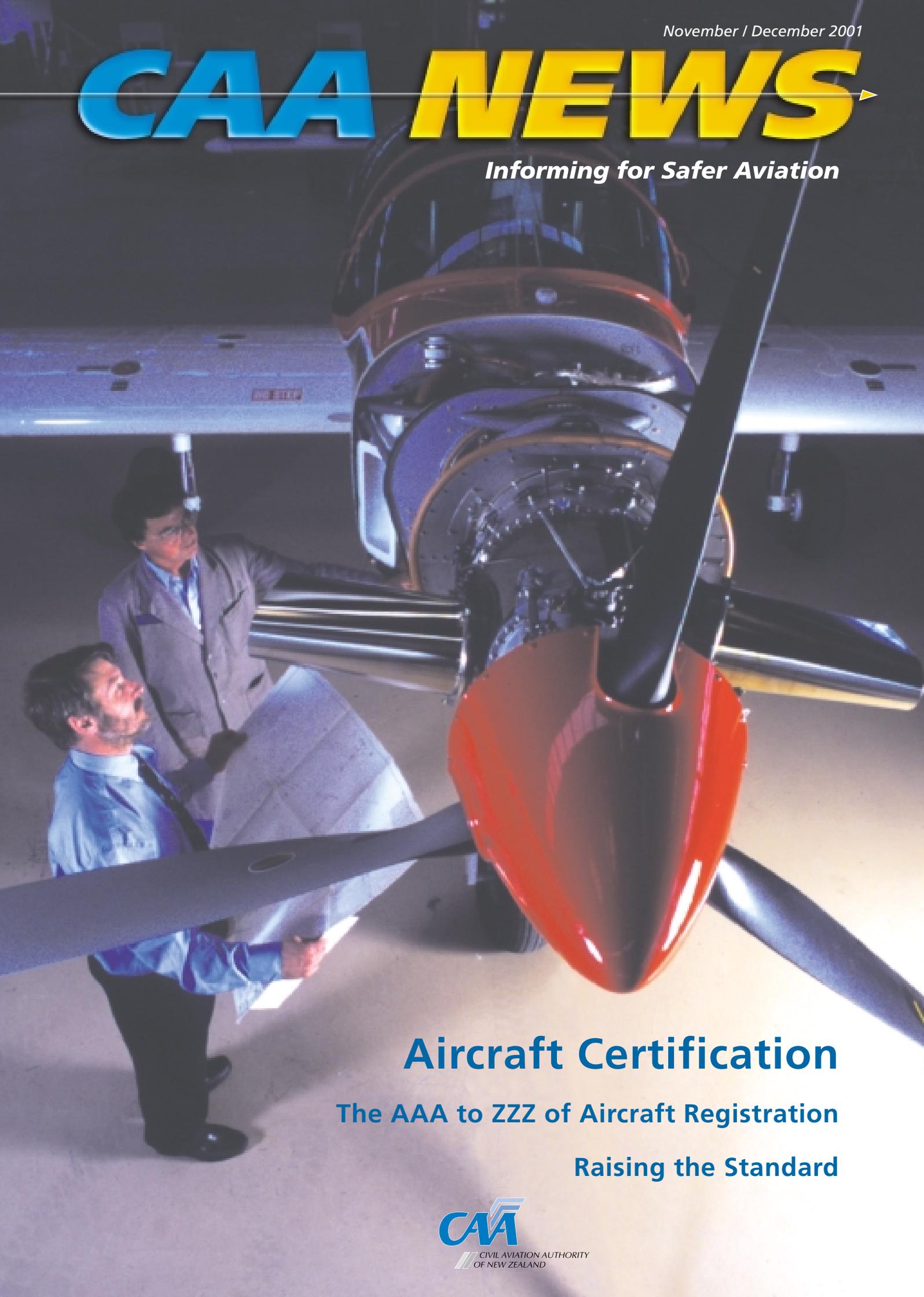


November / December 2001

CAA NEWS

Informing for Safer Aviation



Aircraft Certification

The AAA to ZZZ of Aircraft Registration

Raising the Standard



The Aviation Safety Plan

With this issue of *CAA News* is a special supplement with feedback from Towards 2005 – The Aviation Safety Plan Forum. This is a discussion document and is also on the CAA web site: www.caa.govt.nz. If you would like more printed copies, please Email: info@caa.govt.nz, or Tel: 0-4-560 9443.

Raising the Standard

Tourist Flight Operators (New Zealand) – Cleared for Takeoff

Tourist Flight Operators (New Zealand) coordinator Geoff Ensor hopes the group will be operating under its own standards from June next year.

June 2002 will see the first nationwide seminar for the group in Nelson, and will hopefully 'rubber stamp' draft standards that have been developed by the industry and discussed at meetings of South Island operators at Omarama in May, and North Island operators at Taupo in August. Fixed wing and rotary operators were represented at both seminars.

The group is an industry-driven bid to maximise safety standards and quality in the tourist flying industry. Air BP has become the first major sponsor, and other sponsorship is being sought.

Geoff said the quality brand concept had gained a good level of support in both islands. Submissions on the draft standards presented at Taupo were to be back by the end of October. A second draft was to be completed early in the new year and sent out to industry for further comment, with the end result hopefully adopted at the Nelson seminar.

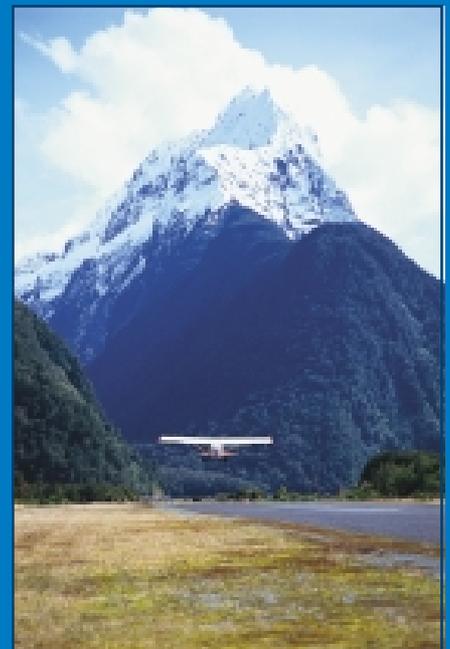
"To achieve that we must be both united and nationally recognised. Quarterly newsletters, annual seminars and the development of brand standards are all part of the process," Geoff said.

"The challenge was developing a set of suitable generic standards that would suit operators of any size.

"They won't be set in concrete, but open to debate at each annual meeting – they are voluntary, but we hope as many operators as possible choose to meet the brand criteria – the New Zealand tourist flying industry will be stronger in the long run.

"A lot of the issues are the same, and operators nationwide have been quick to realise the benefits of information sharing and voluntarily pursuing higher industry standards – a positive profile nationally and internationally will be just part of the reward.

"The group could also benefit from the global perspective. There is the opportunity to learn the lessons of overseas tourism flight operators from places like the Grand Canyon and Alaska, what their issues are and how they are dealt with," Geoff said.



Tourist Flight Operators (NZ) National Seminar – Nelson 20 and 21 June 2002

Keep watching for more details, or contact one of the people below:

Geoff Ensor (Air Safaris)
Tel: 0-3-680 6880

Russell Baker (Air Fiordland)
Tel: 0-3-249 7505

Keith Miles (The Helicopter Line)
Tel: 0-3-442 3034

Paul Cooper (Southern Alps Air)
Tel: 0-3-443 8666

Robyn Reid (Nelson Helicopters)
Tel: 0-3-541 8178

CAA's Aircraft Certification Unit makes sure New Zealand's 3500 registered aircraft are up to the task, and is making sure it's up to the task as well.



Senior Airworthiness Inspector, Allan (Nick) Nicholson

Aircraft Certification

The Aircraft Certification Unit is progressing a project to identify the skills, ongoing training and technical support required to continue to meet client demands. The need for the project was identified in the 1999 ICAO audit of CAA. The project is ongoing, but has been getting a big push in the last six months.

"It's about matching skills and competencies of a person to do a job, and providing cover for that position if there's a bit of work on, as well as finding out if there are any skills gaps which need addressing," Unit manager Jeremy Remacha says.



Jeremy Remacha

Some gaps have been identified in areas of specialised technology and additional training is planned.

"Seven of the Unit's 10 staff are tertiary qualified engineers. Although initial certification is a key focus, continued airworthiness is becoming increasingly important as aircraft fleets age. Altogether the Unit has amassed more than 223 years in aviation but there is much still to learn and that means constant improvement," Jeremy says.

"I think we are getting better. We have focused a lot in the last year on defining what competencies people should have to carry out those functions properly," he says.

Broadly speaking, the Unit is responsible for entry and exit control and continued airworthiness of aircraft on the New Zealand register and certification compliance of aircraft parts and products.

Its responsibilities also include oversight of manufacturing and design organisations and administering the aircraft register, supporting the certificated activities of air transport operators in the General Aviation and Airlines Groups and airworthiness requirements for RVSM, RNP and MELs.

The Unit is split into three teams that deal with airworthiness certification, design certification and continuing airworthiness, each with a team leader.

Catering for the ebb and flow of client demands is still a major challenge.

The Unit deals with everything from airlines going through fleet replacement or new type introduction through to inspection and certification of private individuals' rebuilds or restoration, or issuing airworthiness certificates for aircraft that are being imported or exported. While the work can be hard to plan for, Jeremy says that given enough notice, something can always be worked out.

Occasionally the Unit gets to play its own small part in aviation history, like the Hurricane rebuild for the Alpine Fighter Collection, but Jeremy says the real highlight is issuing a type certificate, such as the one still in the pipeline for Pacific Aerospace Corporation's 750XL.

"We have only ever issued 13 type certificates in New Zealand since 1955 so it's a pretty big highlight when we do one."

Other work in progress includes a renewal of the 1979 bilateral agreement with the FAA, which is still under negotiation. The updated agreement will enhance opportunities for New Zealand industry to manufacture and export aircraft parts and products.

"This Unit, which was not split up or changed under the restructure, has maintained core expertise throughout and has thus been able to provide consistent service. We're trying hard all the time to get even better," Jeremy says.

Continued over...

Tecnam

When it came to setting up a base for the Australasian Tecnam dealership, Giovanni Nustrini chose New Zealand. Four years later, he knows he made the right choice. “The obvious thing for me to do would have been to set up base in Australia, but I did not because I believed I would have a better chance to get planes in the air more quickly if I was based in New Zealand,”



Giovanni Nustrini

Giovanni, the managing director, says. “It proved to be the correct decision. What took a few months in New Zealand, in Australia took me almost one year for the GA First of Type, and I am still waiting for the Ultralight permit – after two years. I have been dealing with Civil Aviation Authorities in Italy and Australia as well, and believe me, New Zealand is dreamland. I’m not just being nice.”

The master dealership covers Australasia, taking in New Zealand, Australia and Papua New Guinea and imports certificated aircraft and advanced microlights.

Giovanni’s first experience with the Aircraft Certification Unit was four years ago, when he sought a type certificate for his first aircraft, the Tecnam P92J. Giovanni provided the Unit with the information, the Unit did the rest.

“There was not really a lot of work on my part. I got in touch with David Gill a few months before I was planning to bring

it in, asked him what he needed, and then gave him all the materials and compliance documents. He was there all the way, came up and had a look at it when it arrived, did all the work and it was flying in a week.”

Dealings with the CAA since have involved the import of microlights. Fourteen Tecnam aircraft will be in New Zealand by the end of the year. Giovanni is looking forward to dealing with the Unit again when he imports an upgraded version of the P92J, the P92JS, in March next year.

“My experience with the CAA is that four months is plenty of time. I had a chat to David at the Safety Forum, and he said it should not be too much of a problem because it’s a model upgrade.”

“I feel I am a very lucky person to be in New Zealand and working with the New Zealand CAA. That really says it all.”

Beech 1900D

Introduction of 16 new Beech 1900Ds to Eagle Air’s fleet was always going to be a big job, but with CAA’s help the airline is almost literally flying through it.

Quality assurance manager Tony Schischka, although relatively new to the role, says plenty of early preparation paved the way for a successful introduction of the aircraft, with help at every turn from the CAA.

“A lot of the work was done prior to me getting here, but there has been no problem at all. We have always had a lot of good help from the Certification Unit.

“I got involved with the first new airworthiness certificate two or three weeks ago and that went really well. The guys even came out on a Saturday morning because that’s when the deregistration (from the United States register) went through. From any perspective it’s been nothing but helpful on the registration and flight manual side as well, I really can’t argue with anything.”

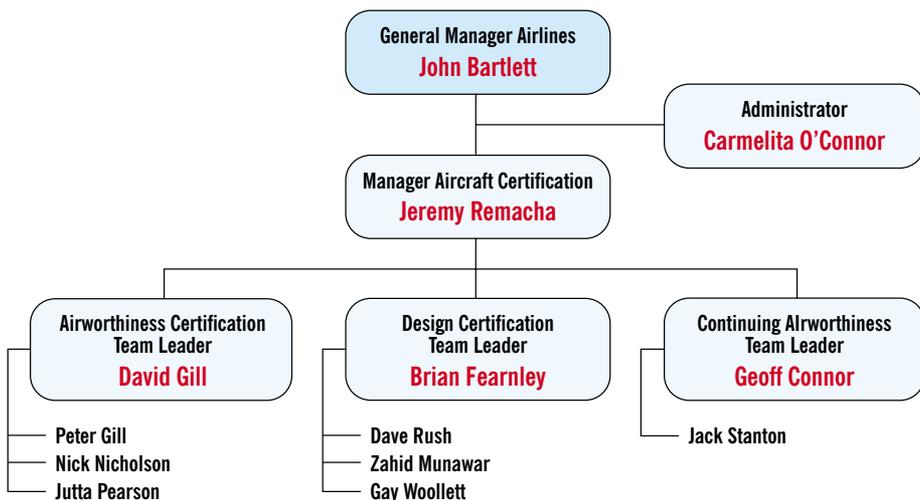
Tony says that was the case from the word go, from the initial application, which was answered by a letter detailing the requirements.

“It was pretty informative, so we have basically been using that as a checklist to make sure we have got all the documents available. As we go along it’s being refined a wee bit. When we’re down to the last half dozen aircraft it should be really easy.”

“A lot of planning in the early stages has made the process easier. If you do the homework and you do it early enough

Aircraft Certification Unit

10 September 2001



Responsible for:

- Type Certification
- Type Acceptance Certification
- Supplemental Type Certification
- Issue of Airworthiness Certificates
- Issue of Export Certificates
- Flight Manual administration
- MEL approvals

Responsible for:

- Approval of Design Changes
- Approval of Materials Parts processes
- Technical Data and Airworthiness Specification
- Issue of TSO Authorisations
- Issue of PMA Approvals
- Design Certification and Oversight
- Issue of Design Delegations
- Manufacturing Certification and Oversight
- Issue of RVSM/RNP and GPS approvals
- Maintaining the New Zealand Aircraft Register

Responsible for:

- Review of foreign ADs
- Review of manufacturers' bulletins
- Review of safety occurrence information
- Issue of NZ ADs
- Issue and distribution of Emergency ADs
- Assessment and approval of Alternate Means of Compliance
- Assessment and approval of Aging Aircraft Programs mandated by AD
- Liaison with foreign authorities



Tony Schischka

the process is easy. If you leave it till the eleventh hour you'll be stretching their manpower and you'll be pushing to achieve your expectation. If you put in the preparation with the luxury of time, the benefits are there at the other end with the smooth introduction of the aircraft."

Tony says Eagle Air's case was also helped by the introduction of a new aircraft rather than an old one. There was no wading back through mountains of old paperwork, just a certificate of compliance from the manufacturer.

Maintenance training was carried out by the manufacturer, Raytheon, in New Zealand. Flight crew training was done in the United States.

CAA's Personnel Licensing Unit has also helped, with the issue of maintenance approvals to allow the 1900Ds to be serviced here. Type ratings will be applied for by maintenance personnel once the six months' experience requirement is met. "Prior planning for that was critical. That was finished in April-May, but it ensured we have maintenance people who can handle the aircraft now," Tony says.

Eagle has the first 1900D operating, with the arrival of the second imminent as *CAA News* went to press. A total of four are expected to be in the country by Christmas. The last of 16 aircraft is expected in New Zealand in October 2002.

PAC 750XL

Red tape can be the biggest drag component preventing a new design getting off the drawing board and into the air. Having a regulatory authority that helps cut through it is an invaluable and essential asset, Pacific Aerospace Corporation General Manager John McWilliam says.

"Our company enjoys a very good relationship with the Certification Unit. They are an integral part of our business

and they are very responsive. We have always been able to sit down and work through problems and talk about issues that arise – not only the regulatory matters, but also the impact the Unit's decisions have on our business. We have found that they make very reasoned decisions.

"I have been involved with the Gill boys [David and Peter] for the last five years

in test flying and with Jeremy [Remacha] since the test flight part of the 750XL project."

Design engineers and other senior staff are in regular contact with the Unit.

"We can't ask them for anything more. We appreciate the flexibility shown by the Unit during the final assembly of a new aircraft with respect to the final certification inspections. Often we need to shuffle dates and times, and the Unit accommodates those at short notice."

The 750XL project, a concept first mooted more than two years ago, is now going through a test-flying programme prior to the certification programme getting under way.

"You can't start the certification programme and make changes midway through without going back to the beginning. We are exploring parts of the test-flying requirements we think might be improved so that we can get through the test-flying programme without further modifications required," John says.

The Certification Unit remains behind PAC each step of the way. ■



John McWilliam

Meet the Team Leaders ...

Brian Fearnley



Brian Fearnley joined the CAA in January after 20 years in the RNZAF. He holds an NZCE (Telecommunications) and Diploma in Aerospace Engineering. He now works mainly with Part 146 and 148 organisations, as leader of the Unit's Design Certification Team. He has considerable avionics engineering and project management experience, and was also the RNZAF's technical training manager.

Geoff Connor



Geoff Connor has managed Airworthiness Directives for the CAA for about four years and leads the Continuing Airworthiness Team. He has also worked in accident and defect investigation and in aircraft certification since he first joined in 1981. He holds his Commercial Pilot Licence, an NZCE (Aeronautical), and is a trained air safety investigator.

David Gill



Airworthiness Engineer David Gill joined the CAA in 1987. He holds a degree in Mechanical Engineering and is a current private pilot. David heads the CAA's Airworthiness Certification Team and specialises in type certification, airworthiness certification, aircraft performance, and minimum equipment lists.

The AAA to ZZZ

of Aircraft Registration



There's a simple reason for keeping the Civil Aviation Register up to date and for paying levies. Safety.

It's not unheard of for the CAA to approach registered aircraft owners about an incident involving their aircraft, only to be told they have sold it – sometimes months before. That's if it's registered at all.

It's important to keep the CAA informed so that records are accurate and everyone pays their share.

Every year aircraft operators fail to notify the CAA of a change of address or aircraft, or fail to pay levies and the aircraft is removed from the register.

Although the number has been decreasing since user pays was introduced in the mid 1990s, last year the CAA deregistered 22 aircraft for non-payment, including six who failed to update their address. Twenty-nine of the 64 operators the CAA wrote to were sport and recreation aircraft operators.

How the Register Works

CAA is required by the Civil Aviation Act to keep an up to date aircraft register. The Act also requires holders of Certificates of Registration to advise the Director of any change of address.

By not keeping your address up to date, you risk missing vital safety information – would you fly an aircraft that might have missed an Emergency Airworthiness Directive?

It's just as important to pay your levy. Look at it as your contribution to aviation safety – the levy helps pay for things like safety investigation and analysis, safety education and information, non-routine surveillance and enforcement,

none of which are self-funding.

Two things happen when an aircraft is registered in your name. You become responsible for its maintenance, meaning any relevant safety information will be sent to you, and you attract annual fees. The \$103.50 minimum charge consists of a \$36 registration fee and (for most) a \$67.50 participation levy (GST incl). That's about half the cost of registering a car. The participation levy is based on aircraft weight and applies to aircraft not covered by the passenger levy. Registration costs are the same for microlight aircraft, but there is a separate form (CAA 24047-03).

Participation means participation in the aviation system. It is not based on a level of flying. An aircraft is either in the system, or out, whether airworthy or not. Aircraft are deemed to be participating as soon as they are on the register and attract the levy until they are deregistered.

Deregistration

Just as you can take your vehicle off the road, you can take your aircraft out of the air. If you choose to deregister you can save money. It's worth considering if the aircraft won't be flying for two years or more.

An aircraft cannot be legally operated if it has been deregistered. It involves revoking all aircraft documents, including the airworthiness certificate.

Someone rebuilding an aircraft would not require an airworthiness certificate or flight permit until it's ready to fly, so there's no point having it registered. You can reserve a registration mark for two years for \$30.

If the aircraft has been stolen or destroyed, it should be deregistered. Requests to

deregister an aircraft – being rebuilt, disposed of or written off in an accident – need to be signed by the registered current operator or nominated agent and forwarded to CAA.

Non Payment

But if the CAA deregisters your aircraft for non-payment, then re-registration and re-certification become an unnecessary expense. Deregistration can't be undone, even if you pay the next day.

Registration costs \$171, on top of any money already owed to CAA. A complete airworthiness certificate inspection might be necessary. That may take 8 to 10 hours of CAA time at \$133 an hour.

The CAA can't waive or apportion any fees or charges because of the way the legislation is written – the Civil Aviation Act says the Director of Civil Aviation can revoke any document for non-payment.

What do I do to stay legal?

- Advise CAA promptly of changes of possession.
- Keep your New Zealand address up to date so the CAA can send the bill to the correct operator.
- Pay promptly to ensure CAA has funding for safety.

Contact: Aircraft Registrar Gay Woollett for:

- Change of possession or address
- Reservation of registration marks
- Inquiries about aircraft registration or deregistration.

woollettg@caa.govt.nz
or Tel: 0-4-560 9575

Tips on Buying or Selling an Aircraft

Both buyers and sellers of aircraft have responsibilities. Usually, the buyer and seller would complete the required form at the time of sale, but experience shows this is not always the case. In this case each can fill out the part of the form which applies to them and forward to the CAA. You should be aware of the obligations below.

Selling?

If you are giving up possession of the aircraft, you must advise CAA of the new owner's name and address, and pay a transfer fee of \$30 within 14 days (complete CAA Form 24047-02). There's a section for the person losing possession and one for the person taking possession to fill out. The form is available on the CAA web site, or you can use the form on the back of the aircraft's Certificate of Registration.

Buying?

The new owner lawfully entitled to possession has 28 days to register the aircraft (this can be done by completion of the above form). While the person losing lawful possession of an aircraft is obliged to inform CAA of the change, it would be prudent for the new owner to ensure this has been done.

If the new possessor is new to the aviation system, a fit and proper person questionnaire (form 24047-04) may also be required. If the previous possessor of the aircraft has died or can't be contacted, it is possible for the new owner to make a statutory declaration in front of a Justice of the Peace.

For information on importing/certifying and exporting/deregistering aircraft, see the CAA web site www.caa.govt.nz under "Aircraft".

Sunshine Award for CAA

With the granting of a Sunshine Award, Victim Support has acknowledged the assistance of the CAA in helping support those affected by critical aircraft accidents.

The award recognises the contribution of the CAA to Victim Support, and CAA's continued assistance in the development and continued operation of the organisation.

The two organisations were brought together by the CAA's role in aircraft accident investigation. A protocol was established in December 1997 to ensure Victim Support was alerted in the event of a critical air accident. Its service is available to victims and their families, but also CAA staff who are part of the accident investigation and are sometimes exposed to horrific events by the nature of their chosen profession.

The CAA took on investigation of fatal accidents when a change of legislation allowed the Transport Accident Investigation Commission leeway in what it investigated. With responsibility for maritime and rail transport also, TAIC investigation of air accidents decreased — to the concern of the aviation industry and coroners.

The CAA stepped in and found itself suddenly dealing with the risk of blood-borne pathogens, and dealing with next of kin and grief-stricken families wanting answers. Sometimes the next of kin knew nothing about CAA and what it does.

The investigators themselves had to face what they were seeing at accident scenes. Victim Support is available to help them also, should they need it. Investigators are approached as a matter of routine in the first 24 hours after an accident. They look at the service the same as anyone looks at the Fire Service and the Police. You may not need it, but if you do, it's there.



Young Eagles

Open Days



Young Eagles Open Days were held at aero clubs around the country through October. Some were thwarted by bad weather, but many clubs had a successful day. One such club was Otamatea Aero Club, where 12 young people turned up.

"They were briefed on various aspects of flying, fed, watered, and then taken flying. They all showed much enthusiasm," said Club member Baden Bickers.

The Young Eagles programme is run by the Royal New Zealand Aero Club (RNZAC) to encourage young people into flying. All aero clubs are encouraged to participate in order to promote flying as a recreational activity and, for many, a potential career path. There are many fun educational activities, such as building a model or visiting a control tower. One aim is to give young people who haven't flown their first flight.

The Civil Aviation Authority is a major sponsor of the RNZAC's Young Eagles. You can find out more about Young Eagles from the RNZAC web site: www.rnzac.org.nz

MEDICAL MATTERS

New Act Provides Clear Way Forward

The passing of the Civil Aviation (Medical Certification) Amendment Act in October by a large majority provides the certainty that we have all been looking for in medical matters. This month we outline the changes in the new Act, and we introduce Dr Claude Preitner, new Senior Medical Officer.

Pilots will notice few differences – you will still go to examiners in the community for standard examinations and assessments. ‘Non-standard’ assessments will still be carried out at the CAA. Behind the scenes, we will have a more robust system that can deliver more consistent results, and the Director will have the clear authority to manage the system.

Like the rest of the aviation sector, we are looking forward to putting the recent controversy over medical certification behind us. As the new Director of Civil Aviation, John Jones, said recently, “With the Bill passed, a new, better-resourced Medical Section in place, and a Ministerial Review of Part 67 to report shortly, I believe we have a real opportunity to make a fresh start in this area on a much sounder footing.”

Dougal Watson
Principal Medical Officer

Introducing Claude Preitner

When it comes to aviation, new CAA Senior Medical Officer Claude Preitner has the bases well and truly covered.

With a mechanical engineering (aerodynamics) degree under his belt before he started medical school, Claude is now combining his two passions for aviation and medicine.

Born in Lausanne, Switzerland, Claude has been interested in aviation since he was 11 and joined the local aero club. He gained a PPL at 17 – before his driver’s licence – and went on to gain a CPL and instruct part-time while at university.

He has been a DME since arriving in New Zealand and establishing his Rotorua general practice in 1986. He became an AMA when that scheme started in 1993. He is part owner of a Piper Cherokee and is still a keen pilot. Together with his wife Leigh, a New Zealander he met while still in Switzerland, he has three daughters aged 19, 16 and 12.

Claude comes to the new position keen for further study – something he says GPs don’t get much time for these days. He is currently working at CAA part-time while he oversees the transition of his practice, and he hopes to be full-time early next year.

“I’ve been a GP in Rotorua for 15 years, and I really wanted to be more involved with aviation. I’m ready for opportunities to learn again. I enjoy a new challenge.

“I’m coming in at the end of a period



Dr Claude Preitner

where there has been some turmoil. It will be interesting work, and I will have the opportunity to be involved in the rebuilding and implementation of a system that works well and is cost-effective for everybody.

“I’m interested in aviation safety, particularly human factors and accident prevention. I’m also very keen on education. My experience as a GP and AMA means that I understand the difficulties of doctors in the field, and I hope that I will be able to assist and support them,” he says.

New Medical Certification System from April 2002

The passing of the Civil Aviation (Medical Certification) Amendment Act 2001 in

October was another major step towards putting in place long-term solutions to the recent problems with medical certification. The 1 April 2002 implementation date allows time for consultation on the administrative and process sections in the Rules required to implement the medical certification system established by the Act.

The legislation introduces a new part into the Civil Aviation Act which:

- Gives the Director of Civil Aviation the legal authority to effectively regulate medical certification
- Improves the certification system and introduces greater checks and balances
- Introduces a statutory process for reviewing decisions.

Under the new law the Director will have powers to:

- Issue medical certificates
- Grant an extension of an existing certificate where an application is being assessed
- Issue aviation documents to ‘Medical Examiners’ (who will be registered medical practitioners) which give them the privilege of conducting medical examinations in the civil aviation system
- Issue aviation documents to ‘Aviation Examiners’ (who will be health professionals, such as eye specialists) which give them the privilege of conducting specified examinations in the civil aviation system
- Issue directions to the holders of Medical and Aviation Examiner certificates
- Investigate a licence holder’s medical condition
- Withdraw a medical certificate
- Monitor the holders of Aviation and Medical Examiner certificates specifically in the area of medical certification
- Revoke, suspend, and amend medical certificates
- Suspend and revoke Aviation and Medical Examiner certificates.

The Certification Process

Pilots, air traffic controllers, and flight engineers will notice few changes to getting a certificate, but there are important changes to the roles of the Director and Medical Examiners.

The Director will regulate the medical certification system and conduct 'non-standard' assessments.

The Director will issue aviation documents to Medical Examiners, who will conduct medical examinations according to general directions in a new medical manual. The Director is required to delegate to suitably qualified Medical Examiners the function of conducting standard medical assessments and issue certificates. The criteria for what is "suitably qualified" has not yet been determined but will be written into the new Part 67.

The Director will also be able to delegate any other functions and powers under the Civil Aviation (Medical Certification) Amendment Act, except the power to revoke medical certificates.

Medical Examiners will now be aviation document holders. They will be subject to the requirements and obligations of participants in the civil aviation system, and they will have the statutory protections afforded to aviation document holders.

New Review Process

The Act also introduces a new, independent review process headed by a Convener, who must be a medical practitioner experienced

or knowledgeable in civil aviation. This enables an applicant who disagrees with a decision (such as a refusal to issue a certificate, or having conditions or limitations applied to a medical certificate) to have that decision reviewed. It also enables the applicant and the Director to jointly refer a case directly to the Convener. The Convener makes a recommendation to the Director, who then has 10 working days to implement the recommendation, or make an alternative decision. Applicants have a further right of appeal to the District Court.

Offence Provisions

In line with similar offence provisions in the Civil Aviation Act, there are new offence provisions for:

- Acting without the required medical certificate
- Fraudulent, misleading, or intentionally false statements to obtain a medical certificate
- Failure to disclose information to the Director.

How to Apply for a Review Before April 2002

From 1 April next year there will be a new, independent appeal process for pilots or air traffic controllers who wish to

challenge a medical certification decision. Until that time, anyone who would like their medical decision reviewed can apply to have their situation reassessed.

Reassessment can be sought of an AMA's medical certification decision by either discussing the matter directly with the AMA involved, applying to another AMA for a Medical Certificate, or applying to the CAA for consideration of an Exemption. The Director considers the issue of an Exemption via a Special Medical Assessment. For more information about 'specials', see the September/October 2001 issue of *CAA News*.

You can also apply for reassessment of any CAA Exemption decision following a Special Medical Assessment. Such an application may be submitted whether or not there is new medical information. CAA will consider such an application in a collegial medical environment, involving several doctors, and may ask for advice from different specialists if it appears beneficial. This is charged at \$133 incl GST per hour in accordance with the Regulations, and requires payment of \$266 up-front (if two hours are not used a refund will be made). This process provides a relatively low-cost option for applicants who want their application for exemption reassessed. ■

Airspace Review 2002

The 2002 Airspace Review is soon to get under way, with a series of consultation meetings planned for mid December to provide airspace users the opportunity to comment on local airspace issues.

The Review is focused on the area north of and including Taupo, as well as changes to airspace stemming from alterations to Part 71 *Designation of Airspace*. Any controlled or special use airspace amendments resulting from the review will be effective from the next chart cycle, 5 September 2002.

Essentially, the meetings are an opportunity for users to be appraised of CAA recommendations for local airspace and are an opportunity for users to bring to the table any airspace issues.

Prior to the meetings, organisations responsible for airspace in the review

area – such as ATC for controlled airspace, and designated controlling authorities for restricted areas – will provide information on airspace usage to ensure it is still appropriately designated.

A second round of meetings is planned during March 2002, to inform users of the outcomes of the consultation meetings. The second round is viewed as a 'wrap-up'. If users have a major issue that has not been dealt with to their satisfaction,

they will be expected to present formal submissions at these meetings.

For further information contact:

John Fogden, CAA Field Safety Adviser, Tel: 0-9-425 0077
Mob: 0-25-852 096

Len Wicks, ATS Approvals Officer, Tel: 0-4-560 9454
Email: wicks@caa.govt.nz

19:00	Tuesday	11 December 2001	Taupo Airspace Users Group
13:00	Wednesday	12 December 2001	Rotorua Airspace Users Group
19:00	Wednesday	12 December 2001	Tauranga Airspace Users Group
13:00	Thursday	13 December 2001	Matamata Airspace Users Group
19:00	Thursday	13 December 2001	Ardmore Airspace Users Group
13:00	Friday	14 December 2001	Whangarei Airspace Users Group
19:00	Friday	14 December 2001	Auckland Airspace Users Group