems on those jets.

He is a fixer, developing an interest in woodworking from time spent as a child helping his carpenter grandfather. “I like building things like coffee tables and bookcases. I like having things that I’ve built around me.”

So much so that he has a garage full of recycled wood and tools, and a car out on the Wellington streets that keeps getting broken into. A relatively new face, he sees the CAA from a unique perspective.

“The CAA knows where it’s going. It has some clearly defined safety goals and it’s heading steadily toward them. Its like anything, you know where you want to go but its not necessarily a straight-line track, so there tends to be a bit of overshooting and recovery along the way. In engineering, we call it ‘hunting’. Eventually, the oscillations settle down and you reach your goal. But you have got to expect a bit of porpoising along the way.

“There are some in the industry who, in the past, may have had differences with the CAA. I hope that I can come in as a new face, without any of that baggage, meet people afresh and help break down some of those barriers.

“I can imagine some thinking, ‘Yeah, that’s the saying this week’, but leaders and managers do have to ‘walk the talk’. When I say I want to improve the partnership, I intend to get out there and do it.”

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– meet the team

Airworthiness Inspector, Nick Nicholson has been with the CAA for more than 12 years. He has been a Licensed Aircraft Maintenance Engineer for 31 years covering almost all types including the DC-4, all piston engines, LT101 and PT6 gas turbines and basic helicopters. Nick was the chief engineer at Fieldair Engineering (and its subsidiary) at Gisborne for 14 years. This came after Flight Manual Co-ordinator Jutta Pearson has been with the CAA close to 20 years. A florist by trade, Jutta began in the CAA’s library and took over co-ordination of Flight Manuals in 1983. She has a message … “Please make sure you put your revisions in your Flight Manual as soon as you get sent them – it saves me a lot of work!”

Dave Rush joined the CAA 2 ½ years ago after a 21-year engineering and management career in the RNZAF and more than 12 years teaching aircraft engineering technology. During that time he worked extensively to develop the NZCE engineering syllabus. As a CAA Airworthiness Engineer, his focus is on Part 148 Manufacturing Organisations and general aviation. “Improving the lines of communication with industry is the most important thing. Problems are there to be worked through together,” he says.

Airworthiness Engineer, Nick Nicholson has been with the CAA about 4 ½ years after a 20-year career in the RNZAF as an aircraft engineer. He has been awarded the MBE and was systems design engineer for the Kahu update of Skyhawks, which effectively introduced one of the most advanced navigational and attack systems ever seen. As a CAA Airworthiness Engineer, he specialises in reviewing avionics modifications and related certification issues.

Airworthiness Engineer, Russell Heap is one of the CAA’s longest serving staff members, joining the Ministry of Transport in 1964. He holds a Masters degree in Mechanical Engineering and is both a chartered engineer (UK recognition) and a New Zealand registered engineer. Engineering is one of his loves. “A ‘let’s work together’ approach is what I want. Dialogue and a personal approach can help both the individual in industry and the CAA as well,” he says.

Chris Lamain joined the CAA about nine years at Fieldair’s Palmerston North base, five of which were as the operation’s foreman. Nick’s engineering career began with eight years in the RNZAF. His main role now is controlling aircraft entry to the aviation system.

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Airworthiness Engineer, David Gill has been with the CAA for 12 ½ years. He holds a degree in Mechanical Engineering and is a current private pilot. He specialises in type acceptance certificates, aircraft performance and operations, minimum equipment lists, and technical data and airworthiness specifications. “I don’t like the CAA to be seen as a faceless bureaucracy but as a group of professional people who are approachable and accountable for their actions. Often a phone call at the start of a project can save a lot of problems later. We welcome any requests for advice or information.”

Peter Gill

Airworthiness Engineer, Peter Gill has been with the CAA since 1986. He holds a degree in Mechanical Engineering and a Masters degree in aerospace vehicle design. He has “a few hours” towards his PPL. Peter specialises in type certificates, design changes and helicopter certification and operation.

Aircraft Certification Administrator, Carmelita O’Connor, has been with the CAA for 20 years. As well as handling the team’s administration, she is also responsible for maintaining the CAA’s client database. Carmelita is passionate about all forms of sport and has been an avid gym member for close to 20 years.

Carmelita O’Connor

Aircraft Registrar Gay Woollett loves her job. After almost 13 years she says it’s the best one in the CAA. Responsible for maintaining the New Zealand register of aircraft, Gay also issues aircraft initial registrations and generally keeps track of where each aircraft is.

Gay Woollett
The new rules package, effective from 30 April, covers all passenger-carrying operations and aerial-work operations such as aerial photography and survey. The changes were consulted and agreed with industry last year during the Part 135 review. The review involved a CAA/AIA working group.

All air transport operations and commercial transport operations (previously aerial work) must certificate under the parent rule, Part 119 Air Operator Certification. This certification allows them to operate in accordance with one of three rule Parts, depending on the size of their aircraft.

Helicopters and aeroplanes with nine seats or less must be operated in accordance with Part 135 Air Operations – Helicopters and Small Aeroplanes. Changes include flight and duty times, minimum heights, off-shore helicopter operations, congested area operations, single-engine operations, underslung loads, meteorological minima and daily flight records.

Aircraft with between 10 and 30 seats must be operated under Part 125 Air Operations – Medium Aeroplanes. These are largely the rules that were found in Part 135 before the review.

Aircraft with more than 30 seats must be operated under Part 121 Air Operations – Large Aeroplanes. The review process did not substantially alter these rules.

Cost
The CAA will carry out a free initial appraisal of each application and provide an estimate for certification. Cost will vary depending on size of operation and how well prepared the operator is. The CAA will adhere to its estimate as long as the operator submits a manual of high quality and no other unexpected problems arise that would require substantially more attention than expected.

Those operators who have already certificated under Part 135 may need to amend their expositions to reflect the changes. The amendments will be assessed by the CAA at no charge, but the onus is on the operator to ensure their documented systems comply with the new rule.

Transitional certificates
All Air Service Certificates and Aerial Work Certificates are now invalid and transitional certificates have been issued to 205 operators to allow them to remain in business while they certificate under Part 119.

The transitional operating certificates are valid for a limited period of between 10 and 46 months depending on size and type of aircraft. Those who do not meet the deadlines will not be able to continue to operate.

Timetables
The CAA will soon be contacting operators to negotiate a timetable for their certification.
Deadlines for certification

28 February 2000 – Part 121 operators (more than 30 seats)
30 June 2000 – Part 125 operators (between 10 and 30 seats)
28 February 2001 – Part 135 operators of twin-engine aircraft (nine seats or less)
28 February 2003 – All other Part 135 operators.
28 February 2003 – All commercial transport operators (former aerial work certificate holders)

Those operators who plan to certificate early will benefit from giving themselves plenty of time to sort out any unforeseen problems and avoid a last few months’ rush.

Templates on the web

To assist the certification process, the CAA has produced templates and matrices for the expositions required under Parts 135, 125 and 121. You can minimise the cost of certification by using these templates to prepare a manual of high quality before it is submitted to the CAA.

The templates and matrices are available free on the CAA web site www.caa.govt.nz or from the CAA’s Operator Certification Unit in either paper or electronic form.

Exposition seminars

The CAA will be holding a series of free seminars on exposition writing throughout New Zealand commencing in June. The seminars aim to assist operators to submit an acceptable manual first time and to minimise the cost of their certification. Operators will be invited to a seminar nearest them.

CASOs available

Under the transitional certificates, operators are required to continue to comply with the Civil Aviation Regulations 1953, CASOs, and other legislation prior to April 1997, as they did under their Air Service Aerial Work Certificates.

Those operators who no longer have copies of applicable CASOs, can contact the CAA’s Aircraft Certification Unit for a pack.

Airspace changes to charts

The next set of AIP charts will show changes to New Zealand’s low flying areas (LFAs) and parachute drop zones (PDZs). There will be 10 fewer LFAs, 20 fewer PDZs, and three new military low flying zones.

The changes, effective 15 July 1999, have resulted from a recent CAA airspace review that focussed on all LFAs and PDZs, and required using agencies to gain landowners’ consent. Most were successful, and have reached agreement with the owners or administrators of the land they are flying over.

These agreements have taken a lot of time and effort to secure, and a thoughtless act by an unfamiliar pilot could cause landowners to withdraw their support. It is increasingly important for pilots or parachutists intending to use a LFA or PDZ to first get a thorough briefing from the area’s using agency.

Rule 91.131 Low flying areas currently requires you to receive a briefing from an instructor before you use any low flying area. This briefing should cover boundaries, entry, exit, and protocols such as restricted use during lambing season. In July, an amendment to 91.131 will additionally require you to receive a briefing from the using agency. If your club is also the using agency, this is a simple task. If you are an itinerant pilot then you must receive this briefing before using an unfamiliar area.

To find the designated using agency for a particular LFA or PDZ, consult the Air Navigation Register on the CAA website (www.caa.govt.nz) or in the Planning Manual, RAC Section.

Further reviews

Airspace reviews are carried out every five years on specific types of airspace. LFAs and PDZs will remain as shown on the 15 July 1999 charts for five years.

The next airspace for review is South Island airspace, including controlled and special use airspace, which will be reviewed during the first quarter of 2000.
Concern over LAME suspensions

The CAA has suspended four Licensed Aircraft Maintenance Engineers in the past 12 months. The suspensions follow instances of aircraft being maintained to schedules that are grossly out of date, Airworthiness Directives being missed or signed off without the associated physical work being done, and aircraft being released to service with significant unapproved modifications, or parts fitted without acceptable release documentation.

Suspension is taken very seriously and is used only when serious shortcomings such as these are identified and/or the LAME’s attitude gives the Director significant concern for safety.

Suspensions are not common. Four LAME’s were suspended in 1997 and just one was suspended in 1996.

More common are options such as requiring a LAME to undergo further training and re-examination, or temporary privilege restrictions while performance is monitored. In the past year, the CAA has had serious one-on-one discussions with about eight LAMEs in the interests of aviation safety.

The CAA recognises that LAMEs are often put under extreme pressure by aircraft owners who either have limited knowledge of maintenance requirements, or who are unwilling to pay.

A new free CAA booklet titled *How to be an aircraft owner* will this month be sent to every current aircraft owner and be made available to prospective owners. It details all aircraft maintenance requirements and highlights that the aircraft owner is responsible for making them happen. The CAA also intends to continue its series of free seminars on maintenance issues for pilots, engineers and owners, and is about to publish a new Advisory Circular for Inspection Authorisation Certificate holders (IAs). When complete, AC66-3 *Certificate of inspection authorisation – holder’s handbook* will be available free on the CAA web site www.caa.govt.nz.

For further information relating to maintenance issues, contact CAA Field Safety Adviser (Maintenance) Owen Walker. Tel: 0–7–866 0236, Fax: 0–7–866 0235, Mobile: 025–244 1425, email: walkero@caa.govt.nz

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New-Look Review – Next Issue

*Review*, *Vector*, and *Occurrence Briefs* are getting a new look. The three publications you receive in the mail every six weeks are to be combined into one full-colour glossy magazine starting with the next issue.

We’ll be calling it *Vector*, but it will include the information usually found in *Review* and *Occurrence Briefs*.

The new *Vector* will be bigger, more readable and easier to file. It will be published during the last week of every second month (every eight weeks) and will still provide the same amount of safety education each year as it does now.

Other relevant information can be posted out in the same mailing as *Vector* at little extra cost to the CAA. In fact, slim-lining our production means the new *Vector* will cost slightly less than producing the three publications separately.

**International Recipients Culled**

Free subscriptions to *Vector* will no longer be sent to most overseas recipients, but reciprocal subscriptions with other aviation safety publications and regulatory authorities will not be affected.

About 18 percent of our postage bill is spent on 900 overseas recipients out of a total of 16,000. The CAA believes more can be achieved by focusing resources on aviators who are in New Zealand.

Moreover, the Civil Aviation Act 1990 requires New Zealand aviation document holders to provide an address for service in New Zealand. If you are currently overseas and would like to continue receiving a free subscription to *Vector*, please provide the CAA with a New Zealand address.

If you would like to continue to receive *Vector* at an overseas address, you can subscribe through Publishing Solutions Ltd ($60 annually including overseas postage). Tel: 0800 800 359

Expect your first issue of the new-look *Vector* in July.