

May / June 2002

CAA NEWS

Informing for Safer Aviation



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Successful Event for Paraparaumu Aerodrome

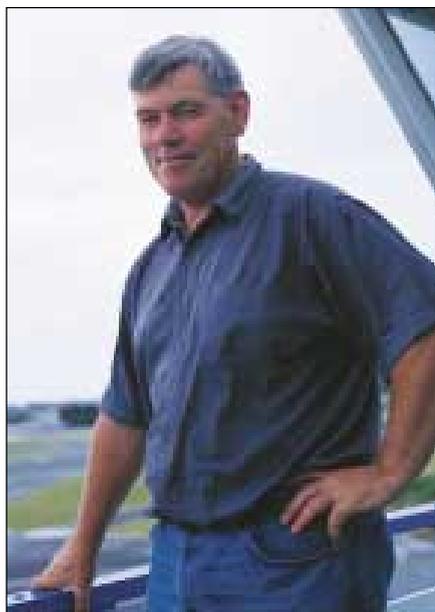
Preparation and communication are the keys to coping with the impact of an event generating huge national and international interest.



In January 2002, Paraparaumu hosted the New Zealand Golf Open. This has happened before but this one was different – Tiger Woods was playing, creating huge national and international interest.

The event created some special considerations for the operator of the local non-certificated aerodrome. Paraparaumu Airport Manager, Richard Baldwin said that they began planning well ahead of the event, including consultation with the operators based on the aerodrome.

“We held a series of meetings with users to discuss the measures being put in place and how that might affect the operations of our clients. There was good cooperation, and I think people, especially the training organisations, appreciated the additional discipline of using the Aerodrome Flight Information Service,” said Richard.



Richard Baldwin

A temporary restricted area was established for the event, the bird hazard was closely monitored, and heightened security procedures were put in place. Procedures which satisfied CAA, according to Air Traffic Approvals Officer, Len Wicks.



Bevan Schwass

“There’s no substitute for planning, and the aerodrome management company were talking to all interested parties well in advance of this event. They approached it from a professional and conservative viewpoint, which meant that safety was the first consideration,” said Len Wicks.

New Air Traffic Service Provider

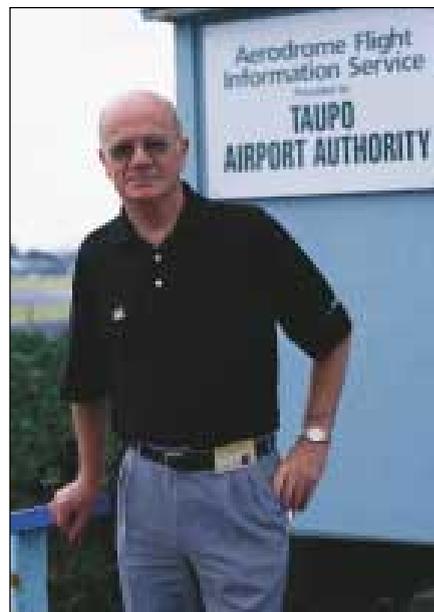
History was made during the Tiger Woods visit, as the aerodrome contracted the first non-Airways Corporation, Part 172 certificated Air Traffic Service provider. When Paraparaumu Airport decided that it would be prudent to have an Aerodrome Flight Information Service in place during the Golf Open, they sought a provider who could run a small-scale operation at reasonable cost. Taupo District Council, who operate the Unicom service at Taupo Airport, decided to step into this niche. Taupo Airport Manager, Roy Carmichael,

said that they set about the process of certification.

“We used a consultant to assist us with this process, but even so, it was more involved than we had anticipated. We also needed to recruit staff and ensure they were appropriately licensed.

“A number of factors have helped the success of this operation. One has been the cooperation of the people on the airfield. The fact that we’ve had an existing tower facility on the field helped, and most of the equipment was already available.

“We would like to provide this type of service for similar events – ones that are too big for Unicom but too small for air traffic control and just required for a short time. I think there is a niche for aerodrome flight information services in New Zealand, and maybe in other countries,” said Roy Carmichael. ■



Roy Carmichael

Review of Participation in Rules Development

The Director of Civil Aviation, John Jones, has commissioned an independent review of participation by interested persons in the development of 'ordinary' Civil Aviation Rules. Civil Aviation Rules are developed by the CAA for the Minister of Transport.

"We see the need to improve on the ways that interested parties can participate in the Rule-making process. There is a consistent level of interest being expressed by many parties, and the CAA wishes to build on that interest so that the Rules we draft are technically correct, user friendly, and achieve the primary goals of improving aviation safety and security," says John Jones.

Wellington barrister, Mary Scholtens has been appointed to conduct the independent review.

"We're pleased to have someone of Mary's experience conduct this review. She has written on decision-making processes, including efficient and effective consultation, and has extensive experience in dealing with aviation and the whole transport sector," says John Jones.

Information about the review, including the Terms of Reference, can be found on the CAA web site under "Rules & more". This page will be maintained during the review, and there will be alerts on the "What's new" page as information is added.



Anyone with an interest in the review is invited to indicate this. Interested parties will be placed on a contact list for further information, and will be invited to make written submissions to the reviewer. They may also speak to the reviewer if they wish.

The Director will invite interested persons to an initial meeting in mid June to introduce Mary Scholtens. At that meeting Mary will advise the process that she

intends to follow and the estimated time frames, depending on the level of interest expressed. A period of four to six weeks will be allowed for making submissions, with meetings and detailed consultation occurring during August and September 2002.

You may register your interest in participating in the review by contacting the Review Coordinator, Bill Wilson, by 6 June 2002.

To register interest in this project, or for further information, contact:

Bill Wilson
Review Coordinator
Civil Aviation Authority
P O Box 31-441
Lower Hutt

Tel: 0-4-560 9666
Email: wilsonb@caa.govt.nz



Mary Scholtens

Mary Scholtens is a Wellington barrister specialising in public and administrative law, with a particular emphasis on litigation and advice in a range of regulatory fields. She spent 10 years in the Crown Law Office and for five of those years was leader of the office's commercial team. Mary has practised independently since 1996 and has a particular interest in promoting proper and efficient decision-making by those who exercise public powers.

Identification Required for Aviation Exams

As a result of events on 11 September 2001, and the resulting worldwide focus on increased security, the CAA has decided to introduce a requirement for candidates sitting aviation examinations to produce photo identification when reporting to supervisors at examination venues.

This requirement will be effective immediately, but there will be a transition period to allow for candidates who do not possess photo ID. From 1 September 2002 it will be essential to produce photo ID in order to sit an aviation examination.

Many forms of photo ID are acceptable, such as a New Zealand Driver Licence, passport, official New Zealand airport identity card, or other official New Zealand identity document with photograph.

Aviation Services Limited will provide information for candidates, on application forms and on their web site, www.aviation.co.nz, over the next few weeks. ■

2002 Airspace Review

The 2002 Airspace Review has reached the final draft stage. The consultation was extensive, and the results are available on the CAA web site, www.caa.govt.nz. You can navigate to the web site document by clicking on "Airspace" and selecting "Airspace Review".

The CAA would like to thank everyone who has participated in this process, through attending one of the meetings held around New Zealand, or making a submission.

For further information contact:

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

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

Visual Chart Development

If you are interested in the progress of the new visual chart development, the final consultation report on charting standards is available on the CAA web site under "Airspace" and "Charting Standards". ■

The CAA Visits Industry

The Authority members, and senior managers, spent a day visiting Manawatu aviation operators at the end of April. The visit was combined with the Authority meeting, which was held the following day in Palmerston North, when the Authority also held a discussion with the Palmerston North Airport company.

The Authority aims to visit industry two or three times a year in order to remain familiar with industry activities, and also to hear any concerns aviation operators have, especially about the CAA.

It is no junket – more in the nature of a hard-working trip – as the CAA team sees or visits one operator after another. Likewise, the discussions are not a patsy public relations exercise. The discussions are robust, with a no-holds-barred approach to hearing what issues concern industry, and how they regard the CAA. It is hard to imagine other sectors of New Zealand business having the opportunity for this frank dialogue directly with the chairperson and CEO of the regulatory authority.



John Jones and Bill Olsen

The Palmerston North visit began with Fieldair Holdings, including Air Freight NZ Ltd and Fieldair Engineering. A company with a long heritage in New Zealand, Fieldair has diversified to meet changes in the country's aviation marketplace. Their engineering base is extensive, with avionics, airframe and engine maintenance facilities, and the manufacture of products such as cargo containers. The Authority visit coincided with the staff morning tea and one visitor remarked on the enthusiasm of people working in aviation after observing several staff reading aviation magazines during their break.



From left: John Bartlett, Max Stevens, Leslie MacIntosh, John Lanham, John Gabriel (obscured), Gordon Vette, John Jones, Frank Sharp.

The cost to operators of complying with proposed Rules for collision avoidance equipment was a major topic. General Manager Airlines, John Bartlett, made this observation, "New and developing technologies are absorbed into flight safety culture over time, and as they become accepted they become a minimum safety requirement through a Rule made by the Minister on behalf of the people of New Zealand. Such technical developments used to take years, but now they happen rapidly, and the CAA needs to be able to deal more quickly with evolving technologies."

The CAA took note of the importance to be consistent with information given to clients, especially when answering inquiries on the phone, or when a number of different staff are involved in advising a client on their project.

Two operators from Feilding Aerodrome followed, and a discussion about maintenance standards, especially in GA, revealed that the CAA is already taking

steps to address the concerns of many in industry.

The aerodrome at Feilding is owned and operated by an Incorporated Society, and the Authority took a keen interest in the success of this operation – now boasting over 75 aircraft on the field, with a harmonious mixture of private recreational activities and commercial operators.

A visit to Massey Aviation's flight systems centre followed, where the CAA representatives saw a simulator room, engineering base, and lecture facilities. They received a brief presentation on raising competencies of flight instructors through the Massey Bachelor of Aviation training programme. This was followed by a presentation by Professor Hunt, which discussed the role of research in aviation education and the relationship with CAA in the research and education sector.

A new international freight operation utilising the smaller satellite aerodromes in overseas destinations is planned to



From left: Hazel Armstrong, Rick Lucas, John Jones, Max Stevens, John Gabriel, Peter Garnett, Leslie MacIntosh, Gordon Vette, Rodger Fisher, John Bartlett, Tim Barrow, John Lanham, James McKinstry, Ross St George, Chris Murray.

commence with its base at Palmerston North. The operators spoke enthusiastically about their plans, including aircraft requirements and selection.

Then it was the turn of rotary operator Helipro, which now has branches at Auckland, Rotorua, and Wellington, as well as its base at Palmerston North. The local base includes their engineering facility and a training operation. A notable achievement for Helipro was flying two helicopters to Australia to help fight the bush fires last Christmas. CEO Rick Lucas praised the CAA for processing the required approvals for this, during the holidays, and in time for them to be of real assistance to the Australian fire fighters.

Rick's main concern was operators flouting the Rules, "All we want is a level

playing field. Operators who falsify their flight times, or who use experimental aircraft for commercial work, are jeopardising safety and run the risk of giving the whole industry a bad reputation when things go wrong."

The following day, the Authority visited Palmerston North International Airport. They toured the airport, including the recently added international facilities. The Airport Company CEO, Garry Goodman gave a presentation that included the airport's plans for the future.

Throughout the visits chairman Rodger Fisher was keen to ensure that operators understood the new CAA structure, and he reminded them to go directly to the General Managers when they had a concern or problem (see contact information). ■

General Manager Airlines

John Bartlett

Tel: 0-4-560 9577

Email: bartlettj@caa.govt.nz

General Manager General Aviation

John Lanham

Tel: 0-4-560 9576

Email: lanhamj@caa.govt.nz

General Manager Personnel Licensing and Aviation Services

Cath Taylor

Tel: 0-4-560 9599

Email: taylorc@caa.govt.nz

BASA Executive Agreement Signed

A Bilateral Aviation Safety Agreement (BASA) between New Zealand and the United States – and an expected boost for the aviation industry – is a step closer with the signing of the BASA Executive Agreement by Prime Minister Helen Clark during her visit to Washington in March 2002.

The BASA aims to "promote aviation safety and environmental quality and to enhance cooperation and increase efficiency in matters relating to civil aviation."

There are two key elements: the Executive Agreement, and one or more Implementation Procedures (IPs). The Executive Agreement is the high-level government-to-government exchange of documents.

Implementation Procedures are agreed between the safety authorities, FAA and CAA, and give effect to the BASA in particular areas. The procedures contain details on the various types of certification, processes for determining acceptability, the types of documents accepted, and procedures for obtaining technical assistance.

The first IP, which covers airworthiness, is still being discussed between the two authorities. By specifying such

processes, the Airworthiness IP will offer new opportunities for New Zealand industry to explore markets in the US. The BASA will also allow the technical staff from both authorities to deal directly with each other on airworthiness matters, and for further expansion of the IPs.

Transport Minister, Mark Gosche, said that New Zealand's aviation repair and maintenance organisations earn \$240 million each year from US customers, and the figure was expected to increase as a result of the agreement.

"New Zealand is the first country in the Southern Hemisphere to achieve such an agreement, which showed New Zealand's aviation manufacturing and maintenance safety standards were of international standing," Mr Gosche said.

The FAA conducted a full technical assessment of the CAA in August 2000, including a review of the regulatory legislation, organisation and capabilities. A detailed review of technical activities was carried out, including case studies of certification projects. In 2001 the CAA carried out a similar assessment of the FAA.

In the future, additional IPs can be negotiated for other sectors of industry, and it is most likely that maintenance will follow airworthiness.



New Zealand Prime Minister, Helen Clark, signs the BASA Executive Agreement with the US Secretary of Transportation, Norman Y Mineta.

If you require further information on the BASA, contact Jeremy Remacha, CAA Manager Aircraft Certification, Tel: 0-4-560 9530
Email: remachaj@caa.govt.nz.

New Zealand to Host 2003 Meeting

The CAA has agreed to host the next Asia-Pacific bilateral partners meeting to be held in Wellington in April 2003. This is the annual meeting of authorities in the Asia Pacific region that have existing bilateral agreements with the US. CAA attendance at these meetings has been pivotal in advancing the US/NZ BASA, and for expanding cooperation between the CAA and these authorities.

For further information, contact Steve Douglas, General Manager Government Relations, Tel: 0-4-560 9430, Email: douglass@caa.govt.nz. ■



A unique paint scheme recently approved, Bristol Fighter F2B Replica, ZK-JNU based at Omaka.

Unique Markings

A re-issued Part 47 *Aircraft Registration and Marking*, became effective on 24 January 2002. The Rule change allows an aircraft to be registered with a unique paint scheme without displaying the usual three letter registration. This only applies for operation of the aircraft in New Zealand. Uniquely marked aircraft will still be known by their three letter registration and use that as their call sign.

Owners considering applying for a unique paint scheme should first consult the eligibility requirements in rule 47.104 *Approval of identifiable paint scheme and markings*.

CAA Airworthiness Engineer, Zahid Munawar says, "The new Rule is expected to cater mainly for Warbirds, but it is not restricted to them. One P-40 Kittyhawk is already registered, and two more aircraft are going through the system. We expect about 40 aircraft eventually to be operated under the new Rule."

Aircraft with an Existing Exemption

To allow unique paint schemes before the Rule change, Exemptions were issued to some aircraft. If your aircraft has an Exemption, the scheme is already accepted, and the procedure for registration under the new Rule is detailed in Part 47, Appendix A, *Transitional arrangements*. Note that owners with an Exemption are required to provide the Director with a three-view set of photographs by 24 May 2002.

New Unique Marking Schemes

Owners of new aircraft, or those wanting to change a unique paint scheme, should talk to the CAA before picking up a spray gun, in case the proposed paint scheme does not meet the requirements. You will need to submit a written and pictorial description. The details are in rule 47.105 *Registration of identifiable paint scheme and markings*, and you should also consult the revised Advisory Circular covering the new Rule, AC47-1 Rev 2 *Aircraft registration and marking*.

Unique paint schemes will be considered on a case-by-case basis. Markings identical to aircraft on foreign registers, or to aircraft still in service in the military, are not permitted.

For further information, contact: Zahid Munawar,

Tel: 0-4-560 9523, Email: munawarz@caa.govt.nz. ■

Nominations Called for Director's Awards

Each year the Director of Civil Aviation considers nominations for the Director's Awards. There are two Awards, one for an individual, and one for an organisation, that have made an outstanding contribution to aviation safety.

"We're looking for people and organisations that have gone out of their way to do things the right way," says Director of Civil Aviation, John Jones. "We are looking for an attitude towards safety, and direct actions by the nominees that have resulted in a greater level of safety – especially actions that have resulted in others adopting a similar safety ethos."

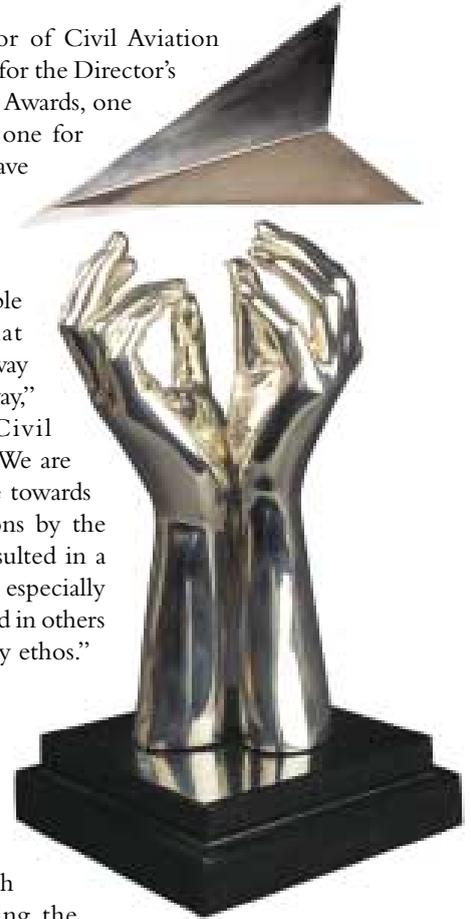
The awards are open to anyone involved in civil aviation in New Zealand. Nominations are considered by a special committee, with the final decision being the Director's. The awards are presented at the annual Aviation Industry Association (AIA) conference dinner in August, where the winners are presented with the spectacular trophy, and miniature to keep.

The winner of last year's Individual Award was Airways Corporation Sector Manager, John McKenzie, for his contribution to VFR flight planning. Last year, for only the second time, no Organisation Award was made. Although nominations were strong and across the aviation spectrum, it was decided they were not sufficiently outstanding to merit the award.

In earlier years, individual winners have been Robyn Reid, Russell Jenkins, Brian Richards, Tim Bartleet, Bob Guard and Michael Young, while winning organisations have been the Queenstown Airspace Users Group, Air Safaris, Taupo Airport, the RNZAC, and Skywork Helicopters.

Nominations close on 30 June 2002. Nominate an individual or organisation, with a few paragraphs on why they should receive the Award, and send it to:

Max Stevens
Deputy Director
Civil Aviation Authority
P O Box 31-441
Lower Hutt
Email: stevensm@caa.govt.nz



Passenger, Crew, and Checked Baggage Weights



There are proposed changes to Parts 121, 125, and 135 concerning passenger, crew member, and checked baggage weights. The period for submissions on the Notice of Proposed Rule Making (NPRM) is now closed, and work has begun on considering those submissions. They will be considered carefully and will help shape the final draft Rules. The NPRM was written following industry input through two Technical Study Groups.

The proposed Rule is a significant departure from the old, using a matrix of weights that equate to passenger weights for a given seating configuration. The use of Rules prescribed standard weights will be made available for large (Part 121) aircraft.

“As far as standard baggage weights go, there is provision for introduction of standard baggage weights for international operators, but the culture of using actual baggage weights will remain for domestic operators,” says Rules Project Specialist, Bill Wilson.

It is intended the rule will become effective in the fourth quarter of 2002. When signed by the Minister, the completed Rules will be posted on the CAA web site under “Pending Rules”, and those who have subscribed to our electronic notification service for those Rules will be informed. They come into effect 28 days after being signed by the Minister. ■

GPS Alternative to DME

An increasing number of imported aircraft are fitted with GPS as a replacement for DME, to the extent that some manufacturers are no longer offering DME.

This is a result of the FAA allowing the use of GPS derived distance information in lieu of DME on all localiser-type approaches, as well as VOR/DME approaches, since 1998.

A New Zealand aircraft importer petitioned for a Rule change to bring us into line with the United States. This Rule change has been prepared in consultation with the CIRAG Executive, and we expect the NPRM to be published by the time you receive *CAA News*. The proposed Rule change will allow the use of GPS derived distance information, provided it is based on the latitude and longitude coordinates resident in the permanent GPS database.

Closing date for submissions is expected to be 21 June 2002.

Key to abbreviations:

GPS	Global Positioning System
DME	Distance Measuring Equipment
FAA	United States Federal Aviation Administration
ADF	Automatic Direction Finder
VOR	VHF Omni-directional Radio Range
CIRAG	CAA/Industry Rules Advisory Group

Revision of Aviation Exam Syllabuses

A CIRAG TSG (CAA/Industry Rules Advisory Group, Technical Study Group) is undertaking a comprehensive review of the minimum knowledge requirements for all pilot licences. The aim of the review is to present the syllabuses in more detailed form, to support students, instructors and training organisations as they prepare for the written examinations.

The greater detail does not mean that there is more material to be learnt, but that the boundaries of what is required to be learnt are much more clearly defined. An additional benefit to the syllabuses being published by the CAA in this prescriptive manner, is that whether you are a student, instructor or examination writer, everyone is working to the same standard.

New CPL Exam Syllabuses

The latest outcome from this revision process is Revision 4 of Advisory Circular 61-1.5 *Pilot licences and ratings – Commercial pilot licences* which is now available on the CAA web site, www.caa.govt.nz. The revision describes the following subjects in greater detail:

- 18 Flight Navigation General
- 20 Meteorology
- 22 Principles of Flight and Aeroplane Performance (A)
- 24 Principles of Flight and Aircraft Performance (H)
- 26 General Aircraft Technical Knowledge (A)
- 28 General Aircraft Technical knowledge (H)

The remaining subjects are still under review.

Aviation examinations are conducted by Aviation Services Limited (ASL). ASL's Aviation Manager, Neil Hyland, explains that each subject has been given a subject number, and each topic within that subject a topic number.

“ASL is currently investigating the option of having each question tied back to the clause being examined, so that you can be assured that each question is derived from the syllabus. Then, if an examination candidate gets the question wrong, the syllabus item will be printed on the knowledge deficiency report, giving candidates improved feedback,” says Neil.

Improved feedback through the use of knowledge deficiency reports will be implemented progressively.

The PPL and ATPL syllabuses are at various stages of writing and consultation within the TSG. As the revision of subjects progresses, they will appear on the CAA's web site under Rules & more, CIRAG, Technical Study Groups, Part 61.

MEDICAL MATTERS

The 1st of April has come and gone, and we are now functioning under the new medical certification system. As expected, we are working our way through the issues and questions that the implementation phase has presented to us. Your patience has been appreciated as we have sorted through the many tasks required to put the processes in place effectively.

For most pilots, there will be no difference as they go through the process of medical certification. Some changes are internal, such as our improved recording system. The review of assessments is now functioning. Work has begun on the rewrite of the Medical Manual. There will be consultation on this and we'll report on that as it progresses.

The framework for the new General Directions is being put in place, and there's more information about that below.

One item which is being refined every day is the medical web page. This has all the information you need about how to get a medical certificate. I encourage you to have a look at this page for answers to your questions. If you still have questions, or wish to make helpful suggestions, please contact the unit – see details at the end of this column.

Dr Dougal Watson
Principal Medical Officer

Convener and Deputy Announced

On 28 March 2002 the Minister of Transport, Mark Gosche, announced the appointment of Dr Peter Robinson as Medical Convener and Dr Alexander (Sandy) Dawson as Deputy Medical Convener.

Dr Robinson is a medico-legal adviser to the Medical Protection Society, and a director of an occupational and environmental medicine consultancy. He is also Chief Medical Adviser to the Maritime Safety Authority. Dr Dawson is currently a Chief Medical Adviser for the Ministry of Health.

They will review certain decisions in relation to medical certificates and consider applications for a medical certificate made through a joint referral by the applicant and the Director of Civil Aviation.

Both conveners have been appointed until 30 September 2003.

Reviews of Medicals

Before 1 April 2002

If you started a medical certification process before 1 April 2002, and the AMA formally declines to issue you with a Medical Certificate, you have the following options for review:

- Ask the AMA to review their assessment, especially if you believe they may have overlooked some aspect, or if you have additional information that you believe is relevant.
- Seek a review of your case by another AMA. You must advise the second AMA of your first assessment. If the second AMA is satisfied that you meet the medical standards, they have the authority and capability to issue you with a certificate.

If they are not satisfied that you meet the medical standards, and decline to issue you with a certificate, the following option remains:

- Apply for a Special Medical Assessment (SMA).

An SMA is the process that the CAA uses to decide whether the Director can grant an Exemption to the medical

standards outlined in the Civil Aviation Rules (Part 67 Subpart B). An SMA involves doctors reviewing your case, and often asking for further tests or specialist opinions from other doctors. An SMA can be quite complex and time consuming. 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). You would also be required to pay the cost of any additional tests or specialist opinions that are required.

If you disagree with the assessment result, or the Exemption the CAA issues, you may apply to the CAA for reconsideration of your SMA.

Note: The Aviation Medical Review Board that used to be available to review CAA medical decisions no longer exists.

Another option is to make a new application for a medical certificate, which will bring you into the new medical certification system from 1 April 2002 (see below). You must advise your Medical Examiner of previous medical assessments. This process has different steps for review.

From 1 April 2002

To be considered under the new system you will need to apply for a medical certificate on the appropriate form, and be examined and assessed by a Medical Examiner. You must, of course, advise them if you have previously been declined a certificate.

If you see an ME1, and they determine that you meet the medical standards, they have the authority to issue you with a Class 1, 2 or 3 Medical Certificate (see below).

Classes of Medical Certificate:

- Class 1 – CPL, ATPL
- Class 2 – PPL
- Class 3 – ATC

If you see an ME2, some will be able to issue a Class 2 certificate, and some will need to send your medical to another doctor (usually an ME1) for issue. All ME2s will need to send your medical to an ME1 if it is for consideration of a Class 1 or 3 certificate.

If the Medical Examiner determines that you do not meet the medical standards, they will deny you a certificate. In this situation you have the option of requesting special consideration.

The special consideration process may require you to undertake further tests or seek medical specialist advice or reports. The special consideration option does not look at whether you can be issued an Exemption but, instead, looks at whether a medical certificate can be issued. This is a simpler process than the old system.

Under the new system you also have the option to seek to have the decisions made by the CAA, or the Medical Examiner, reviewed by the Convener. The Convener is appointed by the Minister of Transport to provide independent review of CAA regulatory medical decisions.

Also, under the new system, you have the option of appealing a decision to the District Court.

Medical Web Page

The new medical web page is intended to give quick access to all the required information for students, pilots and

Medical Examiners. The link is now on the CAA home page for easier access. Pilots can find out how to get a medical certificate, conditions of use, and options for review.

Doctors can find out how to become Medical Examiners, and Medical Examiners can access all the forms required.

The legislation is included, as well as information about the CAA Medical Unit, and how to contact them. The pages are being updated continually as various parts of the new medical certification system are put in place.

General Directions

A General Direction is an instruction for Medical Examiners issued by the Director of Civil Aviation.

There are medical conditions that fall outside the Rules (Part 67) used by a Medical Examiner to issue a medical certificate. In the past, these conditions have required a Special Medical Assessment. This was often time consuming and costly. With the change in the Act, Medical Examiners are able to

issue a medical certificate without the need for a special medical assessment, by following the processes outlined in the General Directions, which will cover these medical conditions. This will be much simpler than the old system, and applicants will have a much quicker result.

When a General Direction is proposed, there will be consultation about it with interested parties. Proposals will be circulated by email, with anyone able to subscribe to this distribution list.

Once approved by the Director, General Directions will be issued to Medical Examiners and placed on the CAA web site.

The public notice advising the commencement of the General Directions, and inviting people to register their interest, is reproduced here.

CAA Medical Helpdesk:

Tel: 0-4-560 9466

Fax: 0-4-560 9470

Email: med@caa.govt.nz

Medical General Directions – Consultation

Pursuant to section 27G of the Civil Aviation (Medical Certification) Amendment Act 2001, the Director of Civil Aviation intends to issue General Directions in relation to:

- conducting aviation medical examinations of applicants and licence holders and reporting the results of those examinations to the Director;
- providing exceptions for temporary medical conditions to the reporting requirements set out in section 27C of the Civil Aviation (Medical Certification) Amendment Act 2001; and
- specifying the requirements of examinations or other clinical matters, which must be reasonable, including, but not limited to:
 - (i) the medical content of examinations,
 - (ii) the interpretation and analysis of results of examinations,
 - (iii) the significance of results of examinations for the purpose of determining whether or not an applicant is eligible for a medical certificate.

General Directions relating to the matters outlined above will be issued by the Director progressively over the next 18 to 24 months, and thereafter amended or reissued as required. Each General Direction will deal with a specific condition or situation.

Before issuing each General Direction, the Director is required to consult with those persons considered appropriate, including: health professionals with aviation medical experience, representative groups within the aviation industry, government departments and Crown agencies, and other interested parties.

The close-off time for submissions on each proposed General Direction is four weeks from the date that notice of the proposed General Direction is posted on the Civil Aviation Authority web site: www.caa.govt.nz.

Copies of the proposed General Directions will be available for viewing at Aviation House, 1 Market Grove, Lower Hutt, or on application to the Executive Officer, Central Medical Unit (see contact information below), or on the CAA web site, www.caa.govt.nz.

Persons interested in receiving notification of proposed General Directions must register their interest with the Executive Officer, Central Medical Unit:

P O Box 31-441

Lower Hutt 6315

or Email: med@caa.govt.nz

Dated at Lower Hutt this 1st day of April 2002.

John Jones, Director of Civil Aviation