

# CAA NEWS

*Informing for Safer Aviation*

## Fly Safely this Summer

The Authority Visits Auckland

Towards 2005 – Implementing Solutions

ASL Sponsors A-Cat Instructor Flight Tests

# The Authority Visits Auckland

Authority members and senior managers of the CAA visited several aviation operators in the Auckland area in July 2002. The purpose was to listen to industry views of any current issues and their relationship with the CAA. Included in this visit were: Auckland Rescue Helicopter Trust, Police "Eagle" helicopter operation, Helilink, Airwork New Zealand, Denray Marine Services, Helitrans, North Shore Aero Club, Sport Aircraft Association, Smith's Tech-Air New Zealand, Great Barrier Airlines, Pacific Air Ambulance, and Auckland International Airport. Here are a few photos from the Auckland visit.



Cameraman Peter Thompson demonstrates one of three Heletranz gyro-stabilised camera systems to Deputy Chair, Hazel Armstrong. This is one of the smallest lightweight systems in the world.



The police "Eagle" helicopter drew interest with its specialised equipment.



Deputy Director of Civil Aviation, Max Stevens, listens to Brian Pilkington of the New Zealand Police Air Support Unit.



John Peake of Denray Marine Services demonstrates their Helicopter Underwater Escape Training, rescuing another 'passenger' as well as escaping himself.



Pilot Mark Kershaw of the Auckland Rescue Helicopter Trust discusses their operation with Chairperson, Rodger Fisher.



The Sport Aircraft Association displayed several amateur-built aircraft at North Shore Aerodrome. Here a Seawind 3000 built by John Borman is examined by CAA Chief Legal Counsel, Leslie MacIntosh (left), Director of Civil Aviation, John Jones, and Max Stevens.



Viewing equipment at the Auckland Rescue Helicopter Trust, Leslie MacIntosh (left), Hazel Armstrong, Helicopter Manager, Greg Brownson, and Paramedic, Stef Wareham.

# Fly Safely this Summer

A pre-Christmas general aviation spotcheck programme will be conducted again this year, with the aim of helping pilots to “Fly Safely this Summer”.

The summer safety campaign, targeting the summer bulge in aviation accidents, began last year with a nationwide spotcheck to gauge the health of the general aviation sector. 170 aeroplanes and 120 helicopters were inspected, with 153 pilots and several maintenance organisations being spoken to.

This year, the aim remains the same. Great summer weather means more hours flown – and more hours flown can mean more aviation accidents. Once again, Aircraft Certification and Personnel Licensing staff will be involved, along with other General Aviation CAA staff.

“Last year’s campaign was a success, but we need to keep up the good work, and the group is looking forward to getting out and helping industry again,” General Manager General Aviation Group John Lanham said.

The lessons learned from last year will mean some fine-tuning. Operator statutory returns, remote supervision by chief pilots, and chief pilot and chief flying instructor training will be a particular focus in some areas.

At this stage the spotcheck campaign is likely to take place in December, and, although the geographical areas to be covered are still to be finalised, it is likely that some visited last year will be visited again, John says. Currency and airworthiness will be a general focus.

“It’s all about trying to educate and highlighting the issues again for everybody’s benefit, but pilots are the people ultimately responsible for safety. Currency is a big issue at this time of year. We’re trying to encourage people to do the basics right – if you feel rusty, you probably are. Make sure you’re current and, even if you are but haven’t flown for a while, consider doing some dual time with an instructor,” John says.

The campaign dovetails into other initiatives the CAA is



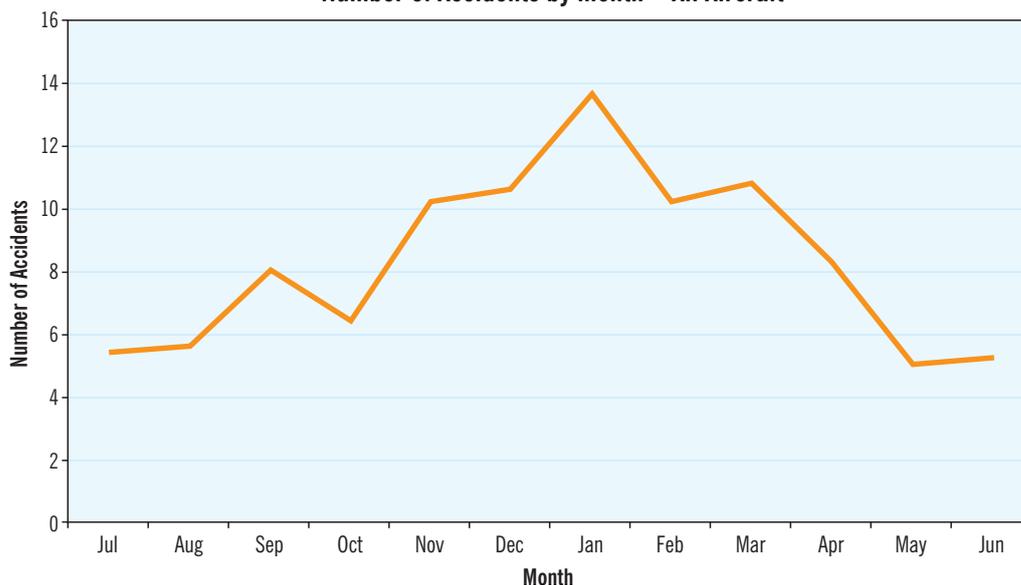
A careful and thorough inspection is required if aircraft have not been used for a while.

supporting, such as the Aviation Industry Association seminars on Risk Management in General Aviation, development of Part 141 – *Aviation Training Organisations – Certification* theory and practice standards for microlights, and the Airmanship, Confidence, Experience (ACE) days held at recreational airfields.

A number of safety-related articles and products are also in the pipeline in a number of aviation publications as part of the effort. The “Summer Flying Checklists” poster, which was developed last year, has proved popular and is still available. The poster, as well as other safety products, can be requested from [info@caa.govt.nz](mailto:info@caa.govt.nz). ■



Number of Accidents by month – All Aircraft



This graph, showing a five year average, highlights the “summer bulge”.



# Implementing Solutions

In 2001 the CAA held an Aviation Safety Forum – the first of its kind. The purpose was to gather together participants from all sectors of aviation to identify the problem areas which cause aviation accidents. The response was outstanding, with all sectors represented, and hundreds of problems identified. These were eventually grouped into 18 problem areas.

This year it was decided to hold another safety forum with the specific objective of identifying solutions. The participants, including CAA, could then return to their various aviation activities and implement them.

The programme was based on the 18 problem areas, with specific addresses on: The Pros and Cons of Regulation, Industry Economics, Enforcement Tools, Safety Culture, CAA/Aviation Community Relationship, Pilot Decision Making, Instructional Skills, Industry Skills, GA Airworthiness, Recognising Operational Risk, and Airways' Perspective.

The forum was opened by Associate Minister of Transport, Harry Duynhoven, who explained his responsibilities for Civil Aviation matters. He spoke about a number of current aviation topics, including: Safety Culture, Part 61, the Review of Participation in Rule Making, TAWS and ACAS, Runway End Safety Areas, Ex-Military Helicopters, Target Setting, and Accident Investigation. He concluded by saying that our safety record must improve.

“While the Government and the CAA can contribute significantly to the safety of aviation, it is the responsibility of everyone involved in aviation to do all you can to ensure this happens,” said Harry Duynhoven.

The Director of Civil Aviation, John Jones, explained that the CAA's Business Plan incorporated a strategy to implement the outcomes of last year's safety forum. This strategy was in three parts:

- The improved and consistent delivery of statutory functions.

- The informed identification and implementation of solutions to significant aviation problems.
- The introduction of specific culture change initiatives.

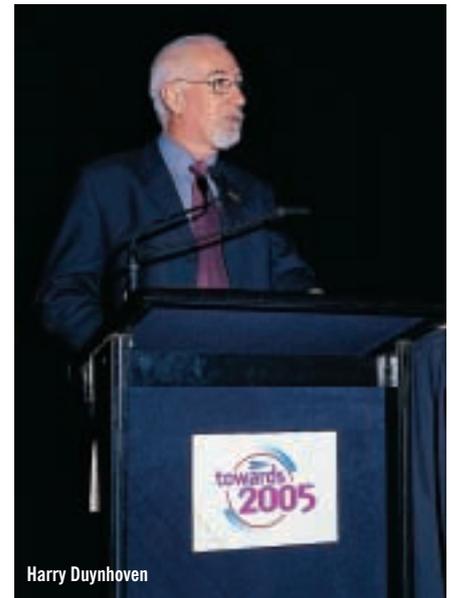
John Jones reiterated his goal to “create an organisation with clearly defined and understood responsibilities, with an overarching culture of service to the public, and a firm, fair, capable and consistent manner with its aviation clients.

“But the CAA is only one party in the partnership. To ensure a strong and healthy relationship, the various individuals and organisations that comprise the aviation community have to show by their behaviour and consistent performance that they deserve respect and continued membership in a responsible aviation industry,” John Jones said.

The keynote speaker was David Caygill, who discussed the pros and cons of safety regulation. He spoke from experience as he explained that in his time as a Minister of the Crown, he had both imposed regulation and removed it. He spoke of the need to balance efficiency against fairness.

Dr Gurjeet Gill from Massey University School of Aviation presented some early data from her research project, “Assessment of Safety Culture in Aviation Organisations in New Zealand”. The data will be further analysed, and the final findings will be validated using the third section that used open-ended questions. It is hoped that the research can be used to develop a tool that the aviation industry can use to assess safety culture in their organisations.

Dr David O'Hare from the University of Otago gave a presentation on Aeronautical Decision Making (ADM). The four key points of his address were: practice does not always make perfect; to get better ADM skills, design better training environments; simulations can be powerful learning tools; and extend and support natural case-based learning.



The real cost to a business of having an accident was explained by John Sinclair in a dramatic presentation he had prepared for the Agricultural Aviation Association.

Last year, it was noted that there were few present representing the engineering side of aviation. A special effort was made to invite engineering participants this year, but few turned up. The shortage of qualified people in the industry was brought home by their absence – they couldn't afford the time away because of staff shortages. One operator had lost two engineers the previous week due to overseas recruitment.

Two significant announcements were made at this year's forum: the forthcoming use of an Infringement Notice system by the CAA, and ASL providing scholarships for A-Category Instructor Flight Tests. There are details on both these topics in this issue of *CAA News*.

In closing the forum, John Jones thanked the presenters, recapped on their contributions, and explained that this year's “Towards 2005” was to devise solutions – implementation would follow.

CAA's Manager Safety Analysis, Peter Nalder, said that the forum was all about participation. “We received many suggestions of things that could be

done to improve the safety of aviation in New Zealand. We are working through these suggestions and expect to be able to publish proceedings, and have material on our web site, by the end of the year," said Peter.

The CAA thanks sponsors for Towards 2005: Airways New Zealand, and Aviation Services Ltd. There was a call from the floor for the aviation safety forum to be held again next year, and this looks likely, with provisional dates of 27 and 28 August 2003 for "Towards 2005". Keep an eye on the CAA web site, [www.caa.govt.nz](http://www.caa.govt.nz), for further information.

### Problem Areas

1. Absence of aviation community safety coordination.
  2. BFR standardisation and content is deficient.
  3. Breaches of airmanship.
  4. Breakdown in industry/CAA relationship.
  5. Certification of aerodromes.
  6. Inadequate industry supervision.
  7. Uncertainty in setting, delivering, and maintaining standards.
  8. Application of the CAA enforcement system.
  9. Industry lacks awareness of the value of occurrence reporting.
  10. Economic pressure.
  11. Instructional deficiencies.
  12. Pilot skill deficiencies.
  13. Pilot training is often carried out in an unstructured way.
  14. Regulatory audits are perceived as negative.
  15. Rule breaking.
  16. Inadequate leadership, selection, and training of key personnel.
  17. There is insufficient feedback of information from the CAA.
  18. Type-rating management.
- New: GA Airworthiness.

# Infringement Notice System

The CAA is to introduce infringement notices to more effectively address aviation rule breaches.

One of 18 safety issues raised by industry at last year's "Towards 2005" safety conference was that the CAA was unable to address minor infringements of the rules because existing enforcement processes were lengthy and expensive. The infringement system was presented at this year's "Towards 2005" conference by CAA enforcement officer Rob McLellan.

"Until now, the actions available have been either a written warning, or prosecution. It is intended that the infringement notices will fit between those two options. It's likely that those rule breaches between the more serious end of the written warning spectrum and the less serious of the summary prosecutions will be dealt with by the infringement process," Rob says.

Last year the enforcement unit took prosecution action on 26 occasions. Of those, 14 could have been considered for infringement notice action had it been available.

Infringement notices have been successfully used by overseas authorities for several years, but they have been delayed in New Zealand, first because infringement provisions were not available until the development of the Civil Aviation (Offences) Regulations 1997, after which there were CAA concerns about how the policy would be applied.

Unlike those of other authorities, the infringement process will not be instant. Infringement notices will be issued after a full investigation, at the point where the decision is made how to proceed with the matter. Those who receive an infringement notice can either accept that they breached the rules and pay, or request a defended hearing.

"An infringement will provide a greater deterrent that has more consequences than a warning letter, but is less serious than a criminal conviction. It should deter re-offending and also deter others from committing similar offences," Rob says.

The Offences Regulations prescribe those breaches of rules which constitute summary and infringement offences, and prescribes fines and infringement fees. Prosecution or infringement actions are both available. The highest infringement fee is \$2,000 for an individual or \$12,000 for a body corporate.

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## ASL Sponsors A-Cat Instructor Flight Tests

One of the themes to emerge from last year's Aviation Safety Forum was the importance of training. In order to ensure training of high quality, instructors of high quality and experience were required. But there was difficulty encouraging them to view instructing as a career, rather than as a stepping-stone to an airline job. As a result, there are few instructors around with many years of experience, and few instructors aspire to achieve the A-Category rating.

**"ASL will sponsor flight test fees for up to four A-Category Issue tests per year – three aeroplane and one helicopter."**

An A-Cat rating is a big step up from the B-Cat rating. An instrument rating is a pre-requisite, and the examination, with briefing and flight tests, takes two days. Up to three flights are made in order to include aerobatics and night flying. The flight test fee for an A-Cat is \$1,972, and this may discourage some instructors from aspiring to the pinnacle of instructor qualification.

Brian Carruthers, General Manager of Aviation Services Limited (ASL), spoke at this year's safety forum, "Towards 2005 – Implementing Solutions". He said that the knowledge and skills of pilots in New Zealand aviation was decreasing, but that this trend could be turned around by improving the level of ab initio instruction.

"We are producing more than enough C-Cats to supply the training industry – this year looks as if it will be a bumper year. With 100 new C-Cats coming on line, the problem may be how to

employ them all. The advancement to B-Cat is also of no concern. However, the move up to A-Cat is a different story. Too few instructors aspire to reach the top of their profession. And that means too few instructors have the experience, the flying skills and the depth of knowledge to support the newer instructors," Brian said.

In the last five years, a total of 10 aeroplane A-Cats have qualified, but in recent years the rate has been only one per year.

"We need to increase the number of A-Cats. There may be many factors why instructors do not upgrade. One is probably the cost of the flight test. Therefore, starting from next calendar year, ASL will sponsor flight test fees for up to four A-Category Issue tests per year – three aeroplane and one helicopter.

"We will be seeking applications next month from suitably qualified B-Cat Instructors who wish to attempt an A-Cat during 2003. We don't want people who just want a free flight test, so the selection will be on a competitive basis, with candidates stating why they want to become an A-Cat Instructor and their intended training programme to reach A-Cat standard.

"In the past we have seen some candidates struggle to prepare themselves for Instructor upgrades studying by themselves. We don't want that to happen in this scheme – plus we would also like to involve industry in the process. Therefore, each candidate must nominate an A-Cat or a CFI who has agreed to coach and guide him or her through the upgrade process," Brian said.

The selection process will be completed by February, but the names of sponsored candidates will not be publicly announced until after their flight test has been completed. That is to ensure the integrity of the flight-testing process. The candidate

will be treated like any other, and the Flight Examiners conducting the test will not be advised of their sponsorship. "Not all sponsored candidates will be successful, and not all successful candidates will remain in the aviation training industry, but if we could produce three more A-Cats per year than we have been doing for the past few years, we will be on the road to sustaining sufficient A-Cats to improve training standards and aviation safety in the industry at large," said Brian.

He said that ASL was "putting its money where its mouth is" in providing these scholarships, and then challenged the rest of the aviation industry to "provide other equally tangible solutions to halt and reverse the decline in knowledge and skill."

### How to apply:

- Applications are open to suitably qualified B-Cat flight instructors who wish to attempt an A-Cat flight test during 2003.
- The application form is available from the ASL web site: [www.aviation.co.nz](http://www.aviation.co.nz) under "Flight Tests".
- Complete your application and send to ASL, P O Box 30 343, Lower Hutt, by **31 January 2003**.
- A CFI or A-Cat Instructor who is willing to coach or mentor the applicant for the process must endorse the application.
- Include your curriculum vitae, which must give a summary of flying and instructional experience.
- Explain why you want to become an A-Cat Instructor.
- Include the training programme that you propose to follow to reach A-Category standard. ■

# Certification Deadline Nears

More than three years of work getting all New Zealand aircraft operators certificated under Civil Aviation Rules is nearing completion, with the deadline for the third and last group looming on **28 February 2003**.

That group covers single-engine fixed-wing aircraft of nine passenger seats or less, and helicopters. In early November, only 18 fixed-wing and three rotary-wing operators of some 400 were still to complete certification, CAA certification project officer Peter Kirker said.

The group is the last – and largest – of the three operator groups to undergo the process. Certification of large aircraft was completed on 28 February 2000, with twin-engine aircraft completed on schedule exactly a year later.

Certification moves operators from working under the old Civil Aviation Regulations 1953, to conforming with the rules brought in under the Civil Aviation Act 1990. It means

operators take more responsibility for safety in their organisation, in line with the Swedavia-McGregor principle on which the CAA was established. Under the same principle, the CAA moves to a monitoring and surveillance role from the inspectorial role it had under the old regulations.

“Just after the CAA restructured, we got into certifying twins, and that was relatively straightforward. The cost was a lot less than most people had thought – the average cost was about \$3,500 per operator,” Peter said.

Costs this time have in most cases been higher because there is usually more work involved in assessing the new systems and processes required to be established by the smaller operators, Peter said.

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The oil filter being changed at the Foxpine ACE Day.

The second ACE Day was held in October 2002, this time at Foxpine Airpark at Foxton. Over 50 people attended, with 17 aircraft flying in. There was a mix of pilots flying microlight, amateur-built, and GA aircraft. Notable was a Taylor Monoplane that flew all the way from Cheviot to attend the event.

Rex Kenny, CAA Sport and Recreation Manager, set the scene by discussing why we like to fly, and the diversity of aircraft we get passionate about. He emphasised the responsibilities of pilots and aircraft operators, especially in regard to maintenance.

Mike Hooper from Gough Gough and Hamer in Christchurch explained the service operated by their Condition Monitoring Centre for analysing used oil from engines. Through this analysis it is possible to detect a problem developing in an engine and act on it early – potentially saving very costly damage and repairs later. It is simple to use, with a kit being supplied for only \$32, which includes the packaging and postage to send it to the Monitoring Centre.

Rex Kenny discussed the proposed Rule change that will enable some pilot maintenance. CAA Maintenance Field Safety Adviser, Bob Jelley, explained the theory involved in changing oil in an aircraft, and also changing spark plugs. An oil change was then carried out on an aircraft. A foreign object was discovered in the oil suction screen filter, emphasising the need for timely and regular maintenance. The cartridge filter was cut open to examine it for metal particles and other sediments. Attendees receive printed handouts to reinforce the theory and practical demonstration.

The day concluded with John McKenzie from Airways New Zealand talking about IFIS and flight planning, with some emphasis on the importance of terminating the flight plan at the end of a journey.

Thanks to Foxpine owners, Jennifer and John Lester, for hosting the event, and to the sponsors: *Aviation News*, CAA, Airways New Zealand, Shell New Zealand, Gough Gough & Hamer and Airwork New Zealand. Also thanks to Ross St George and Jeff Thompson for the use of their aircraft. ■

**The next ACE Day will be held at  
Te Kowhai airfield in the Waikato  
on Saturday 30 November 2002.**

**Places are limited – so book now through the  
*Aviation News* web site:**

**[www.aviationnews.co.nz/acedays](http://www.aviationnews.co.nz/acedays).**



# New Field Safety Adviser – Northern Region



Don Waters

New CAA Northern Region Field Safety Adviser (FSA) Don Waters' career in aviation harks back to the 'good old days', but he reckons he's just landed the best job in the country.

Don, who until recently ran his own helicopter operation, Hamilton-based Don Waters Helicopters, replaces John Fogden, who has been appointed as the CAA Rotary Wing and Agricultural Unit manager.

"I knew John prior to him joining the CAA, and when I saw the role he was playing in the industry on behalf of the Authority I felt the culture was heading in the right direction. I said to him one day that I thought he had the best job in the country and if he ever gave up, to give me a call," Don says.

Raised in the South Island high country and educated at Timaru Boys High School, Don's leap into aviation began with a fixed-wing PPL at Twizel Airstrip. Then, during the venison days, Russell Gutschlag took him for a flight in a UH-12E. The pair returned in 15 minutes with a deer they had shot, which they dropped on the lawn.

"After that, I thought it was too good to be true. I loved aviation."

Fixed-wing moved aside, and Don completed his rotary training with Whirl Wide Helicopters in Timaru in the early 1970s before getting into agricultural flying with a number of operators. For the last 12 years he has run his own one-helicopter operation, though he is now no longer involved in the day-to-day operation of the business. Don boasts 8000-plus helicopter hours, as well as B, D and E and restricted flight examiner ratings. He intends remaining current, and he says fixed-wing might get another look-in with his new role, which will be based in Cambridge.

"Mostly I have stayed with Ag. When live capture was \$3,000 to \$4,000 a head, I very nearly joined in, but like any bubble, it burst, so I stayed on with spraying, and it has treated me pretty well," he says.

"There will always be the regulator and the regulated. The two groups have to get on with some degree of harmony. That's been improving and should continue. I'm long enough in the tooth that I will be in a position to understand the comings and goings. It should be fairly difficult for the young fellas to pull the wool over my eyes," he says.

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# New General Aviation Airworthiness Coordinator



John Bushell

New CAA General Aviation (GA) Group Airworthiness Coordinator John Bushell has a slightly different definition of industry than many. His definition includes the CAA.

"The industry is everyone. After all, we're all working towards the same goal, not just safety, but everything else as well. We're all trying to work out the best, safest and most cost effective ways of doing things," he says.

John takes over the airworthiness coordinator's role from Garrick Andrews, who has returned to an operational maintenance role.

John's aviation career began in 1965 when, as a 17-year-old with a new interest in aviation, he started an aircraft electrician apprenticeship with TEAL at Mechanics Bay. Shortly after, TEAL changed its name to Air New Zealand and moved operations to Mangere.

In 1967, he learned to fly. His instructor was then Electra copilot and now Beech Staggerwing owner Robin Campbell. He and John still occasionally share the cockpit – each has a third share in a Cessna 172D.

While Air New Zealand taught him well, John says one of his career highlights was his move to GA in 1974. While on a private flight in Christchurch, he hit up Mark Webb, then Airwork workshop manager, for a job. He began work as an aircraft electrician, but soon began studying for the 10 exams then

required for his mechanical licence. He has since worked in a range of GA businesses, as well as having an extensive involvement with industry organisations and the CAA.

As well as being a private pilot and a LAME, John is an Inspection Authorisation holder and until recently was the chairman of the Aviation Industry Association's Engineering Division.

He was also chairman of the CAA Technical Study Group for the Part 43 General Maintenance Rules rewrite and is involved with the ongoing development of aviation industry training programmes with the Aviation, Tourism and Travel Training Organisation (ATTTO).

John sees his new role as educational, and he is looking forward to working with operators. His industry experience means he has a firsthand knowledge of the challenges they face on a day-to-day basis.

"I think I have enough industry experience to have a good understanding, both from an engineering perspective and the operational side. Engineering has to lift its game in the service it provides, in terms of timing and quality, but they can't be all things to all people. Operators also have to understand things from an engineering perspective. It's been apparent for a while that charge-out rates need to go up. People will end up having to pay for good service, but they should get a good product out of it," he says.

"I have a passion for GA, and I really want to see it grow. At best you'd say it's flat right now. It's not in crisis, but it is a challenge."

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## New Corporate Communications Manager

New CAA Corporate Communications Manager Bill Sommer is well used to being asked questions.

Though for the former first-class cricket umpire, the question is normally “How’s that?”

Bill – who took over the corporate communications role on a temporary basis to fill the gap left by Martyn Gosling – was appointed permanently to the role in September. He will be responsible not only for the CAA’s media communications, but also the CAA’s relationships with industry, and he is finding his new role a challenge.

“Constant interaction with the public, the aviation community, and the media keeps me on the go. I’ve found that my experience in aviation, background in policy development, and knowledge of the aviation system and how government works have already been a lot of help”.

A former Royal New Zealand Air Force navigator, Bill retired from the RNZAF with the rank of Wing Commander after a 22-year career. During that time he was Officer Commanding the Navigation, Air Electronics and Telecommunication Training Squadron (NATTS) and Base

Commander of RNZAF Base Shelly Bay.

Bill has worked for the CAA as a contractor in the Government Services Group since 1996. In that time he has seen through a number of milestone projects, including the 1996/97 funding review, a review of VFR flight planning, and the Aeronautical Information Service (AIS) funding review. Bill has also been a Search and Rescue Mission Coordinator for the National Rescue Coordination Centre since 1991.

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## New Manager of Search and Rescue

Of the many hats Rodney Bracefield has worn at the Civil Aviation Authority and its precursors, there’s one he has always been ready to don at a moment’s notice – Search and Rescue (SAR).

After a 25-year Air Force career, Rodney moved to civil aviation in 1984. His varied career since has included stints as – to name but a few – Controller of Aeronautical Information Services (AIS), Manager of Air Navigation Standards Branch (ANS), and a stint on the CAA establishment board. He spent time as Human Resources manager and Controller of Management Information Services, and until recently was Manager of Communications, Navigation and Surveillance Systems for Air Traffic

Management (CNS/ATM).

“All through that, I have been in SAR, but never in a full-time position. The difference now is that systems were reviewed and the workload has been restructured, giving me a full-time position,” he says.

The CAA is tasked by legislation with coordinating major (Class Three) Search and Rescue operations. The reshuffle means that Ray Parker will take on more administration and SAR mission coordinator (SARMC) tasks, leaving Rodney to spend more time in the policy and management areas, and maintaining relationships with the other SAR agencies, such as the Maritime Safety Authority, Police, Coast Guard, aircraft operators,

Royal New Zealand Navy, RNZAF and Air Traffic Control.

“It also means that we have more back-up when SAR activity increases or there is pressure of work,” he says.

Rodney has seen many changes in SAR over the years. From multiple centres in Auckland, Wellington and Christchurch, SAR was consolidated into the National Rescue Co-ordination Centre (NRCC) in Lower Hutt. The savings helped fund the Local User Terminal for COSPAS-SARSAT – the satellite network that detects active emergency locator beacons.

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## Feedback Wanted on Tomorrow's AIP

The rewrite of the New Zealand Aeronautical Information Publication (NZAIP) into International Civil Aviation (ICAO) format – Tomorrow’s AIP – is well advanced, but feedback is wanted on the way the end product will be presented.

Over the years, the NZAIP has evolved into several separate documents, including the Visual Flight Guide (VFG), Instrument Flight Guide (IFG), and Planning Manual. The ICAO version will be a significant departure from what most pilots have grown used to.

“When talking about the AIP, most people think we are talking about the Planning Manual. We are not. It’s the

whole aeronautical information package. Discussions to date suggest we have got things pretty right, but we want to make absolutely sure,” AIP rewrite coordinator Bill Sommer says.

The new fully-amendable ICAO-format AIP – to be known as AIP New Zealand – will have information presented in General, Enroute and Aerodrome sections.

The proposal is to print it in four volumes so that only information required in flight will need to be carried in the cockpit. Volume One would contain all General information, all Enroute information and all Aerodrome text information. Volumes Two and Three would be the equivalent of the current IFG, with relevant parts of General,

Enroute and Aerodrome information. Volume Four would be the equivalent of the current VFG, again with selected information.

The volumes will be presented in A5 size, in three-ring binders. Plans are also under way to make the complete AIP New Zealand available on the internet at no charge.

The amendment cycle would drop from six times to four times per year, though the Supplement would remain at the current 28-day cycle.

If you wish to comment, contact Bill Sommer:

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# MEDICAL MATTERS

## Neurology Meeting

The CAA medical unit will host a combined CAA/CASA neurology meeting on 22 November 2002.

A variety of neurological topics such as epilepsy, stroke and migraine, as well as their implications in aviation will be discussed. Medical officers from the CAA and CASA, as well as invited neurology specialists and industry representatives from both sides of the Tasman will attend the meeting. The conclusions from the discussions will be used to up-date the neurology section of the CAA Medical Manual and the CASA Designated Aviation Medical Examiner's (DAMEs) Manual.

## Medication and Flying

No one can predict when we might become ill or, when a problem is diagnosed, how long it will last. While many people are able to soldier on, aviators face different considerations – the medical condition itself and the treatment of it may result in untoward effects that could affect safe flying. Even a simple illness like a cold might warrant a few days on the ground. Most cold and flu medication has significant side effects, such as drowsiness. A rule of thumb is that if you need medication, you probably should not fly. Longer lasting or more significant

conditions should be reported to your Medical Examiner (ME).

The main medication side effects that cause flight safety concerns are changes to the nervous system. These include, but are not limited to, slower reaction times, effects on balance and changes to the autonomic nervous system – the part that regulates things like blood pressure, sweating and heart rate.

The potential of such side effects mean it is vital that any intake of medication or narcotic substances must be declared in the formal declaration signed by you at each medical examination. This includes over the counter medication and “alternative” medication. Your medical examiner needs to know this – performance-related problems might result, including:

- a predictable side effect at normal doses – this can vary from person to person, or even in the same person, depending on factors like fatigue, food and so on
- over-dosage effects if too much is taken, or if for some reason the body does not process the medication well
- hypersensitive reactions
- unplanned reactions
- drug interactions with other medication being taken.

If you need to take medication, discuss it before flying. Advice should be sought from your ME – rather than your GP.

Your ME, or one of the Medical Officers at the CAA, is better placed to provide the appropriate advice.

There is a wide range of medication available, and many reasons for taking them. Your ME may assist you to trial any medication on the ground before flying to determine how it affects you. Be aware that if you do experience side effects, they will not necessarily disappear immediately after treatment is stopped. You may need to extend your time on the ground before you are fit to fly again.

While it might seem unfair to stop someone from flying just because they are taking medication, remember that as a pilot, you are required to be aware of your responsibilities as outlined in the Civil Aviation Act 1990, and the potential problems that might occur. It is important to find a safe balance between flying fitness requirements, illness, and medical treatment. It is not only your own safety you should consider, but that of your passengers, and those on the ground as well. ■

CAA Medical Helpdesk:

Tel: 0-4-560 9466

Fax: 0-4-560 9470

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

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## Young Eagles Open Day

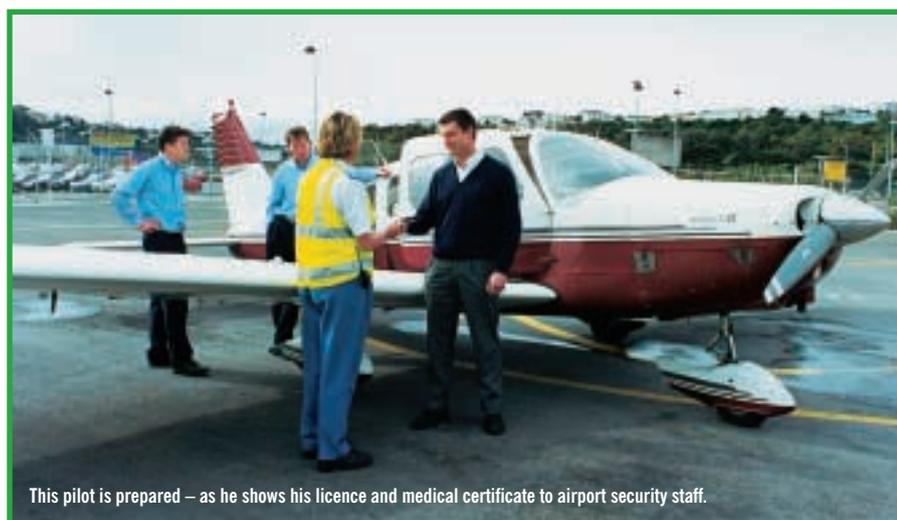


Aero Clubs will be holding Open Days for the Young Eagles during December 2002. The idea is to introduce flight to as many young people as possible by giving them their first flight on the Open Day. Hopefully, many will be enthusiastic enough to join their local club's Young Eagles group and continue participating in flying related activities.

In October, the Auckland Aero Club held a Young Eagles Rally Day, based on days held in America by the EAA (Experimental Aircraft Association). A total of 96 Young Eagles were given a flight during the day. They flew from Ardmore to Howick, around the beach to Clevedon, and back. This is an ideal way to encourage young members to join your club and take up training.

Young Eagles is sponsored by the Royal New Zealand Aero Club (RNZAC) through participating clubs, with assistance from the following sponsors: 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](http://www.rnzac.org.nz) ■

# Pilots in Security Areas



This pilot is prepared – as he shows his licence and medical certificate to airport security staff.

**A recent security incident at an international airport has shown that some pilots might not be fully aware of the requirement to carry identification to prove that they are allowed in security areas.**

CAA aviation security technical specialist Warren Tatham says it is critical that general aviation pilots understand their responsibilities when in security areas at designated aerodromes – hard questions could be asked of those who do not display an airport identification card issued by the Aviation Security Service (Avsec) on the front of their outer garment, or are unable to produce for inspection a valid pilot licence and medical certificate.

In the recent incident, a pilot, not displaying any visible identification, was unable to provide identification when challenged by two authorised airport staff as he walked from his aircraft across the tarmac. He should have worn an airport identity card or produced his licence and medical certificate as proof of identity.

The matter was reported to airport management, and ultimately, to the CAA. Further enquiries showed the man had a legitimate purpose for being there – he was walking from his aircraft to an exit point on the aerodrome perimeter.

“The CAA needs to be sure that we educate pilots to ensure they understand their responsibilities when operating in security areas, for the safety of the industry and the travelling public,” Mr Tatham says.

“We are now in a very different and far more security-aware environment. Pilots have a responsibility to contribute towards safety and security measures.”

The requirements to carry identification cover everyone in security areas at New Zealand’s security designated aerodromes – currently Auckland, Hamilton, Palmerston North, Wellington, Christchurch, Dunedin and Queenstown. Persons in security areas are required by Civil Aviation Rules to display their airport identity card. The only exemptions are for airline passengers holding valid boarding passes, and pilots on private operations who must carry their pilot licence and medical certificate, and produce them if requested.

Under the same rules, a person authorised to be in a security area may remain there only so long as they are carrying out a legitimate function in that area. They must leave the area as soon as their tasks are completed.

Pilots involved in private operations to and from security-designated airports are responsible for their passengers and must escort them between the aircraft and the terminal in a safe and timely manner.

**Contact:** Warren Tatham

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## Aeronautical Charts

The team developing the new 1:250,000 Visual Navigation Charts has completed the second proofing check of the draft charts, which incorporate the 2003 Airspace Review changes. The third proofing check is due to take place in November, and at this time any enlargements on these charts will be checked.

Also in November, the 1:1,000,000 Planning Charts will have their first proofing check.

The proofing process enables the team to refine some features, but in essence the specifications are complete. There will be a final colour proofing check before the new charts are printed for distribution in February 2003.

The next *CAA News* will contain details of the joint CAA and Airways New Zealand seminars that will be held around the country to help educate pilots how to make best use of the charts, and to explain the new features.

## Review of Participation in Rules Development

The time for completion of this report by the independent reviewer, Mary Scholtens QC, has been extended to allow for further input on the Ministry of Transport’s proposal to revoke Part 11. Submissions are on the CAA web site under “Rules & more”. The report is expected to be complete by December, and we will report on it in the January/February edition of *CAA News*. It will also be placed on the CAA web site: [www.caa.govt.nz](http://www.caa.govt.nz).