

CAA NEWS

Informing for Safer Aviation

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The Fly-In Season

A fly-in is not about aircraft, or airports, or competitions. It's about people. They come from all walks of life, have a love of flying in common, and get together once a year at what is known as a fly-in. They do it regardless of whether they were able to actually fly in – often unfavourable weather means driving is the wisest option.

These days, the CAA is invited to participate at fly-ins, and here we feature three where the CAA contributed to the activities. We also report on the achievements of our Max Stevens at the Gliding New Zealand Nationals.

RAANZ National Fly-In

Over 40 aircraft attended the national fly-in of the Recreational Aircraft Association of New Zealand (RAANZ), hosted by the Stratford Sport Flyers Club. The fly-in included a competition programme and a flying visit to New Plymouth airport. CAA's Sport and Recreation Manager, Rex Kenny, attended in his own aircraft, and conducted a forum on the Saturday morning.



The old and the new. A Pterodactyl and Pelican, both microlight category aircraft. The Pterodactyl was at the forefront when microlighting began in New Zealand, whereas the Pelican is one of the latest to be built, complete with turbo-charged engine, variable pitch prop, and more than a few electronic gadgets.

RNZAC National Championships

Palmerston North hosted the Royal New Zealand Aero Club (RNZAC) national competitions for 2002, with many aircraft and over 100 competitors attending. Competitions were held at Feilding Aerodrome as well as Palmerston North airport, and included the Wings Competition between a New Zealand team and an Australian team. There was much jubilation as the New Zealand team won overall.

The CAA conducted two competitions. A fuel management quiz of 30 questions was won by Helen Beard, who was awarded fuel vouchers courtesy of Shell Aviation. The aircraft pre-flight competition was won by Kevin Lloyd from the Gisborne Pilots' Association, who was awarded the CAA



John Jones presents the CAA Cup to Kevin Lloyd.

Trophy and a life jacket courtesy of Hawker Pacific. Thanks to our sponsors and also to Mike Lindsay for loaning his aircraft to have all the defects engineered on it.

The Director of Civil Aviation, John Jones, was guest speaker at the dinner and prize giving. He spoke initially about his aero club days, "I'm very happy to be here, it takes me back to my own days of instructing out of Waimate and in the Canterbury

area. And I always enjoy getting back to the grassroots of aviation."

He spoke of the importance of the training role, "The aero clubs are where people learn to fly. They receive far more than learning how to manage an aircraft. Most importantly they learn the culture of the aviation community."

John Jones invited comment on the re-write of the AIP (see page 11), and concluded, "I look forward to working closely with the RNZAC and its members."



Landing competition at the RNZAC Nationals

SAA National Fly-In

The Sport Aircraft Association's (SAA) national fly-in is distinctive because of the huge variety of aircraft types present – what you would expect from a group of people who chose to build their own aircraft from plans and kits. The gathering, called SportAvex, is enhanced by forums, trade displays, and a public airshow on the Saturday.

SportAvex was officially opened on Friday 22 February by the Minister of Agriculture, Jim Sutton, who said, "there is a lot of innovation parked here at this airfield. A lot of skill and a lot of hard work has been carried out by association members and others."



Lin and Mick Orchard built their superbly finished Glastar in two years, during which Mick also gained his PPL.



Typifying the ingenuity of amateur built designs, the Cricri (or Cricket) is the world's smallest twin. Built by Neville Hay, this won the award chosen by the public on the day of the airshow.

He also spoke about the Government's innovation strategy, and then formally launched the Kahu Gyroplane, designed and manufactured by Chris Wade, Michelle Wade, and Ian Jury, trading as Aero-Sport International. This is the first New Zealand designed fully enclosed two-seat gyroplane. The company will initially market it in New Zealand and Australia, but are also eyeing the American market.

"I applaud Chris, Michelle and Ian for all the hard work they've put into this project and for all the aspirations they have for their company and the Kahu gyroplane. It is through the innovation and hard work of people such as yourselves that our country will succeed in the future," said Jim Sutton.

Most pilots are awarded some form of Wings badge from their club on gaining their licence. In the SAA, Wings Certificates are awarded to those members whose aircraft have been completed and flown in the preceding year. Recognition of this substantial achievement was awarded to 10 members this year.

The CAA presented forums and made safety information available as well as running a fuel management competition. *Vector* writer, Jim Rankin, won the Sport Flying Magazine Award for best member's contribution to the magazine in the past year.

Rex Kenny's forums on changes to Part 61 were popular, and pilots made good use of the opportunity to ask the CAA questions at these forums.

Grand Champion aircraft at the fly-in, best new aircraft completed during the past year, and best plans-built aircraft, was this Safari helicopter built by Bruce Belfield.



Brian Anderson's Pulsar was awarded best composite aircraft and best kit-built aircraft.

Cover photo: Jim Sutton, Minister of Agriculture, unfurls the ribbon, launching the Kahu – the first fully enclosed two-seat gyroplane designed and manufactured in New Zealand.

Max Shows Some Standard Class

CAA Deputy Director Max Stevens won his third National Standard Class gliding title at Matamata in February.

Max has been hooked on gliding since winning an hour's free flight time as an 17-year old Air Training Corps cadet. There have been a number of highlights since.

The Standard Class is regarded as the most competitive, and Max has consistently finished in the top three or four. His first title was 25 years ago, his second 13 years ago. He has represented New Zealand at four world championships – with a best finish of 15th, although he won the pre-worlds at Omarama in 1994. A holder of the FAI's silver, gold and three separate diamond gliding badges, Max expects to notch up 5000 gliding hours this year. He intends going after a few distance targets as a retirement project.

With variable weather allowing seven competition days, Max took out the Standard Class Court Trophy by a handsome margin. Clocking an average speed of 136 kph over a 336 kilometre course on day two, Max also won the Richardson Trophy for the highest unhandicapped speed attained on any task. The achievement was boosted by the fact that Max's Discus glider, with a wing span limited by the rules to 15 metres, was competing against higher performance Open Class gliders.

Gliding contests involve racing round a set course, with the course set according to the conditions – the stronger the predicted lift, the further the course. The course is usually hundreds of kilometres, with three or four turnpoints. Once all gliders are launched, pilots are free to start on their own time, with positions verified by GPS. Time to complete each task generally takes three or four hours, though on one particularly tricky day, Max spent six hours in the air.

A member of the Wellington Gliding Club based at Paraparaumu, Max says the variable weather conditions make the Kapiti Coast a good training ground, with all the basic kinds of lift – thermals, ridge lift and mountain wave – available. Those who master them are well placed to compete on a national level at either Omarama or Matamata, where the national championship is held on alternate years. ■



Proposed Part 61 Changes

Important changes that update Part 61 – *Pilot Licences and Ratings*, and bring it into line with recommendations made by industry at last September's safety forum, Towards 2005, are entering the formal consultation stages, with a Notice of Proposed Rule Making (NPRM) expected to be published mid-year.

The proposals represent the first major review of pilot licensing and rating requirements since Part 61 was introduced in 1992. Changes to it would also require changes to Part 1, Part 91, Part 141 and some of the operator rules. The proposals have been outlined during February's CAA 'roadshow' explaining changes to medical certification.

Part 61 is a cornerstone of the Civil Aviation Rules because it applies to the largest group of individuals within the aviation system and impacts on nearly all flight operational sectors. The proposals address all the outstanding petitions on Part 61 and remove administrative problems with the current Rules.

The Technical Study Group (TSG) is still finalising the Rule proposals. Catherine Taylor, CAA's General Manager Personnel Licensing and Aviation Services says that the TSG is aware that better language, layout, and structure of Part 61 would help make the Rule more user-friendly. Rules will be added in Part 91 to clearly establish the licensing and rating requirements for various types of aircraft operations.

CAA's Part 61 TSG coordinator, Roger Crosthwaite, says that the TSG debated similar issues to those raised by industry at Towards 2005 – improving training delivery and outcomes by changing aspects of the flight instructor rating, and pursuing Part 141 certification of flight training organisations – something industry had already pursued earlier with a Rule petition.

Training requirements are being met by requiring Part 141 certification of flight training organisations. This initiative will set two levels of certification, with a reduced set of criteria available for smaller organisations. It would also enshrine the provisions of the Trans-Tasman Mutual Recognition Agreement (TTMRA) in the Rules.

Changes to the BFR aim to achieve more

consistent standards – and BFR reports will be sent to the CAA so the CAA knows which pilots are active. The proposal also clarifies the supervision of C-Cat instructors.

A key concern raised by both the TSG and at Towards 2005, was the loss of experienced and capable flight instructors. The TSG has proposed the introduction of "flight training certificates" to allow instructors unable to get a medical to still participate in flight training. They will be able to teach, on a limited basis, students who are qualified to be pilot-in-command of the flight. The change is designed to improve the quality of training. New instructor authorisations will permit instructors to train specific areas such as instrument or instructor rating, and would be attached to the flight instructor rating.

A recreational pilot licence under Part 61 and a class four medical certificate are being recommended. New PPLs would be established for glider and balloon pilots. This will assist those wishing to fly overseas and allow easier validation of licences. A new CPL – Microlight has been introduced in response to perceived demand from this sector.

Another change would mean written examinations must be passed before the applicant takes the relevant flight test. The TSG found no need to reintroduce a Flight Radio Telephone Operator Certificate as a separate document and recommended they continue to be endorsed as FRTO on licences.

Under the proposal, no separate turbine rating will be required, and the turbine examination would be retained at the general principles level. Training would be incorporated into type ratings on turbine aircraft and reviewed at each subsequent type rating.

The changes to Part 91 – *General Operating and Flight Rules* will take the operational licensing and rating requirements out of Part 61 and add them to Part 91. Roger says that the reason is to better reflect the purpose of Part 61 – which specifies requirements for the issue and maintenance of a licence.

"Anything to do with operational requirements such as what type of licence is required, are put into Part 91, which is

considered the base rule from which others arise. Part 91 says that you need at least a CPL for air transport operations – Part 61 tells you how to get it," Roger says.

The proposals for Part 91 would place responsibility on the operator to ensure crews are qualified and competent. The operator includes the pilot.

CPL holders would be able to be pilot-in-command of an aircraft on any flight except multi-pilot air transport operations. The present rule requires the command pilot in command of a multi-crew operation to hold an ATPL. The change would bring the Rule into line with ICAO.

Flight examiner, flight instructor, and instrument ratings will be distinct from other ratings as aviation documents, and issued by the CAA. There will be continued proficiency assessments for all ratings – the requirements will depend on the privileges.

"Each licence and rating will be separated into privileges and limitations, eligibility requirements and currency requirements – what you are able to do, how you get one, and what you need to have done before using it.

"For each type of licence, sections for each aircraft category have been created, making it easier to find requirements for a specific licence.

"Right now, they are embedded in the privileges of a licence or rating. You have to work through a process of elimination to determine what type of licence or rating is required. That can be confusing and leads to difficulties," Roger says.

New provisions will recognise computer-generated flight records to be recorded into pilot logbooks. The information required to be recorded has also been clarified.

There are other minor changes. The operational limitation of the aerobatic rating would be moved from Part 61 to Part 91. Proposed amendments to Part 133 include provision for sling-load ratings under Part 61, and new airline instructor ratings would be created, with authorisations for Part 125 and 121. Tow ratings would be amalgamated under a main tow rating, with authorisations for banners – not previously outlined in Part 61 – gliders and drogues. ■

Airspace Review 2002

The 2002 Airspace Review is under way, and a series of consultation meetings took place in December and January 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.

Information on the Airspace Review is available on the CAA web site at www.caa.govt.nz under "Airspace" and "Airspace Review". Comments on the proposals are welcome and should be made direct to the CAA during March (using the contact information below).

The second round of meetings are viewed as final consultation forums. These meetings are for formal submissions about major issues only. Agenda items should be submitted to Len Wicks by 22 March 2002. The first meeting is expected to deal mainly with the Waikato and Bay of Plenty regions, while the second will cover the Northland to Auckland/Ardmore areas.

| | | | |
|-------|---------|---------------|-----------------------|
| 18:30 | Monday | 25 March 2002 | Waikato Aero Club |
| 18:30 | Tuesday | 26 March 2002 | North Shore Aero Club |

For further information contact:

John Fogden, CAA Field Safety Adviser, Tel: 0-9-425 0077,
Email: fogdenj@caa.govt.nz

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

Tourist Flight Operators (New Zealand) National Seminar

Nelson 20 and 21 June 2002

Representatives from all tourist flight operations are warmly invited to attend.

The focus this year will be "People" and a range of speakers and workshops will explore issues surrounding our flight crew, our ground staff, and our management.

Nelson will also mark the presentation of our own industry standards that have been debated and refined over the last two years.

Nelson 2002 promises to be a defining moment in the history of the tourism flight sector. We invite you to contribute your enthusiasm and knowledge as we build a safer and smarter industry.

For seminar details, and registration forms, please contact one of the following:

Geoff Ensor Tel: 0-3-680 6880

Russell Baker Tel: 0-3-249 7505

Paul Cooper Tel: 0-3-443 8666

Keith Miles Tel: 0-3-442 6033

Robyn Reid Tel: 0-3-541 8178

(or your local CAA Field Safety Advisor).

Inaugural Search and Rescue Awards

A volunteer radio organisation tracing its roots back to 1926 won the inaugural New Zealand Search and Rescue Awards in February.

The award was presented to Amateur Radio Emergency Communications (AREC) by Wellington Central MP Marion Hobbs on behalf of the Minister of Transport.

The awards are open to any individual or organisation that demonstrates an outstanding contribution to search and rescue efforts within the New Zealand region and it is hoped the awards will raise community awareness of their efforts. Anybody can make a nomination. Pilots are encouraged to consider making nominations for this award.

Appropriately, in the year of the volunteer, the inaugural award recognised a volunteer organisation.

The awards are presented by the National Search and Rescue Committee, which consists of senior representatives of the government ministries and agencies involved with search and rescue, which includes the CAA, as well as the representatives of the industries and main volunteer organisations with an interest in the search and rescue (SAR) area.

AREC has a long involvement with helping those in distress on land, tracing its history back to New Zealand Amateur Radio Transmitters Inc, which was formed in 1926. It was involved in providing communications after the Hawke's Bay earthquake in 1931.

In 2001, AREC members contributed 2,556 volunteer hours to land search and rescue activities. That included 47 SAR Operations and 23 exercises.

A Certificate of Commendation was awarded to the Commanding Officer of HMNZS *Resolution* and the ship's company for the ship's assistance to a seriously injured shark attack victim inside South Minerva Reef on 14 July 2000.

The vessel steamed 26 hours and arrived in the dark and with deteriorating weather, and the entry and exit from the reef for the rescue of the patient was made in challenging conditions. The whole ship's crew were involved in the rescue and medical care of the injured man. ■

Check Your Fire Extinguisher

Help save the ozone – your yellow fire extinguisher needs replacing.

Fast jets aren't the only thing in aviation that can punch holes in the ozone layer. Halon fire extinguishers do more damage than any jet ever could.

Halons, CFCs and other ozone depleting chemicals are being phased out in accordance with the 1987 Montreal Protocol to reduce damage to the ozone layer. Halons, used since the 1960s to fight fires in enclosed spaces, are still in wide use in the aviation industry.

John Fraser, the chief executive of Halon Recycling Limited, a company established by the fire protection industry to manage halons in New Zealand, says significant progress has been made to phase out halons, but there are still considerable stocks in New Zealand – 15,000 kg of halon 1301 and 50,000 kg of halon 1211 – 40,000 kg of that in small yellow hand-held extinguishers. “All halon 1211 extinguishers in New Zealand are now over 14 years old and cannot be serviced, or guaranteed to be in full working order, and should be replaced as soon as possible,” John says.

Halons aggressively destroy the ozone layer – one kilogram of halon 1211 is able to destroy 20 tonnes of ozone – four times more destructive than CFCs. Halon 1301 is 16 times more destructive than CFCs. Imports of it have been banned since 1990 and it is an offence to release it unnecessarily into the atmosphere.

The government aims to decommission all halon-based systems, except “essential uses” which have no alternatives, by June 2003. A continued supply of halon 1301 will be ensured where necessary. For aviation, essential use includes commercial airliners and some small aircraft. All other applications are not essential. Halons should be removed and replaced by the end of 2003.

The safe alternative is Dry Powder. The RNZAF has already switched to dry powder. Other aviators, especially general aviation pilots, should also change their extinguishers to the dry powder type.

Civil Aviation Rules require aerodrome rescue fire vehicles to carry complementary extinguishing agents in addition to the principal extinguishing agent, water based foam.

“Halon has been widely used, but modern dry powders have equivalent performance and are more ozone friendly.

“To facilitate recovery of halons the Ministry of the Environment have offered to subsidise the cost of collection, transport, and destruction of halon 1211. That gets the cost down to \$15 a kilogram,” John says.

Halon 1301, residual systems can be destroyed or deposited in the Halon Bank in Australia. The halon strategy will be reviewed by June 2004. ■

- Halons are highly ozone destructive.
- Dry powder is an acceptable alternative.
- Yellow fire extinguishers contain halon 1211. They can't be serviced in New Zealand, so may not work in a fire.
- Replace any yellow fire extinguishers and any fixed systems that use halons.
- Government subsidies are available for the collection of halon 1211 for a limited period only.



For further information, call:
0800 HALON HELP (0800 425 664)

Examination Services Update

There has been a delay in the tender process for aviation examination service providers.

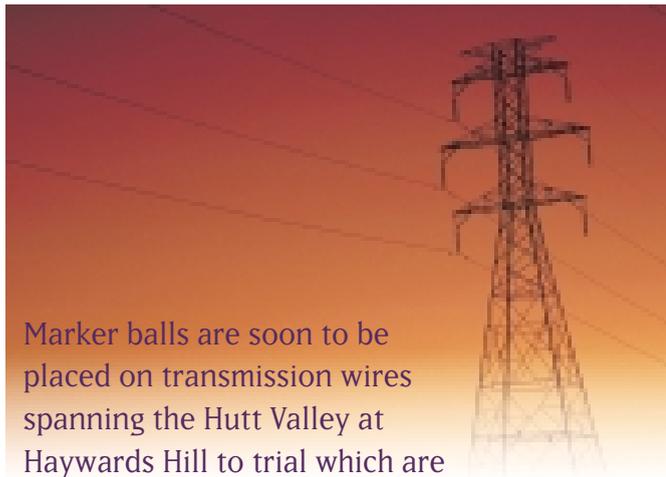
Aviation examinations will continue to be conducted solely by Aviation Services Limited (ASL) for at least another year, after unavoidable delays moving to a competitive tender process.

The CAA released a report in November 1999 on the Examination Policy Review. It recommended that ASL remain the sole provider of examination services at least until the expiry of its current delegation in July this year.

Three stages of policy development were to be completed to

allow a competitive system, but CAA was forced to prioritise its policy resources with development of the medical certification system and Part 61 pilot licensing review taking precedence. This meant that the necessary policy work could not be completed in time to allow tenders to be called and assessed before the July deadline. The result is that the status quo will remain for at least another 12 months, when another assessment will be made. ■

Wire Marking Trial



Marker balls are soon to be placed on transmission wires spanning the Hutt Valley at Haywards Hill to trial which are most effective before further spans are marked.

Marking of wires is an internationally accepted means of reducing the risk of aircraft flying into aerial wires. It does not mean all wires in New Zealand will be marked – cost is a major preventative factor. The most hazardous have been identified for marking, and balls have already been installed on transmission lines at Lake Manapouri.

The trial will determine the effectiveness of different sizes and colours of marker balls and is based on recommendations made in a 1985 study carried out in the United States. Due to loading considerations on the wire from weight, wind and ice, three marker sizes – 900 mm, 600 mm and 500 mm diameter and ranging in colour from aviation orange, yellow, and white will be trailed. Three balls of each colour and size will be placed on the span.

Comments on the effectiveness of the different sizes and colours of the marker balls should be sent to the CAA. Those who wish to comment should note:

- The line must be visible at 1.25 kilometres to allow for scan rate and reaction time.
- How far away the markers can be seen is important. Obviously the large ones will be visible further away, but if the smaller ones are adequate, the lines will not have to handle a larger loading.
- Observers should at least try to do so from 1.25 kilometres. Observations from larger distances are also helpful. Take note of which colours are more visible, and those that are not.
- Please state the time of day, what the weather was like, and if you were on the ground or flying. If flying, altitude and time will be helpful, as will the direction you viewed the marker balls from. Photographs would be helpful and appreciated.

Comments and any other supporting information can be sent to:

Ted Hawker
Civil Aviation Authority
P O Box 31-441
Lower Hutt
Fax: 0-4-560 9452
Email: hawker@caa.govt.nz

ACE Day

AIRMANSHIP
CONFIDENCE
EXPERIENCE

Aviation News and the CAA are sponsoring an Ace Day at Forest Field Aerodrome, Rangiora, on 13 April 2002. The purpose is to increase airmanship awareness for all GA and recreational pilots.

The programme starts at 10 am, lunch will be provided, and it is expected to conclude by 3 pm.

John McKenzie from Airways New Zealand will present "Flight Planning the Internet Way" which will explain how to file a flight plan on the internet, and its advantages. Very soon pilots will be able to carry out some basic maintenance on their certified aircraft. Garrick Andrews and Bob Jelly will cover the essentials in "Pilot Maintenance". Other topics are yet to be confirmed – watch the *Aviation News* and CAA web sites for more information.

Aviation News editor, Graeme Porter, says that the day will be a friendly, informal talk.

"We want to return something to the pilots and enthusiasts who are our readers and this type of event seemed ideal. Pilots can attend at no cost and learn about practical aspects of flying that they will use every day they fly," says Graeme.

The Ace Day is free to participants, but registration is essential as numbers are limited. If flying in, prior permission to land at Forest Field is required, and can be arranged as you register. You can register online on the *Aviation News* web site, www.aviationnews.co.nz/acedays. It is hoped to conduct more Ace Days at other recreational airfields later in the year.

**Aviation News and the CAA
invite you to join us for an Ace Day**

Including:

Flight Planning the Internet Way

Pilot Maintenance

**Other topics may include, as time permits:
GPS Use and Radio Installation**

Saturday 13 April 2002 • 10 am to 3 pm

Fly or drive to:

Forest Field Aerodrome, 747 Downs Road, Rangiora

**Booking, and prior permission to land at Forest Field,
is essential – see the *Aviation News* web site
www.aviationnews.co.nz/acedays**



MEDICAL MATTERS

As 1 April 2002 approaches this office is preparing for the transition to the new medical certification system. We've all been working hard, in consultation with aviation and medical industry representatives, to ensure that any disruption during the change-over is minimised.

We are implementing the new system over three years as outlined in more detail below.

Coupled with the changes in the medical certification structure and processes we have also implemented an intensive program to update the Medical Manual. There will be changes in how the medical examiners manage the risks associated with heart disease, applicants with past or present asthma, diabetics who don't require insulin, and tiredness problems related to a condition called obstructive sleep apnoea. Other changes will be progressively introduced.

Our consultation processes are designed to reduce the chances of errors or omissions occurring, but we rely on you to communicate with the Central Medical Unit if you experience any difficulties during this transition. Please do not hesitate to call us with feedback and suggestions.

Dr Dougal Watson
Principal Medical Officer

Risk Assessment Changes

Cardiovascular risk analysis criterion for medical certification – the so called '1% rule' is being relaxed in response to the release of the Minister of Transport's review of Part 67 and the '1% rule'. The authors of the report, Wellington Barrister Bruce Corkill and Dr Simon Janvrin of the UKCAA recommended changing the present 1% per annum criterion to one based on a 10% risk over a 5 year period.

The recommended new criteria are complex and involve considering risk factors and risk assessment bands, rather than relying on a simple cut-off between acceptable and unacceptable risk. As an interim measure, the CAA is relaxing the risk level to 2% per annum, while work is completed on the other recommendations in the report. The other recommendations will be covered by the package of changes to the medical standards and risk analysis in Part 67 and the revisions to the Civil Aviation Medical Manual.

Medical Certification from 1 April 2002

The Civil Aviation (Medical Certification) Amendment Act 2001 comes into effect on 1 April 2002. The most immediate and significant change is that the Director of Civil Aviation will become legally responsible for medical certification. The new system will give greater certainty to licence holders, applicants for medical certificates, aviation doctors, and the CAA. It will form a strong platform for an efficient and effective system with greatly improved communication channels and structure. On the surface there will be little change for medical certificate applicants. The new system is to be implemented over a three-year transition period.

The CAA has been working closely with the Ministry of Transport and representatives from the aviation and medical communities to prepare for the implementation on 1 April. There are a number of significant changes. An aviation doctor will be granted an aviation document called a Medical Examiner Certificate. There are two grades of Medical Examiner: ME1 and ME2. While the functions and powers in the new legislation rest with the Director, they can be delegated to medical examiners, and doctors in the Central Medical Unit at the CAA. Only the Director will be able to revoke a medical certificate, which is a new provision. This is a 'last resort' measure that the CAA treats seriously and would only be applied in extreme circumstances.

Another key aspect of the new system is that all aviation doctors will undergo aviation medicine regulatory training. The training will cover the responsibilities of the doctors, who will be acting as the Director when conducting a medical assessment, and issuing a medical certificate. Training commenced in March with doctors attending courses at Aviation House in Lower Hutt. Eventually, all doctors will also have completed aviation medicine training which is required by ICAO, however, there is a three year transition programme for this.

Of concern is the geographical coverage of examiners, especially in locations away from the major centres. The CAA has undertaken to monitor this and make adjustments to the implementation programme if required.

Current AMAs and DMEs will be able to apply to become ME1s or ME2s in the new system depending on their experience and training. Commencing 1 April 2002, if your doctor is an ME1, they will be

able to examine for, and issue your medical certificate, whether it is a Class 1, 2 or 3. The responsibilities of the ME2s will change during the three year transition. During the first year (1 April 2002 to 31 March 2003) all ME2s will be able to examine you for any class of medical certificate. Some of the ME2s will be able to issue you with a Class 2 medical certificate. Some ME2s will need to send your medical to another doctor (usually an ME1) for the issue of your Class 2 certificate. All ME2s will need to send your medical to an ME1 if it is for consideration of a Class 1 or 3 certificate.

At the end of the transition period, the process will be a 'one stop shop' where the examination and assessment will be conducted by the same doctor. An ME1 will be able to issue all classes of medical certificates. An ME2 will be able to issue Class 2 medicals. This is a significant improvement which will result in better clinical assessments, greater efficiency, and possibly some cost benefits.

Most medicals (probably 90 to 95 percent) will be conducted by medical examiners around the country. The CAA's Central Medical Unit will only become involved in complex and difficult cases, or when the Medical Examiners need advice or information.

From 1 April the Notice of Unfitness system will be replaced by new suspension provisions. These will be carried out by the Medical Examiners under their delegations, and the Central Medical Unit. This would be used for a temporary or long term illness, or condition causing a person to be unfit to fly. Only the doctor issuing the suspension or the Central Medical Unit will be entitled to lift the suspension. The process is similar to the current process of coping with the temporarily unfit.

Medical Certificate holders are reminded of their obligation not to operate if unfit. There is a new responsibility on certificate holders to report when they become unfit. Information will be provided on minor ailments that will not require reporting. All registered medical practitioners have a duty to report medical conditions that may interfere with safety. The CAA will be communicating with doctors throughout the country to advise them of this new responsibility which is similar to a land transport reporting requirement.

One feature of the legislation is the establishment of an independent review position called the "Convener". An applicant who is denied a medical certificate, or who has had endorsements placed on it, may apply to the Convener for a review of the certification decision. This process will be available for decisions on medical certificates processed after 1 April 2002. The Minister of Transport is expected to have appointed the Convener and Deputy Convener by the time of publication. More details will be available on the CAA web site.

A critical aspect of the new system is the role of the CAA's Central Medical Unit. There will be a focus on managing the new system, including monitoring of medical examiners and medical certificate holders. The unit will also conduct Central Medical Assessments which are those difficult and complex cases that fall outside the domain of medical examiners, and usually require intensive investigation and analysis. To ensure that the system is kept fully up-to-date, the Unit will also be working on the Medical Manual in consultation with industry and the Civil Aviation Safety Authority Australia. Amendments to the Manual and the General Directions (see below) will be a priority for the Unit along with keeping the medical standards and policies in line with international practice.

The additional monitoring requirements for the CAA have resulted in increased costs. How to fund these is yet to be determined, but there will be consultation on any proposals.

The transitional provisions have been explained to industry and participants in a series of 19 presentations around the country, from Kerikeri to Invercargill. These presentations were well received and the opportunity was also taken to brief attendees on the proposed changes to Part 61.



Work is progressing on the amendment to Part 67 – *Medical Standards and Certification*. An NPRM for the new Part 67 is expected to be published in May after initial consultation with the industry groups involved in the consultation on the transition criteria. The time for public comments will be less than usual because of the extensive consultation which has already taken place in preparation of the Corkill/Janvrin report and the transitional provisions. The Part 67 Advisory Circular is also being amended to reflect the new system.

General Directions

A new provision in the legislation is for the Director to issue medical General Directions. These will be issued in relation to conducting and specifying the requirements of medical examinations, and providing exceptions for temporary medical conditions.

There is a legal responsibility for consultation before issuing General Directions and this will be accomplished through publicity in CAA News and information being sent to all interested aviation industry and medical groups. Anyone will be able to indicate an interest in these issues and be sent information about proposed General Directions. The process is still being put in place for this and CAA News will provide more information as this is finalised.

Special Medical Assessments

Special Medical Assessments are those involving complex issues and can take some time to process. If your medical is due for renewal and you think you may require a special assessment, please apply for your medical allowing 4 to 6 weeks before your medical certificate expires. This is essential if you wish to keep flying. ■

The Medical Unit contact details are:

CAA Medical Helpdesk

Tel: 0-4-560 9466

Fax: 0-4-560 9470

Email: med@caa.govt.nz

New Levies Order

An amended domestic passenger levy focused on fairness and ease of administration is planned to come into force on 1 May. The Civil Aviation (Safety) Levies Order 2002 will replace the 1995 version which introduced the concept of levying operators according to the number of passengers carried. Operators who don't pay the domestic passenger levy pay a participation levy for each aircraft.

"The main thrust is fairness and future-proofing the levies order to allow current and anticipated changes in the market," says Steve Douglas, CAA's General Manager Government Relations.

Under the 1995 levy, operators named in a schedule attached to the levy had to pay, and while some operators new to the market but not named in the schedule paid voluntarily, others did not.

"The new order is designed to be financially neutral and bring in the same revenue as present, though it will capture additional operators," Steve says.

The new levy will define those liable by Rule, with those certificated under Part 119 and performing domestic air passenger operations under Part 121 or Part 125, having to pay. It also includes provisions to capture foreign-based airlines if they operate domestically in New Zealand. This is particularly important in light of New Zealand's 'open skies' agreements.

The new levy will be paid on a per sector basis for each passenger carried, not on a trip basis as with the old version, and the levy per passenger will drop from \$2.15 per trip to \$2.00 per sector (both including GST).

"We have also made the administration clearer, in terms of what records are required to be kept, and what is required to be submitted to the CAA, so it is an auditable scheme," Steve says.

Operators will need to estimate how many domestic passenger sectors they will fly in the forthcoming year. If the number exceeds 20,000, the operator will be liable to pay the levy monthly. However, if the actual number of passenger sectors flown is less than 15,000 the operator, in the next year, will revert to paying the participation levy which is calculated on a per aircraft basis and paid annually.

Exemptions have been tightened, removing the exemption that applies to discounted fares, and there is a clearer definition of who is exempt.

Security Charges

Recently, the Government introduced additional security requirements for domestic passenger aircraft operations. Security screening of domestic passengers was introduced in October last year. A new charge is being introduced in line with the Aviation Security Service's expanded role. The new charge is in the Civil Aviation Charges Regulations 2002, which comes into force on 1 April 2002.

Domestic passenger operators will be charged \$2.80 (including GST) per passenger sector for domestic passenger screening for aircraft with 90 or more passenger seats. ■

Young Eagles News

The next major event on the Young Eagles' calendar is the Ross Macpherson Memorial Scholarship.

The Ross Macpherson Memorial Scholarship Awards are presented annually to 5 Young Eagles aged 15 or over. Each scholarship is to the value of \$1500 and

is paid to the winner's local aero club for them to begin their flight training. To be eligible for these awards you must be a member of the Young Eagles programme at your local aero club. It's easy to join – just phone your local aero club – see the Royal New Zealand Aero Club (RNZAC) web site, www.rnzac.org.nz, for a list of clubs and contact details.

The current scholarship competition closes on 31 March 2002 and entries should be submitted through the Young Eagles group at your local aero club.

The entry requirements are on the RNZAC web site Young Eagles page. In brief they are:

- Write an essay of 500 words to say why you wish to be a pilot.
- Include a copy of your Young Eagles programme for the past and future 6 months.
- Include a copy of your logbook of activities.
- A recommendation from your aero club CFI.

The RNZAC acknowledges the support of CAA, Aviation Services Ltd, Airways New Zealand, Aviation Cooperating Underwriters Pacific, *Pacific Wings* and Air BP. For further information on Young Eagles, see the RNZAC web site www.rnzac.org.nz ■



New Look Rules

The CAA Rules team has begun a project which will consolidate and present the Rules in a more user-friendly fashion, and it is intended to update all the consolidated Rules and Amendments to the same standard.

The most recent Civil Aviation Rule amendments and re-issues – Part 47 *Aircraft Registration and Marking (Re-issue)*, Part 91 *General Operating and Flight Rules (Amendment 6 – VFR flight planning)* and Part 171 – *Aeronautical Telecommunications Services – Operation and Certification (Re-issue)* – became effective on 24 January 2002.

As each of those projects caused consequential amendments to other Rules, those additional Parts: 1, 119, 121, 125, 135 and 172, have been republished in the updated format.

The republished consolidations contain a description statement and a clear indication that these Rules are a CAA consolidation of the

Tomorrow's AIP – on the Internet

Work is well advanced on a rewrite and reformat of the Aeronautical Information Publication (AIP), but consultation with the aviation community will be a major part of getting the job right the first time, according to AIP rewrite leader, Bill Sommer.

The AIP is the collective name given to the series of documents and charts produced for the CAA by Aviation Publishing. It contains all information necessary to plan and carry out a flight and is regularly amended. It includes a Planning Manual, AIP supplement, visual and instrument Flight Guides, and a Visual Flight Guide for helicopters and water aerodromes. Aeronautical topographical maps, Visual Terminal Charts for VFR flight near major aerodromes, enroute and area charts showing controlled airspace, restricted and danger areas and radio and navigation facilities are also published for in-flight reference.

Tomorrow's AIP, written in the ICAO standard format – which splits into general, enroute and aerodrome sections – will be available in book form as well as on the Internet. It aims to resolve several issues with the existing AIP.

So far the general and aerodrome sections have almost been completed. The remaining enroute section is expected to be the most difficult part, but it is expected the project will be completed in November – though Bill says the focus is on getting it right, so a firm deadline has not been established.

“We are not going to rush something and put it out unless it is right. We're pretty focused on what we want to do, but getting the ideas in from the users of the AIP is a key part of getting it right the first time. Tomorrow's AIP will definitely be better than what we have at the moment, but the more input we get, the better it will be,” Bill says.

The existing AIP was last rewritten in 1993 and has since become complex and cumbersome. It has not kept pace with Rule development, information has become difficult to find, and it has tended to become a training manual in many areas.

“What we have now is a planning manual, IFG, VFG, and a helicopter VFG. The intention is to restore it to a true AIP. What we will have is an AIP document with individual sections or chapters that can be used for in-flight versions. If we were going to deliver it via the internet, it had to be easier to read and understand and to find the required information,” Bill says.

Tomorrow's AIP will be formatted into three sections. The general (GEN) section includes data tables and information on meteorological and aeronautical services. The enroute (ENR) section will contain information on VFR, IFR, danger areas, instrument and radar procedures. The AD section will include general airport information as well as information specific to each aerodrome. The Internet version will have hyperlinks to relevant rules.

“It all means that if you're a pilot, for example in Canterbury, and you only fly in that area, it could cut back what you need to carry. You will be able to decide what information you need to carry in the air, and print it off the Internet free of charge. You will need to check that what you have printed is still current after each AIRAC cycle, but if you fly out of the Canterbury area, the current information for your route and destination, other than charts, will be available at your fingertips for free,” Bill says.

A consultation document will be mailed out to interest groups, and will be available on the CAA web site www.caa.govt.nz. If you want to make a comment, please write to Bill Sommer at the following address:

Bill Sommer
Tomorrow's AIP Project Leader
Civil Aviation Authority
P O Box 31-441
Lower Hutt
Email: aip@caa.govt.nz

official Rules signed by the Minister. The footnote on page 2 clearly advises the reader that the official versions may be obtained from the CAA (0800 GET RULES) or be downloaded from the CAA web site under the Amendment heading for each Part.

The most important aspects of the official Rules that are not contained in the consolidated version are the Minister's signature, the objective statement and the consultation details that are required under s32(1) of the Civil Aviation Act. A Rule signed by the Minister may be a new Rule, an amendment to an existing Rule, or a complete re-issue of an existing Rule. It should be noted that the description on page 2 of the new consolidations is merely presented as a guide to the reader.

A bulletin on page 3 of each consolidated Part identifies the date the Part first came into effect, any subsequent amendments and their effective dates, and a brief description of the changes that have been included in each amendment or re-issue of the Part. That is intended to help track and search particular amendments or changes to Rules. ■

Missing Aircraft Owners

When people fail to update their details with the CAA, we lose track of aircraft owners. If you know the whereabouts of the following aircraft or owners, please contact: Gay Wollett, Tel: 0-4-560 9575, Email: woollettg@caa.govt.nz

| Name | Aircraft | Registration |
|----------------|----------------------|--------------|
| C E Cooke | Gardan GY.80.150 | CFT |
| | Gardan GY-20 Minicab | CLS |
| A F Cross | Quicksilver MX | SIG |
| A R Graham | Thruster Gemini | JHV |
| Hobo Syndicate | PW 5 Smyk | GHB |
| C W Johnston | PA-24 | CWJ |
| S D Kerr | Cessna 180B | BMW |
| J N Palmer | Hovey Delta Hawk | FSN |
| R R Sendall | Falcon | JGL |