

CAA NEWS

Informing for Safer Aviation

Lifting the Safety Record – Ex-Military Helicopters

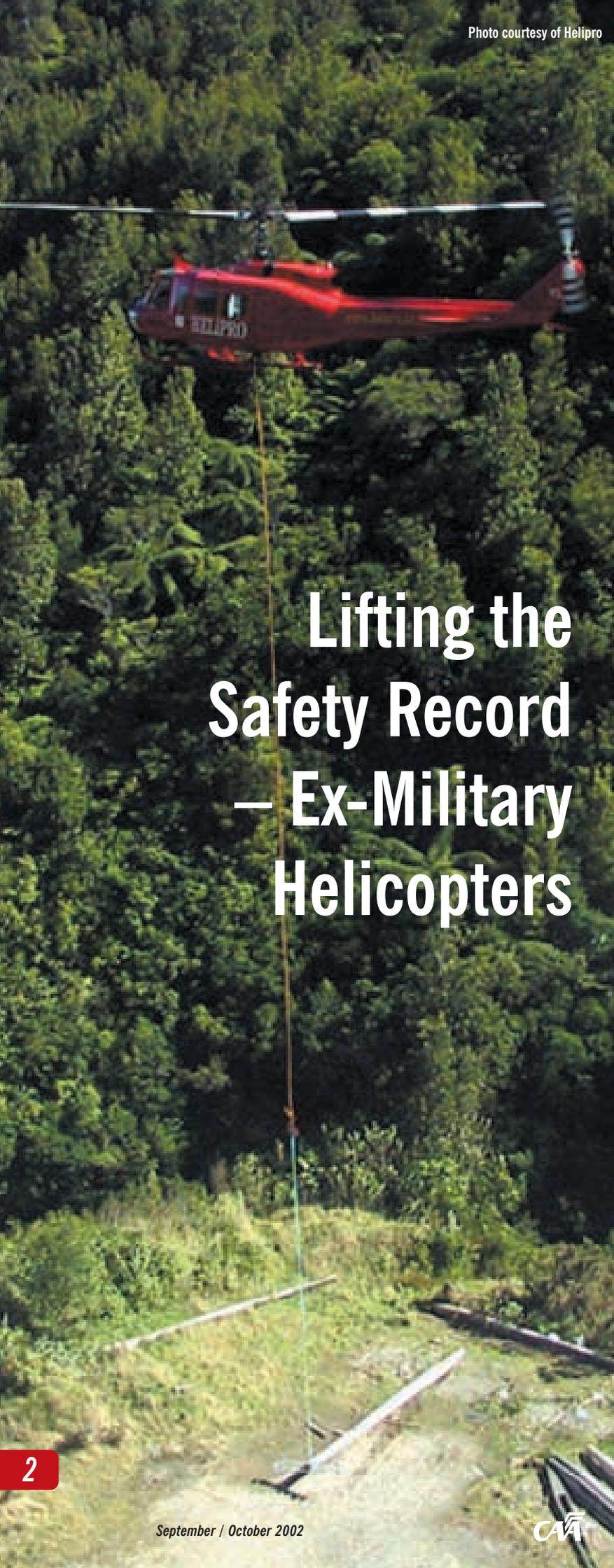


CAA Performance Review

Director's Awards 2002

Memorandums of Understanding





Lifting the Safety Record – Ex-Military Helicopters

Safety levels for ex-military helicopters will be raised after a major CAA review revealed some aircraft could be operating outside design limits and without the necessary maintenance support.

The review, part of a wider CAA look at airworthiness issues, began in June 2001 after three ex-military helicopter accidents resulted in five deaths. It recommends that the 15 New Zealand-registered ex-military helicopters be 'ring-fenced' and restricted from some tasks until safety is assessed as adequate. The CAA will work with operators and the FAA to meet improved maintenance and airworthiness standards for those aircraft over the next two years, with longer-term recommendations to be investigated during that time.

Imports of existing and new types will have to meet tougher standards from now on.

General Manager General Aviation John Lanham says that the increasing use of ex-military helicopters in a variety of roles has raised several operational and maintenance issues, particularly for external-load operations.

"Ex-military helicopters are commercially attractive because of their low capital acquisition cost, sometimes as low as five to 10 percent of equivalent civil helicopters. They are most often used in heli-logging – and there is increasing demand for cost-effective logging methods, particularly in remote areas," he says.

Aircraft Certification Unit manager Jeremy Remacha presented the review and its recommendations to the Aviation Industry Association's helicopter division at the AIA conference in Christchurch in August.

Analysis indicated:

- Fatality rates more than 10 times all other helicopters.
- Occurrence rates 2 to 5 times all other helicopters.
- Training at about one third of the hours of other turbine helicopters.
- Ex-military helicopters flying about a third as much as other turbine helicopters.
- About 95 per cent of ex-military helicopter hours are on aerial work operations.

Mr Remacha said that the review indicated significant differences between military and civilian use of the helicopters. Some civilian operators are operating them well outside original design limits, often without an appropriate maintenance programme. Repetitive lifting operations could be occurring as much as 2000 percent more frequently than anticipated in the original design and certification.

"Military aircraft are operated in a very controlled environment, requiring extensive standard operating procedures, corporate knowledge, training and proficiency, which are constantly reviewed. Once aircraft move outside the military environment, it's a different ballgame.

"Military pilots receive constant training and almost never fly single crew. In the civil system, pilots get a type-rating and that may be the last formal training the pilot receives on the type. There's no specific evaluation of maintenance programmes to meet the aircraft's intended use – some of these helicopters require significant maintenance with

direct support from the original manufacturer. The lack of that direct technical and airworthiness input introduces risk," Mr Remacha says.

Component history is another risk area. Military documents do not track use, and finite-life times can be incompatible with civil use. Differing policies between regulatory authorities can also cause type certificate problems when aircraft are imported.

"The CAA recognises there will be an increasing requirement to certify these aircraft. We intend to put in place a workable solution to permitting continued imports, providing they go through the type acceptance process currently in place, and meet minimum airworthiness and maintenance requirements," Mr Remacha says.

Longer term, an Advisory Circular for heli-logging is likely. It would include operational, maintenance and airworthiness aspects, which could be used as an industry Code of Practice.

The airworthiness certification of restricted and special category types will also be reviewed to include specific purposes, aligning the CAA with the categories used in the US, Canada and Australia. The possibility of certificating commercial external lifting operations will also be investigated.

Here is a summary of action the CAA will take in order to raise the safety levels of ex-military helicopters:

General

- All restricted and special category aircraft must have an approved maintenance programme.
- Any variation to a maintenance programme must be approved.
- Design changes must use approved data.
- All special category helicopters will have limitations imposed on external load and agricultural operations until the level of safety is assessed as adequate for the intended purpose.
- CAA will work with operators to ensure that maintenance and continued airworthiness requirements for currently registered and certificated aircraft are raised to an acceptable level within two years.

Existing Types in New Zealand

- Additional imports of existing types must have adequate maintenance and continued airworthiness aspects addressed for an airworthiness certificate to be issued.

Future Imports

- Imports of new types must meet the type acceptance certification.
- Type certificates must address maintenance and continued airworthiness.

Future Directions

- Review restricted and special category airworthiness certificate categories in Part 21 to with a view to including specific purposes.
- Consider with industry the certification of commercial external lifting operations under Part 133.
- Develop, with industry, guidance and advisory material for heli-logging operations.

For further information contact:

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Tel: 0-4-560 9530 • Email: remachaj@caa.govt.nz ■

Time-in-Service Recorders

Long-awaited tamper resistant Time-in-Service Recorders (TSRs) could progressively find their way into New Zealand's helicopter fleet, possibly from as early as mid 2003.

TSR development and certification, dubbed Project Calvin, took a step forward on 26 August with the signing of New Zealand Technical Standard Order (NZTSO) 2001. The first technical standard ever issued by the CAA, it outlines the minimum performance standard for equipment and associated systems.

Existing Time-in-Service meters can be easily shut down, resulting in inaccurate aircraft and component service records and potentially serious consequences, especially in aircraft with finite-life components, such as helicopters.

CAA's Rotary Wing Unit manager John Fogden, who is managing the project, says TSRs will record the same data but are required to be tamper-resistant and will record tampering attempts, giving the CAA, operators, pilots and maintenance engineers accurate time-in-service and recent-history records. Five companies have expressed interest in developing the technology, which can have other features added, provided it does not interfere with the accuracy or integrity of the recorder.

"Realistically, we're looking at mid next year before they can be introduced. Now we've signed off the NZTSO, the next stage is identifying other aspects to make sure we have a workable system in terms of legal and rules issues and ensuring admissibility of the evidence a TSR can produce," he says.

"It will have benefits to the operator in that the value of their aircraft will be better reflected, because they can effectively guarantee its hours. That should give operators, pilots, passengers and maintenance engineers more confidence in their aircraft, and possibly result in insurance benefits for the operator."

John says that the introduction of the devices will be phased-in to allow a transition period, manufacturers to provide them in sufficient quantity, and in-the-field testing to be conducted, by both industry and the CAA to make sure the devices meet the required standard.

"We realise there is certainly a lot of industry interest, and we are keen to keep people informed. We want everything to be as transparent as possible. We know this project has gone on for a while, but it's crucial it's done right first time."

Inquiries can be directed to General Aviation Rotary Wing Unit manager John Fogden, Tel: 0-4-560 9531 or Email: fogdenj@caa.govt.nz ■

"TSRs will be required in aircraft with finite life components with a maximum certificated takeoff weight of 5700 kg or below, but the exact types of aircraft required to carry them is still to be determined," John says.

CAA Performance Review

In May 2001 the Minister of Transport released the "Civil Aviation Authority Performance Review". Such a review is carried out every three years on behalf of the Minister. This review was conducted by PricewaterhouseCoopers and two international aviation regulatory consultants – Jerry O'Day of Australia, and Don Spruston of Canada. They were assisted by Peter Davey of the Ministry of Transport.

Background

The CAA restructured in May 2000, and at the time the Review was conducted some changes were still taking place. There had also been conflict with some sectors of industry over medical certification, which itself was being reviewed. This resulted in changes to the Civil Aviation Act, and the relevant Rule is still being re-drafted.

The Review made many positive comments about the CAA's role as the aviation regulator, and the improvements made by the restructuring, including the number of staff with recent industry experience.

Here is a summary of actions the CAA has taken to address the 53 recommendations in the review.

Management of the Programme

A number of recommendations were made regarding CAA management in the areas of planning, risk management, culture, quality, legal, and finance. Some of the issues were already being addressed as fine-tuning of the 2000 restructuring was carried out.

The review recommended that the level of cash reserves be reduced. They were reduced by November 2001.

ISO Certification was renewed in February 2002, addressing a recommendation of the review.

To address recommendations about management of training, Human Resources now coordinates all training according to a management plan approved by the senior management team and the Authority.

The review highlighted the importance of Information Technology in the

functioning of the CAA. There is a strategic plan for Information Technology, aligned with the CAA Business Plan, covering the next 5 to 10 years.

The review saw the need for more legal resources within CAA. The Chief Legal Counsel is now a member of the senior management team in order for the CAA to have a more strategic approach to legal issues and risks.

CAA Stakeholder Relationship Management

The review stated that the CAA had good quality communications and dissemination of information to the stakeholders, which range from major airlines to one-person operators, and the Ministry of Transport. The review indicated that industry perception of the relationship with CAA was generally good for larger airlines, but that many in the GA sector were negative about the relationship. The GA Group has responded with further changes to its structure to improve industry access to staff, increasing the number of Field Safety Advisers, recruiting personnel with recent high levels of experience in the GA sector of industry, and supporting the industry representative organisations in their own safety programmes.

The Regulatory Framework

The review made a number of comments about the Rules development process, including consultation carried out through the CIRAG (CAA/Industry Rules Advisory Group) process. The CAA has since begun an independent "Review of Participation in the Development of 'Ordinary' Civil Aviation Rules". The report of the independent reviewer will be completed this year and will be made public.

The review commented that there was a perception that the CAA was applying internal policy, including Advisory Circulars, as a regulated requirement for participants. The CAA maintains that this is not the case, but is a perception only. In order to ensure that staff remain aware of the issue, there is on-going training.

The review commented on the roles of the CAA and the Transport Accident Investigation Commission in carrying out

accident investigations. The Ministry of Transport is conducting a review of transport accident and incident investigation across the whole transport sector. The CAA has made a substantial submission to the Ministry for this review.

The review recommended that a confidential reporting system be established. At the AIA Conference in August, the Director of Civil Aviation announced that such a system would be established for New Zealand, utilising the Australian CAIR (Confidential Aviation Incident Reporting) system.

Safety Oversight

The CAA has introduced a number of measures to assist aviation operators to become certificated under Part 119/135. As a result most of them have become certificated well before the February 2003 deadline.

The concept of quality management has been conveyed to operators in the GA/Part 135 sector through personal contact with CAA audit teams, seminars and workshops, and safety publications.

The review noted that some sectors of industry had a less than satisfactory attitude towards safety. The CAA has been working on this for some time. A comprehensive review of Part 61 is under way to address issues of attitude and safety culture at the beginning of a pilot's career. Courses are also being held for holders of Certificates of Inspection Authorisation.

A major aviation safety forum, Towards 2005, was held in 2001 with participants from all sectors of industry meeting to identify causes of safety failure. The resulting information has been partially addressed through the year in seminars conducted by both the AIA and the CAA. This year another forum, "Implementing Solutions", will be held to make further progress in this area.

Conclusion

As of 8 August 2002, seven of the 53 recommendations remain open. They are all being progressed, with five expected to be completed by the time you read this. The two remaining items will take longer because of their complexity. ■

Director's Awards 2002

The Director of Civil Aviation Awards for 2002 were presented on 16 August at the Aviation Industry Association (AIA) Conference in Christchurch. Director of Civil Aviation, John Jones, presented the Organisation Award to **Tourist Flight Operators New Zealand**, and the Individual Award to **Simon Spencer-Bower**.

Tourist Flight Operators New Zealand was formed a little over two years ago to raise safety standards above the minimum through establishing their own quality benchmarks. Formation of the organisation evolved from the idea of Air Safaris' Chief Pilot, Geoff Ensor, (assisted by Russell Baker, Paul Cooper and Tom Middleton) to establish a forum for aviation operators flying tourists over mountainous terrain.

John Jones said, "They are pursuing standards that will qualify members for the Tourism New Zealand Qualmark brand. The brand aims at increased quality of service and environmental issues, but safety is the key factor for the flight operators group. Through flight operator meetings at Omarama, Taupo, and a national seminar in Nelson, they have progressed toward achieving their goals – they have launched their own 'above the minimum' standards, and are on track for achieving the Qualmark brand."

Winner of the Individual Award, Simon Spencer-Bower, has a flying career of over 30 years and has trained hundreds of fixed-wing and helicopter pilots.



Geoff Ensor (left) accepts the Director's Award for an organisation on behalf of Tourist Flight Operators New Zealand. Also pictured are Deputy Director, Max Stevens (centre) and Director of Civil Aviation, John Jones (right).

has gone out of their way to do things the right way. The Awards reward an attitude towards safety and the direct actions, or series of actions, that have resulted in a greater level of safety.

The AIA also presented two awards: The company award was presented to Flight Interiors Ltd, for excellence in safety management and innovation in stock control. Carol Thompson, Director of the company, accepted the Award. The individual award was won by Geoff Ensor, Chief Pilot of Air Safaris & Services (NZ) Ltd, in recognition of his services to the New Zealand tourism industry. ■



Simon Spencer-Bower (centre) accepts the individual Director's Award, with Deputy Director, Max Stevens (left) and Director of Civil Aviation, John Jones (right).

John Jones said, "Simon Spencer-Bower has made a personal and conscious commitment to safety over a long time. He has a great reputation for his training skills, attitude to safety, and overall ability to impart good flying practice in all situations. He has a practical and friendly approach, and the safety ethic he instils through his mentoring approach goes forth with all his students.

"His safety culture is often commented on by experienced pilots from both rotary-wing and fixed-wing backgrounds – these pilots, having similar or even greater experience, have no hesitation in going to him for advice at any time. This is a refreshing approach in GA, where we have a shortage of experienced pilots with such an overt safety culture."

The Director of Civil Aviation Awards, which began in 1995, are presented each year to the individual, and to the company or organisation, in whom the safety ethos is overt – someone who

Members of Tourist Flight Operators New Zealand, who were awarded the organisation category Director of Civil Aviation Award for 2002:

- | | |
|------------------------------------|---------------------------|
| Air Adventures | Mountain Air |
| Air Charter Taupo (1995) | Nelson Helicopters |
| Air Fiordland | Over the Top Helicopters |
| Air Milford | Pionair |
| Air New Plymouth Charter | Remote Adventures |
| Air Safaris & Services | Rotorua Aero Club |
| AlpSoar | Salt Air |
| Aoraki Aero Company | Skytrek Aviation |
| Aviation Academy | Sounds Air |
| Barnstormers 2000 | Southern Air |
| Canterbury Aviation | Southern Alps Air |
| Christchurch Helicopters | South-West Helicopters |
| Christian Aviation | Tasman Bay Aviation |
| Flight Test New Zealand | Taupo Air Services |
| Glacier Southern Lakes Helicopters | Taupo's Floatplane |
| Glenorchy Air | The Helicopter Line |
| Great Barrier Airlines | Volcanic Air Safaris |
| Helicopter Services | Waimana Helicopters |
| Helicopters NZ | Wakatipu Aero Club |
| Helipro | Wanaka Flightseeing |
| Heli-sika | Wanaka Helicopters |
| Heliventures | Warbird Adventures |
| Kaikoura Helicopters | Waterwings Airways |
| Lakeside Aviation | West Coast Scenic Flights |
| Milford Sound Flight Seeing | Westland Air charter |
| Milford Sound Scenic Flights | Wilderness Wings |
| Mount Cook Ski-Planes | Wings Over Whales |

Memorandums of Understanding

The CAA has recently signed or renewed Memorandums of Understanding with several aviation organisations.

A Memorandum of Understanding (MOU) is a commitment by the CAA and the signatory organisation to a partnership approach to enhance aviation safety. The agreement acknowledges that this will involve the parties sharing information, “engaging in open debate and consultation, and endeavouring to reach common understanding”.

Signatory groups meet with the CAA at least twice a year to discuss and decide common paths on matters of mutual concern. Groups with MOUs already span the aviation spectrum, covering sport and recreation, aircraft owners and operators, and airline pilots.

“The issues that we face can be put on the table, talked through, decisions and actions determined, and there’s a timetable for enactment. It means things happen because there is utter commitment from both parties,” Director of Civil Aviation John Jones says.

He says that in signing, the organisations have recognised the benefits of a more formal relationship and ongoing discussions.

Sport Aircraft Association (SAA) president Don Wilkinson says the SAA MOU, signed in August, is “a milestone to better understanding” between the two organisations.

“It does not mean the CAA has us under control – it is a partnership. We would not have signed if we did not think it was a good move. Having the opportunity to get together and discuss issues, gaining understanding is the most significant thing. If we understand, the relationship is likely to be a good one.”

The SAA is keen to pursue Class 4 medicals for recreational pilots, an idea which has been mooted for some time.

“It would be similar to the medical required for microlights – a GP certificate endorsed by the pilot. If it applies to high-performance microlights, there’s no reason it can’t apply to amateur-built aircraft.”

He says pilots would also face similar restrictions to microlights – limited to



President of the Sport Aircraft Association (SAA), Don Wilkinson (left), signs the MOU with Director of Civil Aviation, John Jones.

daytime VFR, maximum two people on board and not flying over built-up areas unless on arrival or departure.

Educational standards for amateur-built maintenance are also on the SAA agenda.

The Agricultural Aviation Association (AAA) was invited by John Jones to sign an MOU at last year’s AAA conference, after a spate of agricultural accidents.

AAA President John Sinclair says the agreement was a brilliant and timely way of addressing safety issues, and it has focused efforts to resolve a number of safety issues in agricultural aviation.

“Agricultural aviation suffered a small increase in the accident rate, but the cost of those accidents skyrocketed. For the first time a number of turbine-powered aircraft were involved and there were fatalities – and that, along with the shocking increase in insurance premiums, was a wake-up call for everyone,” he says.

The AAA took ownership of the accident rate and discovered that more than half the accidents were happening at the airstrip. In January it called for fences to be removed from the departure end of strips, and it has since moved to develop a standard for airstrips. Two substandard strips have been closed. Improving training standards and incident reporting are longer term aims, John says.

“We have been delighted at the way CAA has supported these initiatives. I believe we are making real progress on a substantial drop in the agricultural accident rate this year. We are working towards the same safety targets in a spirit of

cooperation rather than enforcement. The benefit is safety, but it’s happening because everyone is working together.”

Gliding New Zealand signed a new MOU with the CAA in December. Ten months down the track, President John Roake says the relationship has proved very beneficial. Two meetings have been held, and several issues resolved.

“A Queenstown airspace proposal that threatened to rob glider pilots of a major wave flying area around Mt Cook was solved very simply and expeditiously to the benefit of all affected parties,” he says.

“Last year tow pilots had to have 200 hours, a doubling of the previous requirement. The 100-hour limit is currently being restored.

“The relationship now is better than it ever has been. Both sides are more conscious of what’s going on. We might not be solving all the issues, but there’s much better consultation with the more formal relationship.”

The New Zealand Airline Pilots Association (NZALPA) also signed an MOU in December and Technical Director Mark Jaquiéry says it is looking forward to working through a number of issues but has been frustrated by lack of progress to date on some aspects. NZALPA however, remained committed to the spirit of cooperation and consultation envisaged under the MOU.

In the future, the CAA is hoping that more organisations will partake in the opportunity offered by an MOU, and adopt the partnership approach toward safety in aviation. ■



CAA 10th Anniversary

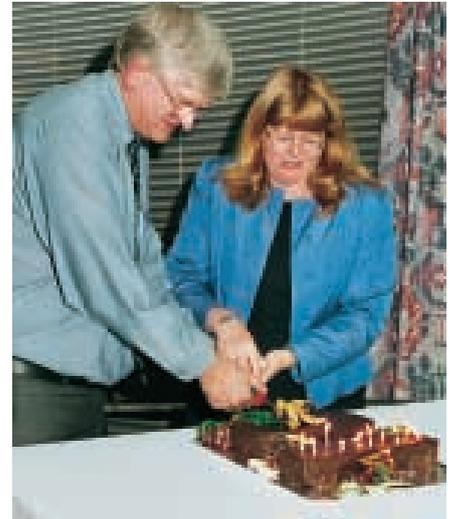
"The legislation should provide for a civil aviation safety authority."

Swedavia-McGregor Report 1988

On 10 August 1992, following recommendations in the Swedavia-McGregor Report, and continued lobbying from the aviation industry, the Civil Aviation Authority of New Zealand was established as a stand-alone crown entity.

The 10th anniversary of the beginning of the CAA was celebrated at Aviation House in Lower Hutt on 28 August 2002. Members of the Authority joined CAA staff and a number of guests, including the Associate Minister of Transport, Harry Duynhoven, for the celebration.

Chairperson of the Authority, Rodger Fisher, spoke about the good relationship the CAA has with industry, and paid tribute to the work of John Jones, Director of Civil Aviation. John Jones praised the CAA staff and said that he was proud of his team. John Funnell, President of the Aviation Industry Association (AIA), referred to the role the AIA played in campaigning for the establishment of a stand-alone safety authority.



Mark Hingston, Manager Aeronautical Services, with over 40 years service in the CAA, joins Administrator Jenny Walton who has been with CAA just 6 months, to cut the 10th anniversary cake.

Tomorrow's AIP

The CAA's project to rewrite the AIP (Aeronautical Information Publication) is proceeding on schedule. The rewrite and checking process should be completed by the end of November 2002, to allow production and issue by 17 April 2003, with an effective date of 12 June 2003.

The reformatted document, which will be called "AIP New Zealand", will see the demise of the Planning Manual, IFG, and VFG as separate publications.

AIP New Zealand will follow the ICAO format, with information separated into General (GEN), Enroute (ENR), and Aerodrome (AD) parts – replacing the GEN, AGA, COM MET, RAC, OPS SAR, MAP and FAL sections in the current documents.

With the rewrite largely completed, attention is now moving to the form in which AIP New Zealand will be issued. At the moment it is planned to have three printed or 'paper' versions:

- the complete document, which will probably be made up of three volumes;
- an "Instrument Edition"; and
- a "Visual Edition".

The Instrument and Visual Editions will be for use in the cockpit, and will be made up of sections from the complete document.

AIP New Zealand will also be available, at no charge, on the Internet. ■

towards 2005 Implementing Solutions

Last year, the Aviation Safety Plan Forum, "Towards 2005", identified problem areas which cause safety failure. This year, aviation professionals who can directly influence safety outcomes will meet to discuss Implementing Solutions to those problem areas. The Towards 2005 – Implementing Solutions safety forum will be held at the Duxton Hotel, Wellington, on 21 and 22 October 2002.

Deputy Director of Civil Aviation, Max Stevens, says that this year's forum will be a practical exercise to develop outcomes that can improve safety performance. "Last year's forum was a great meeting of minds – participants from all sectors of the aviation industry identified where problems occur, and in November we published the 18 key problem areas. Since the last forum, the CAA has identified problem solutions which were already partially in place, and it has also started projects to identify further solutions to the problem areas.

"But it's largely industry who must address safety failure, and we're meeting with them to discuss what needs to be done, and the who, when and how of implementing solutions. So this year we are bringing together a representative group of industry senior persons who can directly influence safety attitudes and behaviour in their companies and organisations. Together, we'll develop a number of steps to continue work on implementing safety improvements," says Max Stevens.

The desired outcome is to improve safety performance, reduce aviation accidents, and ensure that the safety targets set for 2005 are met. Among those likely to attend are: Chief Pilots, Area Managers, Training Managers, Finance Managers, Maintenance Controllers, Operations Managers and Chief Executives – people who will effect change in their organisations.

Places are limited at this year's forum. If you are working in a position to influence safety performance, you can express your interest in attending this year's safety forum by completing the form on the CAA web site, www.caa.govt.nz (follow the link from "What's new"), or fax 0-4-560 9479 for the attention of Rose Wood, with your name, address, company/organisation position, email address, and phone numbers. Expressions of interest must be received by 7 October 2002. ■

MEDICAL MATTERS

In this issue we introduce two new features. One giving helpful medical information (on hay fever), and “Know your Medical Examiner”, which will focus on some of the personalities behind the list of MEs on the CAA web site.

Dr Dougal Watson
Principal Medical Officer

Medical Examinations Overseas

For the issue of a CAA Medical Certificate to be considered, a completed application form needs to be given to a Medical Examiner, who then carries out an examination. The application form can be found on the CAA web site. It is important that the doctor performing your examination is a Medical Examiner – a list of overseas MEs can be found on the CAA web site. If the doctor you usually use for medicals is not a New Zealand CAA Medical Examiner, then you may want to encourage them to apply.

Flexibility

If you do not meet the medical standards that are contained in Part 67, all is not lost. The Civil Aviation Act 1990 provides for a degree of flexibility for considering applicants who do not meet the medical standards. To be considered under flexibility, a process called Accredited Medical Conclusion is required, and this starts with the Director of Civil Aviation identifying medical experts for that purpose in your individual case.

If it seems your Medical Examiner might be thinking of declining to issue you with a medical certificate because you don't meet the medical standards, you might consider asking them to seek an Accredited Medical Conclusion rather than reject your application outright.

Know Your Medical Examiner

Dr Dave Baldwin, Bulls and the West Coast

The energetic Dr Dave Baldwin runs his Medical Examiner (ME1) practice out of Bulls, near Palmerston North, and provides the “Not-So-Royal Bulls Flying Doctor Service” to a number of isolated locations down the West Coast. Dr Dave and his IFR Cessna 172 XP-II Hawk, “Really Jolly Good”, are well known to pilots at

Omaka, Kaikoura, Motueka, Hokitika, Fox Glacier, Haast, and Mount Cook, where his various ‘Aeromedical Research Centres’ host his Medical Examiner services.

Dr Dave was an AMA in the old system, and he eagerly became a new-system ME1. He sees his roving medical service as offering pilots the advantage of being seen on “their own turf”, saving money and time, and as offering him first-hand exposure to the aviation environment within which his clients operate.

Not content with being a 2000+ hour IFR Commercial Pilot, Dr Dave also has post-graduate aviation medicine training, and lots of experience under his belt. To better serve his many tourist aviator clients, Dr Dave is in the process of becoming a CASA (Australia) Designated Aviation Medical Examiner.

Dr Dave's main practice is at 71 High Street, Bulls, phone 0-6-322 1222, email dr.dave@xtra.co.nz. His web site is an experience in its own right: www.flyingdoctor.co.nz.

Photo courtesy of PacificWings



Hay Fever

Hay fever is a condition that is often of concern in aviation. It has the potential to cause distracting symptoms and is frequently treated with sedating medications. These factors can act to impair pilot alertness, concentration, and performance.

In New Zealand there is a hay fever ‘season’ which usually extends from the start of spring well into the summer months.

What is hay fever?

Hay fever is a very common condition caused by an allergy, usually to pollen or spores. This allergy results in symptoms of irritation of the nose and sinuses, that may include sneezing, runny or blocked nose, and red, watery, itchy eyes.

These symptoms are rarely serious, but they do have the potential to cause significant problems in the aviation area.

Concentration is likely to be reduced in someone troubled by hay fever, and, in severe cases, sleep may be disturbed and lead to tiredness and a general feeling of ill-health. Swelling of the nose and throat may lead to barotrauma – injury to the sinuses or ears due to pressure changes during flight. It can also cause alternobaric vertigo in some individuals – dizziness caused by changes in pressure during flight.

How is it treated?

Hay fever can be treated effectively with tablets, nasal sprays, or eye drops. Often a combination of all three of these is used.

The major problem associated with tablets is their potential to cause drowsiness. This is less of a problem in the newer preparations, and indeed some of these are marketed as non-sedating. However, each person reacts to these medications in a unique way, and side-effects may be quite debilitating. For these reasons, an adequate period of trial on the ground is necessary before flying can safely be resumed.

Decongestant nasal sprays can cause problems when used long-term. This can result in rebound nasal congestion when the spray is stopped. These are recommended to be used only for short periods.

Some hay fever preparations are available over the counter, without a prescription from your doctor. It is best to check with your CAA Medical Examiner for compatibility with safe flying before starting use of any such medication.

To those of you who suffer with hay fever, we hope that you will be able to work with your Medical Examiner to both treat your symptoms adequately, and to continue flying safely.

CAA Medical Helpdesk:

Tel: 0-4-560 9466

Fax: 0-4-560 9470

Email: med@caa.govt.nz

Web: www.caa.govt.nz

ACE Day

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

Airmanship – Confidence – Experience

Flight Planning the Internet Way

Pilot Maintenance

Sunday 13 October 2002 • 10 am to 3 pm

Fly or drive to Foxpine Airfield, Bergin Road, Foxton

Booking is essential – see the Aviation News web site

www.aviationnews.co.nz/acedays



An ACE Day is to be held at Foxpine Airfield on 13 October 2002. This follows the successful inaugural ACE Training Day held at Forest Field Aerodrome in April. The ACE Day is sponsored by *Aviation News* and the CAA, with additional assistance from a number of aviation companies. The purpose is to increase airmanship awareness and general pilot knowledge for all GA and recreational pilots.

The day starts at 10 am, lunch will be provided, and it is expected to conclude by 3 pm. The programme will cover flight planning and pilot maintenance.

The ACE Day is free to participants, but registration is essential as numbers are limited. You can register online on the *Aviation News* web site, www.aviationnews.co.nz/acedays. It is hoped to hold another ACE Day in the Waikato region early in December 2002. ■

Aeronautical Charts

Development of the new Visual Navigation Charts (VNC) and Visual Planning Charts (VPC) is now well under way, with the first full proof check completed. The charts will go through two more checks before printing.

These charts will have an effective date of 20 March 2003.

The charts will retail for \$12.00 per sheet (printed on both sides) including GST. At this stage consideration is being given to making the charts available in sets at discounted rates. For example: complete set, or North Island (including Cook Strait), or South Island (including Cook Strait). Final pricing and ordering details will be distributed to current chart subscribers in November. If you want to subscribe, phone Airways Publishing 0800-500 045, or email sales.publishing@airways.co.nz.

In February 2003, the CAA and Airways will present a series of programmes to promote the new charts. There will be roadshows from Invercargill to Whangarei. Watch this space for times and places near you. ■

From the Enforcement Files

The CAA takes enforcement action to promote respect for the Civil Aviation Rules, and to deter unsafe behaviour.

Operating a special experimental category aircraft for the carriage of goods for hire or reward (6 charges)

Operating an aircraft without the appropriate and necessary aviation document namely a standard or restricted category certificate of airworthiness (6 charges)

Civil Aviation Act 1990 – 46(1)(a)

Civil Aviation Rule 91.105(a)

Nelson District Court – 10 July 2002

The defendant company was the operator of a Wessex helicopter used in heli-logging operations without the required documentation.

The court heard that the defendant company, which had since changed its name, had secured a contract in May 2000 to fell and extract logs by helicopter at the rate of \$40 a tonne. The helicopter's special experimental certificate meant it could not be operated for the carriage of goods for hire or reward.

The Wessex continued flying almost daily until February 2001 when it crashed while on logging operations, killing the pilot. Documents were produced showing the company had received payment of \$51,032.84 for work carried out between 2 November 2000 and 7 February 2001.

The defendant company pleaded guilty to 12 charges – six laid under section 46 of the Civil Aviation Act 1990 for operating a helicopter knowing that it was required to have a standard airworthiness certificate or restricted category airworthiness certificate. The helicopter instead had a special experimental airworthiness certificate.

Another six charges were laid under Part 91. They related to operating an aircraft with a special airworthiness certificate for the carriage of goods for hire or reward.

The company was convicted and fined \$1000 on each of the six S46 charges and ordered to pay court costs of \$130 on each, bringing the total fines and costs to \$6780. In addition the CAA investigation costs of \$2000 and solicitors fees of \$1500 were sought and granted, giving a total financial penalty of \$10,280. The company was also convicted on the rule 91.105(a) charges, but as these charges were for the same activity as the other more serious charges, no penalty was either sought by the CAA or imposed by the court. ■