

# CAA NEWS

*Informing for Safer Aviation*

**CAA Sponsors  
Young Eagles**

**Taking the Hot Seat**  
Captain John Jones

**Towards 2005**  
The Aviation Safety  
Plan Forum

**Airspace Changes**

# Young Eagles

## Sponsored by CAA



Thanks to Kapiti Aero Club, Michael Rinaldi, and Bruce Patterson for help with the photographs.



The Civil Aviation authority has become a principal sponsor of the RNZAC's Young Eagles programme.

Through the scheme, young persons aged from 12 to 17 are introduced to flying in a positive and safe environment, hopefully sparking their enthusiasm and encouraging them to learn more about aviation.

A flight with a designated pilot is a major milestone for every Young Eagle, and for many this is their first ever flight, or first flight in a light aircraft. They are also encouraged to achieve a number of other goals, such as visiting a control tower or a maintenance base, or constructing a model aircraft.

"We're delighted to be a principal sponsor of the Young Eagles," said the Director of Civil Aviation, Kevin Ward. "To give young people their first flight is a magical moment, and through our safety partnership with the RNZAC, and its member Aero Clubs, this will be a positive experience which will foster aviation and appreciation of flight."

"The RNZAC are to be congratulated on introducing over 800 young people to aviation so far, and we want to encourage as many clubs, pilots and young people to become involved as possible."

Young Eagles was started by the Experimental Aircraft Association (EAA) in the United States in 1992. They have a goal of one million Young Eagle flights conducted by their members, by the 100<sup>th</sup> anniversary of flight in 2003. So far, more than 700,000 flights have been accomplished – with every one recorded in what they are calling the world's biggest logbook.

The RNZAC initiated the programme in New Zealand in 1995, with Sir Tim Wallis the patron. There's a National Young Eagles day in October, when clubs fly as many young persons

as they can, and this year a poetry competition will be conducted in schools and colleges through participating aero clubs.

"Our members contribute a great deal to Young Eagles, not just in the cost of flying, but also through the time they put in – but we couldn't run the programme without our sponsors, and we're really pleased to have this partnership with CAA, which will greatly assist us in promoting a flight safety culture amongst our fledgling aviators," said Peter Beaumont, President of the RNZAC.

The other major sponsor is Aviation Services Limited, and co-sponsors are: Airways Corporation of New Zealand, Aviation Cooperating Underwriters, Air BP, Pacific Wings, and Aviation Publishing. ■

You can find out more about Young Eagles through the CAA web site ...

[www.caa.govt.nz](http://www.caa.govt.nz)

or the RNZAC page ...

[www.rnzac.org.nz/young\\_eagles\\_home.htm](http://www.rnzac.org.nz/young_eagles_home.htm)

or, find the aero club nearest you at ...

[www.rnzac.org.nz](http://www.rnzac.org.nz)

or, you can phone the RNZAC

Freephone: 0800 I CAN FLY (0800 422 635)

# Taking the **HOT SEAT**

## – Captain John Jones

Veteran pilot and industry leader Captain John Jones is to be the new Director of Civil Aviation.



The Director's post has been described as one of the toughest public sector jobs – a perennial balancing act between the demands of the aviation community and the needs of the public. The CAA's founding Director Kevin Ward is standing down on 31 August after nine years in the hot seat, and after overseeing the greatest reform of the civil aviation industry in 50 years.

Captain Jones will join the CAA by the beginning of October.

Captain Jones is currently the Flight Operations Manager for Mount Cook Airline, having previously been its Airline/Operations Manager. He began flying in 1963 and, with 18,000 hours in his logbook, is widely regarded as New Zealand's most experienced domestic airline captain, bringing a wealth of expertise spanning general aviation, helicopter operations, engineering, and corporate jet services. He has substantial experience in airline and corporate management, and in relationship building. He is very highly regarded across the aviation community as a moderator and negotiator, and he is the Immediate Past President of the Aviation Industry Association.

"I have a practical approach to aviation and its issues, and

I believe my experience will be invaluable in the role of Director. I've managed airports and engineers, Part 135 operations, helicopters, Part 121 operations. I've covered most of industry," Captain Jones said.

He's under no illusions as to the intensity of the role and the scrutiny Directors receive from the aviation community, Parliament, the media, and the public. He will need to balance the technical and legislative requirements of the Director, with being the chief executive of a complex \$20 million a year organisation, while managing the political realities of heading a high-profile Government regulatory agency. He knows that every word he now says will be analysed, particularly by his old friends in industry.

"There's a need to understand the role. To see what are the responsibilities and requirements of the Director. We need to rebuild some industry relations on some issues. I had a moderator and negotiator role in industry, and I firmly believe in win-win outcomes. You have to approach everything with common sense.

"But there's also a safety regulatory job to do, and you can't back away from that," he said. ■



## The Aviation Safety Plan Forum 5 and 6 September 2001

The CAA is staging an industry forum to develop a safety plan to reduce accidents over the next 3 to 5 years.

The forum, in Wellington on 5 and 6 September, will be attended by representatives of every sector in New Zealand aviation. This type of forum has never been held before, and it will be setting the scene for the next five years, and setting the safety priorities of CAA and industry.

The CAA's Safety Plan is the primary influence on its business plan, but until now it has been developed in isolation. The CAA is seeking direct industry involvement.

"The challenge of reducing accidents is too great for any of us individually, but together we can produce the ideas and programmes that will have a real effect," said the incoming Director of Civil Aviation, John Jones. "There are 25 to 35 fatalities a year – we have to drive that number down.

"This will not be a talk fest. We want the ideas of the participants – their joint wisdom. The forum will be led by facilitators rather than the CAA. We want to listen, rather than do all the talking. We want full industry participation in developing the plan, and we see it as highly likely that joint programmes will emerge.

"There are targets to reduce aircraft accidents in each sector, and these are agreed with the Minister of Transport. But everyone involved in flying probably has a different idea as to how these can be achieved. The outcome we want from this forum is consensus on a Safety Plan which details how all participants, including operators, service providers, and the regulator, will achieve the Safety Targets," said John Jones.

The forum will be held over two days, with the emphasis being on the participants work-shopping to produce the elements that will make up the Safety Plan for 2002/2003. Participants will be from all sectors in aviation, including airlines, helicopter operators, engineering, service providers, training organisations, aviation organisations, sports aviation, and the regulators.

The Forum will be opened by the new Director of Civil Aviation, John Jones. It will begin with CAA outlining the Safety Targets, as well as the latest analysis of accidents. Industry participants will also present their views in an opening address. The rest of the time will be spent in active workshops led by a mix of industry and CAA facilitators.

"This is the culmination of much discussion on safety issues initiated by the aviation industry itself," said John Jones. "Recently, the Australasian Universities conference addressed Professionalism in Aviation with an emphasis on training, and the AIA conference has the theme 'Lifting Our Game'. The Towards 2005 Forum will capture the ideas from these aviation sectors and turn them into concrete plans for action as The Aviation Safety Plan."

There will be no charge to participate in the Forum. "It will cost participants their time, travel and accommodation, but we want everyone possible to attend and so the CAA and its strategic partners are meeting all costs of mounting the event." However, numbers will be limited, so interested participants should register as soon as possible. ■

## Towards 2005

The Aviation Safety Plan Forum  
5 and 6 September  
Duxton Hotel, Wellington

For a registration brochure, Email: [jonesh@caa.govt.nz](mailto:jonesh@caa.govt.nz)  
or Fax: 0-4-560 9469, attention Helen Jones

**Numbers are limited – register early!**

# Industry Drive to Improve Tourism Flight Safety Standards

New Zealand Tourist Flight Operators are to establish their own brand and quality benchmarks in a bid to raise industry safety standards above the minimum.

The formation of Tourist Flight Operators (NZ) was confirmed at an industry seminar at Omarama in May.

The industry-funded idea expands on the successful Users Group concept and has the full support of the CAA. It evolved from the idea of Air Safaris chief pilot Geoff Ensor to establish a forum for operators flying tourists over mountainous terrain.

A small working group, Geoff, Paul Cooper, Russell Baker and Tom Middleton (replaced by Keith Miles) took the idea nationwide to all tourist operators. The move will see industry develop safety standards above the minimum required by CAA, with member operators branded under the internationally recognised Qualmark brand marketed by the New Zealand Tourism Board.

“The industry as a whole has tended to be quite fragmented, despite good operator representation at the local level. As soon as the idea of a nationally recognised tourist operators group was mooted, people wanted to be part of it,” Geoff says.

The brand aims at increased quality of service and environmental issues, but safety is the marketing lynch pin. Geoff says it could have benefits in raising the industry’s profile, lower insurance premiums, and possibly favoured status with government departments, as well as marketing muscle. The group will also provide a national forum to discuss industry topics.

“It is vital that operators who meet brand standards receive a marketing advantage over those who choose not to. The standards are achievable by all operators – but they really amount to good business practice. A number of operators are already doing a lot to maintain a high level now, but the whole industry is trying to lift standards,” he says.

South Island support for the idea was demonstrated at the Omarama seminar, with the turnout of 21 tourist flight operators, including five helicopter operators.

They debated 28 proposed standards, including requirements for pilot training, survival training, and standard operating procedures (SOP), as well as general policies, including employment, equipment, financial and maintenance.

A North Island operator’s meeting is planned in Taupo in August, and several have already indicated support. A draft document will be developed and submitted to industry in late August.

“For the group and the brand to work, we need tourist operators nationwide to come on board. Our meeting in Taupo will allow the northern operators to fully understand the issues and contribute to the process. We need their input and enthusiasm,” he says.

Geoff says the national move is timely, especially given the slating the general aviation sector’s safety attitude received in the recent triennial review of the CAA.

“If ever there was a time operators needed to look at long-term gain for the industry and not short-term gain for themselves, the time is now. It feels like the industry is coming of age.”

He says one really positive spin-off is the significant contribution from the CAA, Department of Conservation and tourism industry representatives.

“As a group and as operators it is vital that we continue to have open, honest and regular communication with affiliated groups.”

The move has the full support of the CAA — GA Group General Manager John Lanham says it’s great to see a group that is highly competitive putting that aside to get together to lift their overall standards.



Geoff Ensor

“The CAA’s interest is in the operational and maintenance aspects. We have a small but important part to play. We totally agree with what they are doing and they have our full support. This type of initiative is the type I would like to see develop, especially when industry is taking the lead,” he says. ■

## Tourist Flight Operators (NZ) North Island Meeting – TAUPO 31 August 2001

North Island tourist operators are warmly invited to attend a meeting at Taupo to discuss the development and current direction of this group. The main issue for discussion will be a draft industry standards document recently completed following a seminar held at Omarama (attended by 20 South Island operators and Volcanic Air Safaris from Rotorua). The group is currently pursuing standards that will qualify operators for the Tourism NZ Qualmark brand.

For meeting details, including costs, venue, and times, please contact one of the following:

John Fogden, Tel: 0-9-425 0077

Ross St George, Tel: 0-6-353 7443

Phil Barclay, Tel: 0-7-348 9984

Geoff Ensor, Tel: 0-3-680 6880

# Airspace Changes

This year's annual review of airspace by the CAA concentrated on the lower North Island. The review has been extensive, and results in a number of changes to both controlled and special use airspace. Although the review focused on the lower North Island (from the Volcanic Plateau to Cook Strait), some other areas were examined because local issues had been identified. These range from Parakai in the north to Queenstown in the south, so be warned.

It is vital that pilots familiarise themselves with the changes by noting the change information published in AIP Supplements (effective dates 9 August and 6 September 2001) and updating their charts (effective date 6 September 2001). Pilots that fly with out-of-date charts may endanger themselves as well as others operating in the same airspace.

In order to reduce complicated airspace and the resulting clutter on the charts, the airspace review continued the 'use it

or lose it' philosophy applied during the South Island airspace review. This ensures that both controlled and special-use airspace is appropriately utilised. In this vein, 11 Danger Areas have been deleted, although 4 new ones have been created; General Aviation Areas score 10 deleted, 5 created, and Military Operational Areas, 9 deleted, 3 created.

There is a new Mandatory Broadcast Zone at Wanganui.

Pilots should note in particular that the airspace review has amended the Palmerston North control zone and associated VFR transit lane over the Manawatu Gorge. The raised VFR transit lane upper limit will assist traffic to the west of the ranges, although aircraft crossing the Tararuas will still have to fly near the Gorge itself, to remain within the VFR transit lane.

A new Cook Strait VFR advisory crossing procedure will be displayed on charts to indicate the best routes on which ATC

may approve a higher (and safer) altitude within controlled airspace.

The gradual removal of class E airspace will mean that pilots have to understand only class C and D airspace.

Upper controlled airspace, or that near major aerodromes, is normally designated class C airspace, and lower controlled airspace, or that near smaller controlled aerodromes, is normally class D airspace.

Class D airspace generally replaces class E airspace, where this does not unduly impinge upon general aviation operations, so aircraft should be on the same frequency.

Consultation material and the airspace review results, including airspace descriptions, are available from the CAA web site [www.caa.govt.nz](http://www.caa.govt.nz) under "Airspace". The consultation material also includes images of amended airspace as a result of the review. ■

## Tired of Fatigue?

Fatigue will be the focus of a CAA-funded industry seminar on 13 September.

The free seminar, at Wellington Hospital's Te Ao Marama room, will be run by Drs Philippa Gander and Michelle Millar and PhD student Leigh Signal.

Dr Gander worked with the NASA Fatigue Countermeasures Programme from 1983 to 1996 and now runs the Sleep/Wake Research Centre of the Wellington School of Medicine.

Dr Millar has recently completed her doctoral studies at the Sleep/Wake Research Centre and is now based at Auckland University. Leigh has previously trained as a Commercial Pilot and is now completing her PhD examining fatigue countermeasures in Air Traffic Control.

CAA Airline Flight Operations manager Richard Lamb said the seminar was first

presented to CAA staff, and it was so good it was decided to present it to industry.

The seminar will provide an understanding of the physiological factors involved in fatigue, its effects, and schemes to counter it when rostering duty times.

It is targeted at those involved in developing new airline flight schedules or routes, and roster management, as well as rostering in maintenance organisations and ATC. Some will be invited, but others – pilots, engineers and ATC personnel – are also encouraged to attend.

The fatigue threat is as old as aviation, with Charles Lindbergh writing about its effects during his epic crossing of the Atlantic. The issue is increasing in importance as aircraft speed and range increase and crew numbers decrease.

The problem lies in the fact that a flight

schedule or shift work is different to the body's natural schedule – the circadian rhythm – and the body's inability to quickly adapt.

Thirty places are available for the seminar, with morning and afternoon tea and lunch provided. Parking is available on site but costs \$5 for the day.

**If interested in attending, please contact:**  
**Richard Lamb,**  
**Tel: 0-4-560 9422, or**  
**Email: [lamb@caa.govt.nz](mailto:lamb@caa.govt.nz),**  
**before 1 September.**

# Professionalism

## Required at All Levels

Professionalism across the entire New Zealand Aviation industry is the key to conquering the air accident rate, Director of Civil Aviation Kevin Ward told the Australasian University Aviation Association conference recently.

Mr Ward was a keynote speaker at the conference, which had a theme of “Enhancing Professionalism in Aviation”.

Mr Ward said society had grown to expect professionalism in all industries, and for aviation that included not just pilots flying ‘heavy metal’ but students and private pilots as well. Professionals were those who did the **right** thing, even when others weren’t looking, and made use of all the resources available to do so.

Better training, safety culture and attention to detail were needed. New Zealand’s “she’ll be right” attitude was costing the industry dearly, Mr Ward said.

“The basics of professionalism ... remain the same for an airline pilot or the one-man band or a Sunday afternoon VFR hobbyist. The challenges they face are different, but if we believe that in professionalism we have an answer then we have to encourage and enhance and

require professionalism across all sectors of the industry,” Mr Ward said.

Professionalism had to become ingrained into aviation industry culture and procedures, throughout organisations, and from the top down.

“Unless we put in a fix – a robust systemic fix – unless we can create a culture of professionalism inside the heart and minds of all participants at all levels, there will still be 25 to 35 people a year dying in New Zealand air accidents.

“If entry and recurrent training, supervision and role modelling are the keys to lowering accident rates, then we’re going to have to do things quite differently than we do today,” he said.

Mr Ward said an ICAO rewrite of training standards and requirements was part of the biggest shake up of aviation training in perhaps 50 years. A key question would be how to get the combined knowledge of all the professionals and academics in aviation squeezed into a VFR cockpit in a way it would be retained and enhanced throughout a pilot’s career.

“We need a renaissance in the training industry that has to be based on what we teach and how, with a career-long

perspective and perhaps a fresh look at who trains and what with. We need to develop systems and processes where professionalism is instilled in all participants – not just those who have a hard-nosed chief pilot or operations manager ensuring standards are maintained.”

It was difficult relying on instructors who had just become professional themselves to instil professionalism in others. A career path for instructors could help overcome that, he said.

“We need to ensure professionalism exists at all levels ... We need processes whereby those elements in which newcomers are indoctrinated ... remain with them throughout their career, where they can be reinforced by training and checks and the most effective methods of behaviour modification. We need to recognise that this can be achieved only through involvement of all the parties.” ■

## Rules Update

Enclosed in this issue of *CAA News* is an updated chart of **Current Rules and Advisory Circulars**. The most up-to-date information on Rules will always be on the CAA web site, [www.caa.govt.nz](http://www.caa.govt.nz), but this poster is useful to have on the office or briefing room wall. Make sure you replace old versions with this updated one.

On the web site you can find all current Rules, Advisory Circulars and NPRMs. The most useful publication for regularly updated information on the Rules is the CARRIL (Civil Aviation Rules Register Information Leaflet). It is published on the web site monthly, generally on the first Thursday of every month, with

special editions when required.

If you are new to flying, ask for a copy of our “How to navigate the Rules” booklet, or you can look at it on the web site. If you have email, you can also subscribe to an update notification service. Go to the “Rules & more” section and click on the link to notification service.

Your participation in the rule-making process is encouraged through your industry representatives in the CIRAG (CAA Industry Rules Advisory Group), TSGs (Technical Study Groups), and your responses to the NPRMs (Notices of Proposed Rule Making). Details of the various TSGs are available on the web

site under the Rules/CIRAG heading. These are designed to give you, the aviation participant, a say in the Rules governing flight safety.

For further information on the **development** of Civil Aviation Rules, please contact:

**Peter Blackler, Manager Rules Development**

**Tel: 0-4-560 9413,**

**Email: [blacklerp@caa.govt.nz](mailto:blacklerp@caa.govt.nz)**

For further information on the **application** of the Rules, please contact the appropriate Group Managers of General Aviation, Airlines, Personnel Licensing or Aviation Services (their contact details are on the CAA web site). ■

# Medical Matters Update

This issue, we have information about the new Principal Medical Officer, and the first Senior Medical Officer to be appointed. We bring you up-to-date on the Civil Aviation Amendment Bill (No 2), and there is an update on the Ministerial Review of Part 67 and the '1% rule'.

## Ministerial Review of Part 67 and the '1% rule'

The Ministerial Review Team (UK CAA Chief Medical Officer Dr Simon Janvrin, and Wellington barrister Bruce Corkill) is examining the Medical Standards used to determine fitness to fly, including the '1% rule'. The Medical Standards define requirements for the medical certificates of pilots and air traffic controllers.

The Review Team has met with individuals and organisations and received 38 written submissions (the opportunity for these has now closed). They are now preparing their draft report, which will be sent to submitters for comment, and they will have about a month to do this. The final report will make recommendations to the Minister, and these will be incorporated into a new Part 67. There is yet another opportunity for consultation when the Notice of Proposed Rule Making (NPRM) is published, allowing for public comment. It is hoped to finalise the new Part 67 by the end of the year, so that it can come into force early in 2002.

There is information about the Review on the Ministry of Transport web site [www.transport.govt.nz](http://www.transport.govt.nz), and you can contact the Review Team at the addresses below:

Part 67 Review Team  
Ministry of Transport  
P O Box 3175  
Wellington; or  
Fax: 0-4-498 0665; or  
Email: [review@transport.govt.nz](mailto:review@transport.govt.nz)

## The Civil Aviation Amendment Bill (No 2)

The Select Committee has reported the Bill back to the House. The Bill, as

reported back, addresses legal uncertainties over medical certification. It validates past medical certificates, aviation documents for examiners, delegations and decisions. It has improved provisions for applicants to seek review of decisions.

It is essential to the operation of a civil aviation system, as required by the ICAO Convention, that the Director of Civil Aviation be responsible for the issuing and revocation of all certificates under the system. The Bill makes this absolutely clear, and it also validates all existing medical certificates. It was important that any uncertainties over medical certificates already in use were clarified, and this has been achieved.

The Select Committee was in favour of the FAA approach of industry-based doctors issuing medical certificates. The Bill provides that the Director must delegate to "suitably qualified" medical examiners the power to issue medical certificates in standard cases. A decision on a medical certificate must be made within 30 working days following the examination. This timeframe is suspended while any additional tests or examinations are carried out.

In the majority of cases, Pilots and Air Traffic Controllers will notice few changes in the process of getting their medical certificate, except that "Medical Examiners" will replace the present DME/AMA system. A substantial difference, but one that will take place 'behind-the-scenes', is that all assessments will be audited by the CAA.

There is provision for a new process called a Joint Referral. This process is to be conducted under an independent "Convener", appointed by the Minister. It is a collaborative, non-adversarial process to determine fitness-to-fly, using medical specialists. The applicant is one of the participants, and it is expected that all parties will cooperate to produce a timely outcome.

After a decision has been made (except one made under a Joint Referral), there is a mechanism for review, also under the

independent Convener. A statutory right of appeal to the District Court has been introduced.

The Bill provides for transition to the new system, with the Minister establishing the criteria for transition. There will be consultation with aviation participants on a number of issues, including the fees and charges, the criteria for appointment of examiners, the exercise of delegations, the appointment of the Convener, etc.

Medical Standards (including the '1% rule') are not in the Civil Aviation Act, and are not in this Bill – they are being reviewed separately (see above).

## New Principal Medical Officer



Dr Dougal Watson

The day he left the RAAF, Dr Dougal Watson hurtled earthward from 35,000 feet in an F/A-18 Hornet. Now he's the CAA's new Principal Medical Officer, and starting from the ground up.

"What we are trying to do is build bridges. No matter who is right or wrong about past issues, we have to liase and re-establish working relationships. That's the biggest part of my job," he says.

Dougal, 41, married with two young "Aussie rascals," comes to the CAA from a short stint as commanding officer of the RAAF Institute of Aviation Medicine at Edinburgh, where he held the rank of



Wing Commander. Prior to that, Dougal had spent the last dozen years working in aviation medicine with the RAAF.

“I’ve spent a long time in military aviation medicine and have been looking at the civil side for a long time. It was perfect timing and a brilliant opportunity, though I realise I still have a lot to learn.”

Dougal is aware the position he has stepped into is a sensitive and potentially difficult one, but he says joining the CAA from outside New Zealand’s recent aviation environment should allow people to judge him on his performance. He spent two weeks in New Zealand talking to aviation stakeholders before accepting the position.

“Being new is an advantage. I’ve got the chance to come in without that background. I can be assessed on what I can produce, not the history of what has gone on.”

The first job on the agenda is setting up the new medical system that results from the Civil Aviation Bill No 2.

“That means running in a user-friendly, transparent way so that those outside the CAA with an interest are able to be involved in what we are doing. We have got a lot to do to get that up and running.

“Longer term the unit has to do some sort of research. We’ve got a couple of registrar docs to help with that. The whole focus of medicine today is evidence-based, and good regulatory decisions need to be based on good research.”

Although still a while off, any research is

likely to be in the fields of Human Factors and medical risk management – both areas where Dougal has conducted a large amount of research and compiled an impressive list of published work.

The list is only part of a CV which makes you wonder how many parties he has missed. Dougal holds post graduate Diplomas in Aviation Medicine from both the Royal College of Physicians in London and Otago University, and he is currently completing a Masters of Technology in Aviation Human Factors. He is a member or fellow of several regional and international aviation medicine associations.

He has also completed stints of night-vision-goggle training and aviation accident investigation, and at various times he has been a consultant for the Australian Institute of Sport, CASA and television and film productions with an aviation flavour.

He has also found time to indulge a passion for the practical side of aviation, with 650 hours PPL, 30 hours glider time and 22 free fall parachute jumps to his credit, as well as 40 hours ultra light and 15 hours dual in helicopters. He is also a novice grade hang-glider and alpine parapente pilot. There’s also been a spot of alpine climbing in the Mt Cook National Park and the Kanchenjunga region of the Himalayas.

### **New Senior Medical Officer**

New CAA Senior Medical Officer Pooshan Navathe is looking forward to getting involved with changes to New Zealand’s Civil Aviation medical system.

“It’s a very exciting area of work not being done in any other part of the world.

“There’s a whole lot of work to be done in the medical department right now. As part of the Review the whole system is being rewritten, and it’s very exciting to be part of that process.

“It’s great to write something from scratch and watch it grow. It’s not often people get the opportunity to do that,” he says.



Pooshan Navathe

The glider pilot admits the medical Review will be a challenging task, but he is well used to steep inclines, having climbed several mountains around the 22,000 foot mark in his native India.

Pooshan, 45, hails from Pune, and is accompanied to New Zealand by his wife Kumud and a teenage daughter and son.

He comes to the CAA direct from 22 years involvement in the Indian Air Force. He spent nine years as a general practitioner before becoming an Aviation Medicine Specialist 13 years ago.

He has been involved with the Institute of Aerospace Medicine and at an Aeromedical Training Centre for eight years, with the remainder of that time spent as medical officer on Indian Air Force fighter squadrons.

He has completed “a fair amount” of work on spatial disorientation, with three articles based on his work published in the *Journal of Aerospace Medicine*. He has also done considerable work in human factors in the area of aircrew decision-making.

As well as increasing his glider time, Pooshan is also a keen kayaker, having travelled the Beas River from its source to its end in a lake in the Punjab. He also intends to continue an interest in photography. ■

# Changes at



## The Authority

Cath Taylor retired from the Authority in June. Replacing her as Deputy Chairperson is Hazel Armstrong, a Wellington barrister. Last month, the Minister of Transport, Mark Gosche, also announced the reappointment of Rodger Fisher as Chairperson of the Authority until 2003. Other members of the Authority are Tom Ryan, Gordon Vette, and John Gabriel.

## General Manager Airlines

The CAA has a new General Manager of the Airlines Group, with the arrival of John Bartlett.



John Bartlett

Captain Bartlett, formerly a Christchurch-based Ansett Flight Operations Manager, replaces Ian Pirie, who resigned in March to return to operational flying.

John began flying commercially in 1972 and has time on Bristol Freighters, Argosies, Dash 7s, Dash 8s, B737s and BAe 146s, and more than ten years in executive and operational management roles.

"I was employed on the ground by NAC in the early 60s in ground and customer

service roles so I have seen most aspects – including time as a flight attendant with Mount Cook while I was learning to fly," he says.

John became a colleague of Ian Pirie at Safe Air in 1973, entering the management arena with a move to Ansett in 1986. There were flight examiner, instructor and fleet management roles before he became Manager of Flight Operations and the Executive Management Team in November 1988.

John steered the airline through its growth as the BAe146s replaced Boeings on main trunk routes. The experience provided an inside view of the airline certification process and the development of executive safety and quality programmes, but it forced him to give away operational flying as the airline became a 16-aircraft 1000-sector-a-week operation. He continues to hold both New Zealand and Australian ATPLs and intends remaining current in his new position, probably on a simulator.

Now 53, married to Ann for 28 years and with two adult daughters, John says the new position is not a change of career, just a deliberate change in angles – already he's appreciated the difference in reading rules as an operator, to reading the rules as a regulator.

"There is quite a lot happening in industry at the moment, and I was at that stage where it was time to give something back.

"I'm hoping to bring a bit of industry awareness, and I'm looking forward to helping develop a relationship with industry that forges a shared confidence that we are both creating the best and safest environment for air commerce to flourish," he says.

"The last 10 years have seen the evolution of a model regulatory environment in New Zealand that is responsive to an ever-changing industry and allows the contribution air commerce makes to the economy.

"There's a strong sense of responsibility here as the regulator for the public, but there's also a freshness and enthusiasm for this partnership approach to safer skies. I absolutely believe the responsibility for safe aviation is a shared one. I'm looking forward to building on that, as well as the challenges that an industry known for innovation will present," he says.

## New Field Safety Adviser



Bob Jelley

The CAA has a new maintenance Field Safety Adviser in the South Island, with Bob Jelley joining the team.

Bob joins the CAA after a wide range of experience in the aviation industry and is looking forward to the role – providing broad safety advice to the general aviation industry at the 'coal face', including assistance with rules, feedback from industry participants to CAA Head Office technical and managerial staff, and involvement with CAA safety courses and seminars.

Bob says he is fortunate to have worked in many sections of aviation maintenance – covering engine and propeller overhaul, fixed wing and helicopter regular maintenance, and rebuild work on a wide

# AIP Documents, Charts Less Expensive

variety of general aviation aircraft. He has an AME licence, including an IA, and also fixed and rotary wing private pilots licences with a total of 1750 hours and 260 hours respectively.

Prior to his new position Bob spent five years with Ansett NZ/Qantas NZ in all areas of Dash 8 and BAe146 maintenance, gaining LAME ratings on both aircraft and their powerplants.

"I thoroughly enjoyed the professionalism and team-work environment that prevailed and was saddened the Qantas New Zealand ending came as it did," he said.

Most of Bob's career has been in general aviation. It began with an apprenticeship with the Southern Districts Aero Club at Gore in May 1967. That was completed at Rex Aviation in Dunedin after a transfer in 1971. He spent a year with Mount Cook Airline in Queenstown and then returned to Rex Aviation.

"During my long tenure in Dunedin, the Rex ownership changed to Dalhoff and King Aviation which secured the New Zealand Hughes helicopter dealership."

The company changed again to Motor Holdings Aviation, and it is currently trading as Flightline Aviation. Bob gained the Chief Engineer position in 1978 and, apart from a year involved in partnership with Airflite South, held it until 1995.

Then came another challenge with a move to Christchurch with Wigram-based Specialty Aircraft Construction on a project to restore two Focke Wulf 190s. The project was not completed, and Bob began the airline position in 1996.

"I'm looking forward to the opportunity to be able to work with the user end of general aviation and my parent CAA body in our special South Island environment. It is important to monitor maintenance standards to ensure a base level that meets the wider safety goal of our industry and CAA," he says. ■

Your next VFG will be nearly half the price of the old one – and that is just the start of plans to revolutionise the way New Zealand aeronautical information is published.

Changes to the way the Aeronautical Information Service (AIS) is funded means the next issue of the VFG, in September, will be 44 percent cheaper – a drop from \$85 to \$48. Drops are also on the way for charts, with AIS costs predicted to be 38 per cent cheaper overall.

Cabinet has approved the levy change, with legislation expected to be amended accordingly in August. Airways will start notifying the new prices from mid July.

The Aeronautical Information Publication (AIP) will also be completely rewritten to the international format and be fully amendable. There are plans to make it available on the internet, by September 2002, effectively making it available at no cost.

By September 2003 charts are also to be reduced in scale from 1:500,000 to 1:250,000, allowing a new set of topographical maps to be produced containing all necessary information, eliminating the need for separate topographical maps and VTCs.

AIS project leader Bill Sommer says the changes have been a while coming, but it's now up to pilots to make use of the information, especially as it's going to be cheaper and more user friendly.

"We have gone out of our way to reduce prices as much as we can to the end user but now it's time for them to do their bit."

The CAA intends to keep a track on usage under the new regime, and it expects airspace infringements to decrease dramatically.

A joint Airways/CAA project team was set up in June 1999. Consultation took longer than expected and pushed the timeframe beyond the original mid 2000 deadline.

"One of the issues identified early on was ensuring continuity of the AIS. When Airways split from the Ministry of Transport in 1987 it took on the tasks of providing the AIP and NOTAM service,

but responsibility for provision remained with the Civil Aviation Department and later the CAA," Bill says.

That arrangement has been formalised and continuity assured with the CAA signing a contract in June for Airways to produce the AIP and NOTAM until September 2004. As part of the deal, CAA has bought the electronic AIS database and copyright, and in the future it will be looking at a competitive tender process every three years to ensure competition and keep costs down.

Another issue was how to tackle the low use by industry of flight critical information because of the cost.

"At the moment the pilots and operators meet all of the costs. In the last few years the CAA and Airways have been cross-subsidising it to keep the system viable, but there is no doubt that prices have been limiting purchase and use of the various components of the AIP and charts."

The project group looked at a variety of funding options, ranging from total user pays at one end to full CAA subsidy of the AIS at the other – though that in turn raised funding issues for the CAA.

An adapted International Civil Aviation Organisation (ICAO) funding model was decided on.

That means the people who use the information pay for the delivery costs – printing and distribution – while those who cause the changes to it – Airways, airports, the CAA, MetService and Defence split the production costs. Airways pick up most of the tab, followed by certified aerodromes, the CAA, Defence and MetService. Non-certificated airports like Paraparaumu will be subsidised by the CAA to ensure they remain in the AIP and particularly the VFG.

"A lot of work has gone into reducing the price of the AIP and charts. A lot more will go into making them more accessible and easier to use. Now it's up to the people out there flying to do their bit and make a lot more use of the information that's provided for their safety – and make all the hard work worthwhile," Bill says. ■

# CAA Awarded \$130,000 Costs in Oceania Case

The CAA was awarded costs of \$130,000 plus disbursements in June after an unsuccessful High Court civil action brought by Oceania Aviation Limited.

The 11 June 2001 decision of Justice Gendall concluded the legal action begun in 1998 by Oceania, formerly International Heliparts NZ Ltd, alleging misfeasance in public office and negligence by CAA Director Kevin Ward. The claims arose following CAA safety action against Oceania in the wake of an industry-wide bogus parts investigation.

In determining the amount of the award, Justice Gendall said he had taken into consideration the complexity of the proceedings, the work involved by in-house and other legal counsel, the length of the hearing, and the importance of the issues involved. In addition he listed the conduct of the Director in shortening the hearing by not calling evidence, despite the risk of not doing so, and the degree of success achieved, as relevant factors.

## The Judicial Review Proceedings

A spot check of International Heliparts in May 1996 disclosed that release notes issued by the company did not have what the CAA considered to be proper supporting documentation. The Director suspended the company's Certificate of Approval (Supply) on 17 July 1996. ADs were proposed in October 1996 requiring the removal and replacement of helicopter parts supplied by the company.

The company sought judicial review and an injunction preventing the issue of the ADs in the High Court. The Court declined the injunctive relief sought, and the ADs were issued. The High Court hearing of the merits of the judicial review application focused on the correct interpretation of the requirements of the Civil Aviation Regulations 1953 and the New Zealand Civil Airworthiness Requirements.

In December 1996, the Court declared the suspension of International Heliparts' Certificate of Approval was invalid because the Director had made an error of law. The judge declined to make an order declaring the ADs unlawful because of the safety issue involved. The High Court decision was upheld by the Court of Appeal in 1997.

Following the December 1996 decision, the Director imposed a new suspension, and after considering submissions made by the company in accordance with the procedures in the Civil Aviation Act, the Certificate was formally revoked in February 1997. The company did not exercise its statutory right to appeal the revocation.

The company continues to import and supply parts, as it is entitled to, without the ability to issue release notes under the Civil Aviation Rules.

## The Claim for Damages

In 1998, Oceania commenced action in the High Court at Wellington, seeking damages as a result of the alleged misfeasance and negligence on the part of the Director of Civil Aviation, Kevin Ward.

The company said the loss of its licence and the cost to the company of the resultant publicity within industry for having to remove and replace the parts, caused it considerable loss and arose directly out of the actions of the Director.

Oceania sought \$378,927 damages, including \$100,000 general damages, loss of profit of \$83,718 and special damages relating to the cost of replacing the withdrawn parts, expenses and legal costs.

On 9 August 2000, the High Court dismissed the company's claim and awarded costs to the Director. The Court found that the company had not established that the Director acted in bad faith or for an improper purpose. The Court held that it was not fair and reasonable or in accordance with the scheme of the Civil Aviation Act 1990 to impose a duty of care in the circumstances of this case. The imposition of a duty of care, necessary to a finding of negligence, would be "inconsistent with and create a tendency to inhibit or promote undue caution or reticence on the part of the Director in the proper performance" of his statutory duties and "impede the performance of the wider duty imposed by statute on the CAA to protect public safety".

Oceania unsuccessfully appealed the decision of the High Court to the Court of Appeal. The decision of the Court of Appeal was released on 12 March 2001, and the Director was awarded \$10,000 in costs with respect to the appeal. ■

## Safety Efforts Recognised

The man behind CAA's safety videos has been honoured with the Jim Collins Memorial Award.

Peter Clements was honoured at the recent NZALPA conference dinner. The award is named after the captain of the DC10 which crashed on the slopes of Mount Erebus in November 1979, and was established in the memory of the flight crew. It is administered by the Airline Pilots Association and was first awarded in 1991.

Peter has produced 25 aviation safety videos between 1987 and 2001. He initiated the series in 1987, firstly using MOT

equipment, but when Airways became an SOE Peter formed Dove video and successfully tendered for the equipment. He has been producing the videos ever since – on a very limited budget – researching, scripting, organising and narrating them.

Born in Britain, Peter learned to fly while working in broadcasting in Canada in the 1960s. He retired in 1994 as a Mount Cook Hawker Siddeley 748 captain with 17,000 hours, but continues to produce the popular videos. On average, more than 90 tapes are lent from the CAA library each quarter. ■

# From the enforcement files...

The CAA takes enforcement action to ensure that the Rules are taken seriously, thus reducing unsafe behaviour.

**Causing unnecessary danger to other persons (2 charges)**

**Flying under 500 feet (2 charges)**

**Operating an aircraft in non-compliance with aircraft flight manual (2 charges)**

Civil Aviation Act 1990 – 44(1)(a)

Civil Aviation Rule 91.311 and 91.109

Rotorua District Court – 24 April 2001

In July 1999 the defendant was pilot-in-command of a Hughes 300 helicopter which undertook two flights over part of his farm, each with two passengers on board. On the second of these flights, the helicopter crashed. No shoulder harness was fitted, and on each occasion the passenger in the centre seat wore a lap safety belt only.

The flights, which lasted 5 to 10 minutes, included a manoeuvre which consisted of the defendant flying initially at a height of 50 feet above ground level and at a speed of about 70 knots, then ascending rapidly to a height of about 250 feet. At the top of the manoeuvre the speed had reduced to virtually zero. During the first flight the defendant was able to recover from the manoeuvre, gain speed and fly off. In the second flight, at the top of the manoeuvre, the helicopter commenced a left hand turn at very low speed. The defendant was unable to maintain rotor rpm, and this, combined with aerodynamic factors operating on the tail rotor, meant that the helicopter began to descend in an uncontrolled manner. There was insufficient height within which the defendant could recover the situation, because of the low altitude at which the helicopter was operating. The helicopter struck the ground, with the main rotor striking first, at an angle of approximately 45 degrees.

In judgment, His Honour said that in conducting the manoeuvre at low altitude, the defendant exposed the passengers in each of the flights to harm or injury, and that this was unnecessary. "This was a sightseeing flight. It could have been conducted in a safe manner. There was no operational requirement, or emergency, that required the defendant to perform the manoeuvre he did at low altitude. This was done simply to give the passengers a thrill."

His Honour accepted that the defendant flew the aircraft below 500 feet above ground level, and said, "The bona fide purpose of the flight was sightseeing. This did not require the aircraft to be flown at a height lower than 500 feet. To give passengers a thrill does not provide a justification for flying the aircraft at a lower height."

He said that there was no doubt of the flight manual requirement that a shoulder harness and seatbelt is required for a centre-seat passenger. "Whether the defendant was aware of that limitation is irrelevant. He has an obligation to make himself aware of the flight limitations in the flight manual."

On the two charges of causing unnecessary danger, the defendant was sentenced to 150 hours community service. On one of the charges he was ordered to pay over \$6,700 towards the cost of prosecution. On each charge, he was disqualified from holding or obtaining any aviation document – that is, he was disqualified from flying – for a total of nine months.

On the two charges of flying under 500 feet, the defendant was convicted and discharged. On the two charges of flying without a middle shoulder harness, he was convicted and discharged. ■

## Letter to the Editor

### Helicopter Flight Times

Regarding the article in the May/June issue *Vector* on Part 135 Certification of South West Helicopters.

I would like to endorse comments made by Ian Buick on the bad practices common to **some** rotary operators. Living as I do on the West Coast of the South Island, it soon becomes common knowledge how prevalent the practice is of pulling the circuit breaker to the Hobbs meter. Anecdotal evidence suggests several machines have been on-sold to unsuspecting buyers with hours far in excess of those recorded by their meters.

The introduction of tamper-free flight recorders is long overdue and hopefully will put a stop to this inherently dangerous practice.

Further comment needs to be made on the lack of uniformity in helicopter training, with poor instructional technique being quite common. It does not take long to have your enthusiasm dented by instructors with arrogant attitudes and out-of-control egos.

Those same instructors should remember that it is the student who is paying for every hour he logs in his own logbook, and whether or not that student is a labourer or a millionaire, all should be treated with courtesy and politeness.

The last comment does not apply to two excellent instructors I have flown with: Terry Murdoch of Canterbury Helicopters, and Quentin Hulse of Garden City Helicopters in Nelson, two men who know the way it should be done.

Kevin Jordan

Wesport

June 2001

### CAA News responds

The introduction of a tamper-proof method of recording aircraft time-in-service hours is fully supported by the CAA. Currently, there is no commercially viable recording device on the market, but the CAA is working closely with industry to help develop some prototypes. During this process, it has been identified that the Rules need refining to deal with how, and when, the data will be recorded, and how we will use the information. Things are moving along steadily, and the Aircraft Certification Unit are currently developing a New Zealand Technical Standard Order to help industry identify the design and manufacturing requirements.