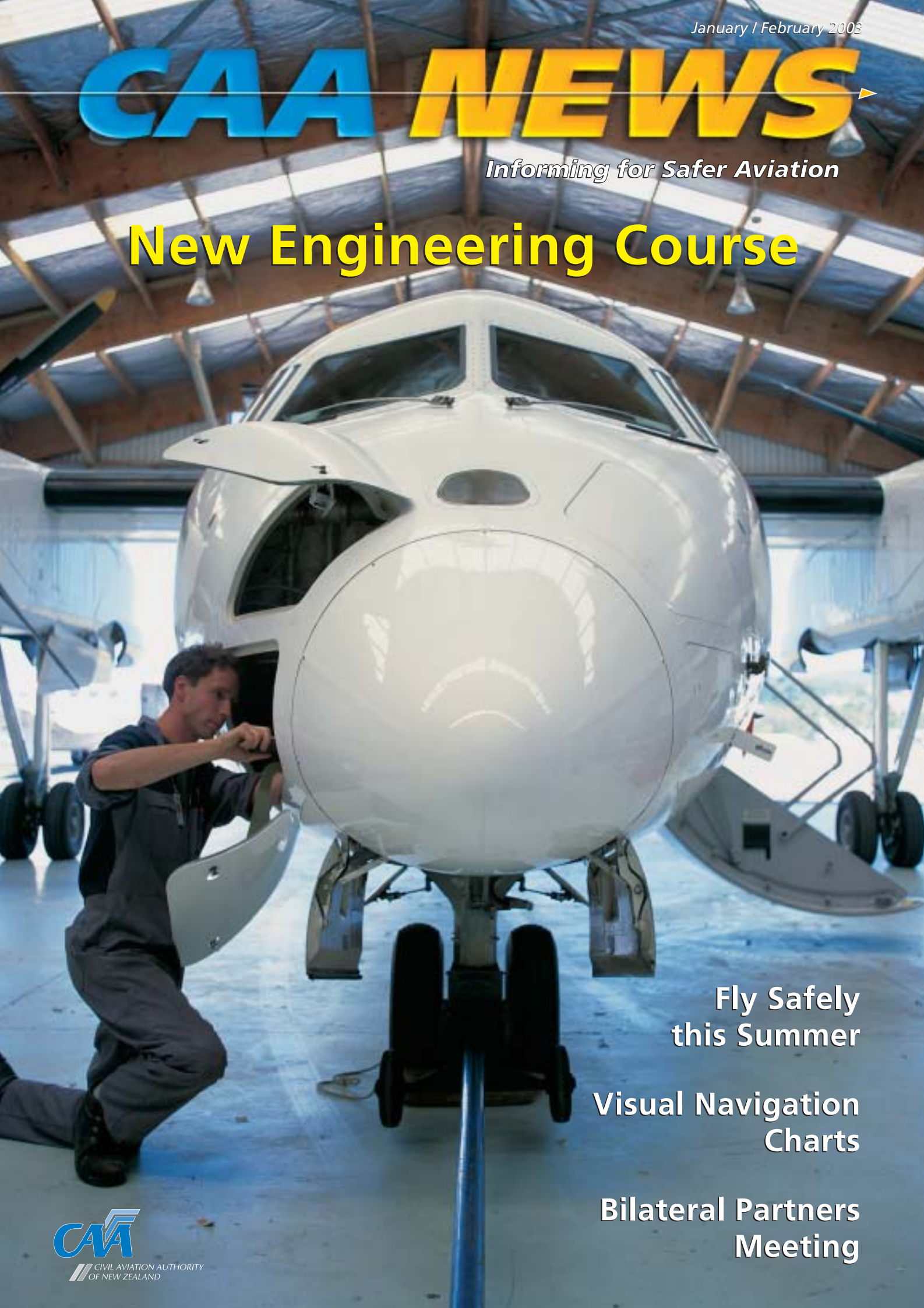


# CAA NEWS

*Informing for Safer Aviation*

## New Engineering Course



**Fly Safely  
this Summer**

**Visual Navigation  
Charts**

**Bilateral Partners  
Meeting**

# New Engineering Course

Thanks to Air National, Gary Bennison, and Chris Burton (pictured working on an Air National Dash 8) for help with the cover photo.

News of a civilian pre-employment aeronautical engineering course to be based at RNZAF Base Woodbourne from February 2003 has been hailed by industry as a ground-breaking step towards solving a worsening shortage of aviation engineers. *CAA News* backgrounds why.

If from every ending, comes a new beginning, the Nelson Marlborough Institute of Technology's (NMIT) aeronautical engineering course at RNZAF Base Woodbourne must be a prime example. NMIT is using training facilities under-utilised as a result of less demand for RNZAF aeronautical engineers after the demise of the combat strike wing.



An RNZAF trainee working on a Strikemaster.

Too few young people are seeking careers in aviation maintenance. This trend is causing concern in industry, and NMIT aim to help reverse the trend with their course. Growth is predicted in the industry, but experienced engineers are being lost through retirement and employment overseas.

The NMIT course evolved after those concerns were confirmed by an Aviation, Tourism and Travel Training Organisation (ATTTO) survey in June 2002 – and showed the situation was getting worse. Employers were already struggling to recruit staff. ATTTO chief executive Gayle Sheridan, NMIT chief executive Neil Barns, and a host of others have been hard at work since then to get the NMIT course established. An agreement with the RNZAF to use Base



Peter Davies (Instructor) and two students examine an Allison T53 engine.

Woodbourne was signed in November 2002.

The two-year course will take students through levels two and three of the four-level National Certificate in Aircraft Maintenance Engineering. The course opens in February 2003 with 30 students, with another intake planned for July 2003.

Both Gayle and Neil agree the NMIT course is only part of the answer. Continued industry support is crucial. Industry work placements for NMIT trainees are still being sought.

“The really critical factor is that students understand what it will be like in the workplace. There is a major difference in focus between training for the military and training for civil operations. If the industry steps back and leaves it to us, we will not get there. We are doing this because of industry demand, and while the support has been fantastic, it has to continue for this to work,” Neil says.

Gayle agrees, saying it's up to the industry to develop and retain staff once they've graduated.

“Employers prefer people from pre-employment courses, but it's up to the industry to develop graduates and retain them so they can support future trainees coming through,” Gayle says.

An Industry New Zealand paper says the engineer shortage is a serious problem that carries dire consequences for the New Zealand economy, and that time is of the essence. It takes five years to train a Licensed

Aircraft Maintenance Engineer. With a lead-in time of two years required to produce industry-ready trainees, training to meet a predicted 2005 shortfall means training must start now. Three years of industry experience is required before the trainees are considered skilled.



SAFE Air staff work on a foreign-owned 300 Series 146.

The paper said training capacity is also an issue. It said the number of trainee engineers was insufficient to meet anything other than short-term requirements. Longer term, there are concerns about an 'age bulge' in the industry – most engineers are aged 41 to 50, with almost 20 percent aged 50-plus. Not enough young people are entering the industry to cover projected retirements 10 years down the track.

In addition to the NMIT course, however, Air New Zealand – the only other civilian provider of formal aviation engineer training

in New Zealand – is adding an Auckland pre-employment training facility to its existing operations in Christchurch.

But other factors at work mean the solution is not as simple as increasing training. Experienced engineers are being lost to well-paid jobs overseas. There is growing demand for their skills, as the global industry recovers from the downturn caused by the 11 September attacks in the United States. There is also growing demand in New Zealand from a number of developments in the national aviation maintenance sector – those same engineers are also needed here to mentor young engineers coming through and to meet the growing demand.

The economic rewards of solving the shortage are huge – but so is the cost of failure. Aviation engineering is a major foreign exchange earner, estimated in the Industry New Zealand paper to be earning as much as \$1 billion each year. \$500 million of that is export business, and there is the potential to earn much more. New Zealand is becoming a preferred source of engineering services in the international market, and there is potential to grab a bigger share of the \$100 billion international pie. The industry is also a major contributor to regional economies through small general aviation maintenance organisations.

But Gayle says the cost of failure goes beyond the lost opportunity of overseas contracts.

“Aeronautical Engineering has a window of opportunity, but the window is going to shut shortly. Employers say they can’t afford to take on trainees, but they can’t afford not to. If they don’t take them on and grow them on the job, eventually they will be competing for an ever diminishing pool of people and paying a lot more for them,” Gayle says.

“Some employers are looking at recruiting from abroad, but really, we should be looking at New Zealand and improving the skill base here. There can be complications with things like literacy with overseas recruiting, and also they tend to be at the older end of the working population.

“New Zealand has an exceptional reputation for service – but if we lose credibility we won’t recover. If we can’t provide the engineers to provide the service, that business will be lost to New Zealand, and once it’s lost, we’ll never get it back,” she says. ■

## IA (Inspection Authorisation) Certificate Initial Issue Courses

The CAA is planning to run some Initial Issue IA Courses around March or April this year and would like to know how many would be interested in attending.

We will run them in the major centres if there are sufficient numbers. At present there is enough interest to run one course in either Auckland or Hamilton, and one in the lower South Island.

If you are interested in attending a course please contact:

Mark Price

AME Examiner

Tel: 0-4-560 9619

Fax: 0-4-560 9452

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

## Maintenance Controller Course

The CAA is currently putting together a course for the training of Maintenance Controllers. The course will be NZQA approved, and broken down into Units of Learning. The qualification, to a Certificate level, will be administered by the ATTO. The course will meet the knowledge requirements for senior persons responsible for the control and direction of maintenance for Part 135 certificated operators.

Dates for the courses have yet to be finalised. To plan the course locations and dates, we are looking for expressions of interest from all interested parties. Please contact:

John Bushell

Airworthiness Coordinator

Tel: 0-4-560 9427

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

## Fly Safely this Summer

Once again CAA staff have been out in the field as part of efforts to counter the summer accident bulge. The **Fly Safely this Summer** campaign was introduced last year, and it includes a wide range of initiatives aimed at raising flying standards in general aviation.

Fixed-Wing unit manager Merv Falconer said the five staff involved were generally impressed with the high standard of aircraft. Items of concern were pilots doing their own maintenance, apparently unaware of the limitations on doing so, and parachutists dropping through cloud in uncontrolled airspace.

“We found many good things as well. Aircraft are the pride and joy of private owners, and some are absolutely immaculate. Their logbooks and everything else were up to date, which was great to see,” Merv said.

One common issue was the lack of daily flight records for some aircraft, which are now required by the latest amendment to rule 91.112. Merv said that some pilots were under the impression that a technical log and a logbook was enough. While the information could be derived from that, a daily flight record for all aircraft is now required.

The Rotary-Wing unit covered an area taking in Kaikoura, Hanmer Springs, Christchurch, Methven, Tekapo, Timaru and Queenstown, covering some 1800 kms.

Flight Operations Inspector Ken Wells said that items of concern mainly involved maintenance issues, with some aircraft not being maintained in accordance with the current manufacturer’s data.

Of most interest to operators were: on-condition maintenance, operator maintenance requirements under Part 91 subpart G, cargo hook overhaul requirements, and the definition of an aircraft agricultural operation. The latter included issues such as dropping off farm supplies and the feeding and movement of livestock.

General Aviation General Manager John Lanham said the second running of the campaign proved that it was an effective way for the CAA to get out to talk to industry, and it would continue.

“The guys all enjoy getting out and seeing what is going on, and most pilots and operators welcome their input and the chance to clarify any issues they may have. That has to be a successful combination,” John said. ■

# Visual Navigation Charts

Effective 20 March 2003

In February and March 2003, the CAA and Airways New Zealand will jointly launch the new Visual Navigation Charts (VNCs) by presenting a series of seminars at 28 venues from Kerikeri to Invercargill.

Come along and find out about:

- **Why we have produced new charts**
- **What the process was to re-do the charts**
- **What the final product is like**
- **Local airspace changes**
- **Price**
- **Customisation.**

This is a chance to learn first-hand about some of the new features, including: enlargements of busy airspace, new topographical areas, new symbology, and reduced clutter.

Don't miss the opportunity to find out – from those on the development team – about the new concepts, which make these charts more accurate, more informative, and easier to read.

Check out the list below to select a venue near you – no booking required.



Location	Day	Date	Time	Venue
Ardmore	Saturday	1 March	9:00 am	Auckland Aero Club – Ardmore Aerodrome (75th Jubilee)
Ashburton	Saturday	8 February	11:00 am	NZ Sport Aircraft Association Fly-in – Ashburton Aerodrome
Auckland	Wednesday	5 March	1:00 pm	Helilink Ltd – Auckland Marine Rescue Centre, Mechanics Bay
Christchurch	Friday	7 February	6:30 pm	Canterbury Aero Club – Christchurch International Airport
Dunedin	Wednesday	12 February	7:30 pm	Otago Aero Club – Taieri Aerodrome, Mosgiel
Gisborne	Tuesday	18 February	7:30 pm	Gisborne Aero Club – Gisborne Aerodrome
Hamilton	Saturday	22 February	9:00 am	Waikato Aero Club – Steele Road, RD 2, Hamilton (RNZAC National Championships)
Hastings	Monday	17 February	7:30 pm	Hawkes Bay & East Coast Aero Club – Bridge Pa Aerodrome
Hokitika	Monday	17 March	7:30 pm	Hokitika Aero Club – Hokitika Aerodrome
Invercargill	Tuesday	11 February	7:30 pm	Southern Wings Ltd – Airport Avenue, Invercargill
Kerikeri	Tuesday	4 March	7:30 pm	Bay of Islands Aero Club – Kerikeri/Bay of Islands Aerodrome
Lake Tekapo	Sunday	9 February	7:30 pm	Air Safaris – Tekapo Aerodrome
Matamata	Sunday	23 February	1:00 pm	Matamata Aero Club – Matamata Aerodrome
Motueka	Wednesday	19 March	10:00 am	Nelson Aviation College – Motueka Aerodrome
Nelson	Tuesday	18 March	7:30 pm	Nelson Aero Club – Nelson Aerodrome
New Plymouth	Tuesday	11 March	7:30 pm	New Plymouth Aero Club – New Plymouth Aerodrome
North Shore	Sunday	2 March	1:00 pm	North Shore Aero Club – North Shore Aerodrome
Omaka	Wednesday	19 March	7:30 pm	Marlborough Aero Club – Omaka Aerodrome
Palmerston Nth	Monday	10 March	7:30 pm	Manawatu Districts Aero Club – Palmerston North Aerodrome
Paraparaumu	Wednesday	12 March	7:30 pm	Kapiti Districts Aero Club – Paraparaumu Aerodrome
Queenstown	Monday	10 February	7:30 pm	Queenstown Airport Ltd – Terminal Building, Queenstown Aerodrome
Rotorua	Wednesday	19 February	7:30 pm	Rotorua Aero Club – Rotorua Aerodrome
Taupo	Friday	21 February	7:30 pm	Taupo Aero Club – Taupo Aerodrome
Tauranga	Thursday	20 February	7:30 pm	Tauranga Aero Club – Tauranga Aerodrome
Wellington	Monday	3 February	7:30 pm	Wellington Aero Club – 246 Coutts Street, Kilbirnie, Wellington
Whangarei	Monday	3 March	7:30 pm	Northland Districts Aero Club – Whangarei Aerodrome



The CAA is to co-host an annual conference of eight Asia-Pacific region aviation regulatory authorities with the Federal Aviation Administration (FAA) in Wellington in April 2003.

The Asia/Pacific Bilateral Partners Dialogue meeting is to be held from 1 to 3 April. It has a theme of "The Regulator's Challenge – Keeping Pace with Technological and Organisational Change" and will be attended by the nations in the Asia Pacific region that have existing bilateral airworthiness agreements with the FAA. Those countries include Australia, New Zealand, Japan, China, Indonesia, Malaysia, and Singapore. The FAA will also attend the meeting.

The conference is co-hosted each year with the FAA and is rotated around the region. The New Zealand CAA has always been an active participant in discussions

and a keen promoter of the forum. There is an added emphasis for New Zealand this year because of the likelihood that the Implementation Procedures for Airworthiness (IPA), which would bring into force the United States – New Zealand Bilateral Aviation Safety Agreement (BASA) is likely to be signed in early 2003.

Prime Minister Helen Clark signed the first stage, the Executive Agreement, in March 2002. The agreement outlines required standards and procedures for acceptance of aircraft and components imported and exported between the two countries, and will make it easier for New Zealand industry to explore exporting opportunities in the United States.

CAA aircraft certification manager Jeremy Remacha says the meeting is a great forum to discuss common issues, particularly

certification, operations and licensing, especially in relation to the bilateral agreements. It also allows the FAA the opportunity to discuss its programmes and future safety strategies with the other authorities.

"There's also the opportunity for 'side discussions' between any of the authorities on other related airworthiness matters, which in the past have also been very useful. With only eight authorities and two or three delegates from each, there is a frank and open exchange of information," Mr Remacha says.

The third day of the conference is a dedicated industry day to allow the FAA and the CAA to brief industry members from New Zealand and the participating states on issues relevant to the operation of the bilateral agreements. ■

## Part 135 Certification

Part 135 certification is well in hand and on schedule to meet the 28 February 2003 deadline.

The certification of small aircraft and helicopters under Part 135 is the last stage of certifying all New Zealand aircraft operations under the new Civil Aviation Rules. The first step was Part 121 (large) aircraft operations by 28 February 2001, with Part 125 (medium) aircraft operations following by 28 February 2002.

To date, all but two rotary operators have been certificated, with one of those requiring further information, and the other requiring an entry inspection. Eleven fixed wing operators were still to be certificated, but GA Manager Fixed-Wing, Merv Falconer, said that 80 to 90 percent of the work had been done on those applications, and he was confident those operators would be certificated under Part 135 by the time the deadline expires on 28 February.

"Overall, the CAA has been very impressed with the cooperation of operators during certification of their operations under Part 135. It's certainly made the task a lot easier," Merv said.

GA General Manager John Lanham said that assisting industry in completing certification under Part 135 *Air Operations – Helicopters and Small Aeroplanes* was perhaps the most challenging and rewarding task the GA group had undertaken in the three years since the CAA was restructured in 2000.

"Part 135 operators are the last air transport group to move from the old CAA Regulations to the Civil Aviation Act 1990 Rules environment. They were the group with the lowest levels of staff resources and time to meet certification requirements in the industry – some 150 operators were to be re-certificated over three years, with a first deadline of February 2001 for light twin operators," John said.

A number of initiatives were put in place in the GA group to achieve the deadlines, which has helped the group evolve to meet industry sector activity, John said. The initiatives included the appointment of managers to oversee airworthiness, agricultural operations, and sport and recreation. Audit and certification functions had been integrated, and

fortnightly and monthly training workshops for GA staff were started to standardise staff Rule interpretation, audit processes and operational issues. A GA Newsletter and 0800 119 135 Helpdesk were introduced, and Peter Kirker was appointed to a full-time position to provide operators with information, advice, and assistance with all certification matters.

"The result has been certification of twin-engine and single-engine Part 119/135 on time and under cost, strong industry acceptance of that process, and a benign and interactive CAA/GA industry relationship," John said.

"The challenge for the GA group now will be maintaining the impetus of the concurrent annual audit/inspection programme for all operators, certificated or non-certificated, up to February 2003, and moving the primary emphasis onto audit/inspection post February 2003," John said.

"We will be pleased to have this major task safely behind us so that we can move on to the many other important general aviation projects of interest to us all". ■

## CAA Client Survey

The CAA is about to carry out its third client satisfaction survey. It is over three years since the CAA carried out the last survey of this scale. Colmar Brunton Research has been commissioned to carry out the research programme, which will involve people from throughout the aviation community.

A survey of CAA staff will be carried out in parallel with the client survey. This will test our attitudes towards our clients, and our understanding of their needs.

The research will be undertaken in two stages. The first is a qualitative stage in which a small number of industry people will be invited to take part in an interview about the CAA and its operations. The purpose of this discussion is to highlight key issues for the aviation community. We want to know your needs, and your expectations of the CAA. We also want to hear about the service you currently receive from the CAA.

The second stage will be quantitative. It will take the form of a questionnaire that will cover the issues that have been raised in the qualitative stage, as well as some specific issues where information is required. This stage will involve about 350 CAA clients.

If you are approached to complete this questionnaire, we would appreciate your cooperation. Participation in this research will help the CAA meet your requirements. The information will be used in the CAA's business planning process for 2003/2004.

All responses will remain confidential to Colmar Brunton Research. Your name, the name of your organisation, and your individual opinions will not be revealed to the CAA.

## New Authority Member



Ron Tannock

Late last year the Minister of Transport, Paul Swain, announced the appointment of Ron Tannock to the Civil Aviation Authority, effective from 1 January 2003. His last position, prior to retirement in September 2000, was General Manager Operations for Air New Zealand.

Ron Tannock has been involved in aviation since 1956. During an apprenticeship in design at Scottish Aviation, Prestwick, Scotland, he gained a degree of Bachelor of Science at The Royal College of Science and Technology, Glasgow

(University of Strathclyde). After that he joined the de Havilland Division of Hawker Siddeley Aviation at Hatfield. As a Flight Development Engineer, he worked on flight test programmes on the Trident and DH 125 aircraft.

In a career spanning 35 years, initially with National Airways Corporation, and subsequently Air New Zealand, Ron has worked across the airline spectrum – commercial and marketing, engineering and maintenance, flight operations, in-flight services, airport operations and network logistics.

Ron is a Chartered Engineer, a Fellow of the Royal Aeronautical Society, and Deputy Chairman of the Aviation, Tourism and Travel Training Organisation. In 2001 Ron was awarded a commendation in the Director of Civil

Aviation Awards. He lives in Blenheim with his wife, Rhondda.

Ron Tannock replaces Tom Ryan, who is retiring from the Authority after three and a half years.

Director of Civil Aviation, John Jones, said, "We welcome Ron Tannock to the Authority, and I would like to thank Tom Ryan for

his valuable contribution. His vast aviation experience provided significant input to the Authority's deliberations. I wish him well for the future." ■



Tom Ryan

## CAA Funding Review

The review into the way the CAA is funded began in 2002. It has been extended to enable the Authority to examine the effectiveness of its current staff and resources, to determine whether it is appropriately resourced, and to identify ways it can be more proactive in promoting safety.

CAA Chief Corporate Adviser Peter Garnett says the CAA's funding has been significantly reduced by the Qantas New Zealand collapse and the global impact of the 11 September terrorism in the United States. The CAA is predominantly funded by passenger levies on scheduled commercial aircraft.

We're looking at where the revenue is coming from and what we spend it on. There appears to be some inequity in who contributes to funding the CAA functions," Mr Garnett says.

The funding review was initially planned to have been completed and implemented by 1 July 2003. The Government agreed, however, that this was an appropriate opportunity to have a robust look at the 'big picture'. The review will examine existing staff levels, and determine the balance of operational and strategic functions. Included in this will be an evaluation of the benefits from CAA being

more pro-active in promoting aviation safety.

"At the moment we don't have the resources needed to work proactively with industry on improving safety. Our current resources are primarily focused on reacting to what is happening in the industry.

The resource review and funding options work will be determined by the end of March 2003, with industry consultation taking place in mid 2003. Those responses will be considered prior to a final funding paper being published in September. Implementation of any change would occur by 1 July 2004.

# CAA Manager Joins ATTO Board

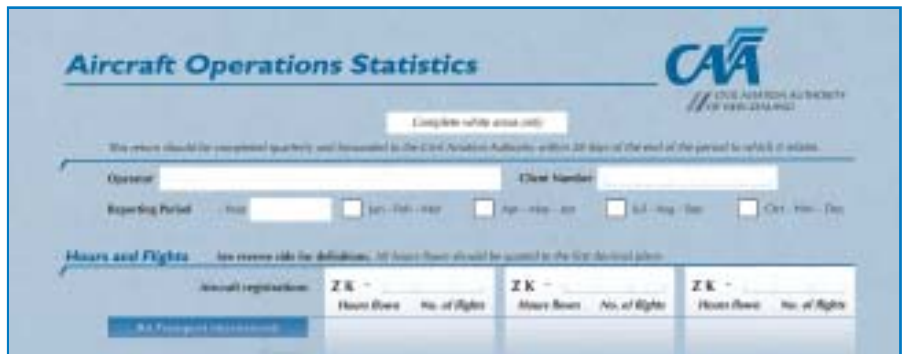


Cath Taylor, CAA General Manager Personnel Licensing and Aviation Services, has joined the board of the Aviation, Tourism and Travel Training Organisation (ATTTO).

"I welcome the opportunity to be involved. My appointment adds to CAA's involvement with industry, and this is an area identified by industry as crucial to improving aviation safety – that of training," Cath said.

The ATTTO was established in 1994 by the Aviation and Travel Industry Training Board. Its role is the development of national qualifications on the New Zealand Qualifications Authority (NZQA) framework and the arrangement of modern education delivery. It also coordinates traineeships across the three industries and modern apprenticeships in aviation and tourism. As at December 2002, ATTTO had 2800 workplace trainees, of which about 400 were in aviation.

Cath joins aviation industry representatives Ron Tannock (new Authority member) and Bob Cleland, the Aviation Training Chairman on the board. The Aviation Training Council comprises representatives from the wider aviation industry and has been involved in development of qualifications for flight crew in conformity with CAA licencing requirements and reviewing qualifications for aeronautical engineering. Also planned is a national diploma that will incorporate CAA Licensed Aircraft Maintenance Engineer (LAME) requirements. ■



## Reporting Aircraft Statistics

Just as you are required to report accidents and incidents under Part 12 so that they can be investigated in case safety improvements can be made, the law also requires operators of New Zealand-registered aircraft with standard or restricted airworthiness certificates to submit aircraft hours – quarterly for hire and reward operations and annually (calendar year) for private operations – on Form CA605. Returns for gliders are not required.

Hours returns enable the CAA to establish the extent of New Zealand aviation and calculate accident rates for the various industry sectors. That in turn helps the CAA to set safety targets and determine where safety efforts should be directed. Although by law hours returns for private operations are only required annually, the CAA prefers to receive these quarterly so that they can be entered using the same system as is used for hire and reward operations. They can then be used to calculate quarterly accident rates.

CAA Manager Safety Analysis Peter Nalder says that there is considerable variation in the quality and quantity of the hours returns the CAA receives from the New Zealand aviation community. The general aviation sector drags the chain when it comes to reporting hours.

Aircraft Group	Returns per quarter in 2002
13,608 kg and above	100%
5,670 to 13,608 kg	88% to near 100%
2,721 to 5,670 kg	74% to 79%
Below 2,721 kg and helicopters	about 60%

While the CAA would like more information to be submitted, Peter Nalder says the accuracy of the information is crucial. Overall, the information establishes a good picture of what is going on, but inaccuracies will give uncertain results and safety targets and programmes that are not focused where they should be.

Peter says there is also an issue with some operations being recorded incorrectly – for example, some aero clubs are putting down aircraft hire as revenue operations. He says consideration should be given to what the pilot is doing.

"If the pilot is not earning money from the flight, it must be recorded as a private operation," he says.

When completing a form, please fill in as much of the following as possible: operator name and client number, year and quarter, aircraft registration, the number of hours flown by category and the number of air transport flights, and any remarks. Completing forms for aircraft that were not operated during a period or did not perform hire and reward operations will improve the quality of the data. Please complete forms for part quarters where the aircraft changed operator part way through the quarter.

Form CA605 is available on the CAA web site, [www.caa.govt.nz](http://www.caa.govt.nz), or to obtain printed forms, email [info@caa.govt.nz](mailto:info@caa.govt.nz) (remember to include your postal address). ■

# MEDICAL MATTERS

## Greetings for the New Year

In this issue we introduce another Medical Examiner (ME). Dr Debbie Ryan-Sheridan comes to CAA with a wealth of experience and knowledge in aviation and occupational medicine.

We also discuss the period of validity of various medical reports. It is quite significant to the whole certification process, and has cost implications, so I encourage you to read the item below. I suggest that you contact your medical examiner, or one of the doctors in the Central Medical Unit, if you need any clarification.

The General Direction (GD – see *CAA News*, page 9, May/June 2002) on temporary medical conditions is almost ready for consultation. This is particularly relevant for you, since it will list what medical conditions you do not need to report to the Director. Keep an eye on the medical web page for further details.

Dr Dougal Watson  
Principal Medical Officer

## Know your Medical Examiner

### Dr Debbie Ryan-Sheridan

A recent addition to the Auckland-based Medical Examiners, Dr Debbie Ryan-Sheridan, an ME2, reckons there's nothing better than aviation.

Debbie's medical training was sponsored by the Canadian Armed Forces, and she graduated with an MD from the Memorial University of Newfoundland in 1976. The following year she was posted as a medical officer to the Canadian Forces Base at Edmonton. The move was an introduction to aviation medicine, and the following year Debbie graduated with a Flight Surgeon's Diploma from the Canadian Defence and Civil Institute of Environmental Medicine (DCIEM),



Dr Debbie Ryan-Sheridan

specialising in Operational and Aerospace Medicine.

“The best part was the introduction to aviation medicine. Edmonton was the gateway to the Canadian North and the base for search and rescue and medical evacuations for the prairies and Canadian arctic region. With the Canadian paratrooper squadron based at nearby Griesbach, and the Canadian “Snow Bird” aerobic team at CFB Cold Lake, Debbie also flew in a wide variety of military aircraft.

Apart from involvement in fulltime health surveillance of aircrew and occupational health for all personnel, Debbie found herself assigned to teams investigating aircraft accidents. As Base Flight Surgeon, she was also responsible for organising the base's medical response to an aviation accident or civil disasters.

“As a flight surgeon, there was a wide variety of fascinating, sometimes very challenging work – far more interesting, I think, than most medical practices. Also great was the opportunity to fly in a wide range of aircraft and experience first hand the actual working environment, as well as the opportunity to meet some pretty interesting characters.”

After a move to Nova Scotia in 1984, Debbie qualified as a radiologist, and was later chief of radiology staff at the regional hospital. Seeking warmer climes, she moved to New Zealand with her husband

in 1995, and trained in Occupational Medicine. Her central Auckland practice is devoted to occupational and aviation medicine.

“Aviation medicine is part of occupational medicine, so as an aviation medical examiner, I'm back doing my favourite thing,” she says.

A complete list of Medical Examiners is available on the CAA website.

## Validity of Medical Reports

To ensure that medical certificates issued in the civil aviation system are based on reasonably recent and reliable medical information, Civil Aviation Rule 67.19 specifies the maximum period for which medical tests or reports are valid. In respect of general and specialist examination reports, the period is limited to 42 days, while a maximum period of 90 days is specified for electrocardiograms, audiograms or x-ray reports.

It is recognised that this poses practical difficulties, particularly in less accessible parts of the country, where access to some medical facilities is limited.

In the past, attempts to address this practical problem saw the adoption of a form called the Interim Health Declaration. It is anticipated that the new Part 67 will address this matter. It is currently at the point of pre-consultation with industry groups. Since it is not



expected to be signed by the Minister until mid to late 2003, the Director recently issued an Exemption from the requirements of rule 67.19(b)(1) to provide some relief from the 42-day limit. The effect of the Exemption is to extend that 42-day limit to a period not longer than 90 days.

It is expected that most applicants will not experience any problems, because their tests will be completed within 90 days. If you are required to undergo tests which are likely to take some time, you should discuss this with your ME. It may be more practical for you to have the complex tests first, and then the general medical examination.

If you find that you are about to hit the 90-day limit, you may consider two options:

- Repeat the tests that are about to expire

The advantage of this option is obtaining very recent medical information which will be valid for another maximum period of 90 days. The disadvantage is the possible inconvenience and cost of repeating the medical tests, but repeating the tests may be significantly cheaper than the second option of requesting an Exemption.

- Request an Exemption from the Rule requirement

In accordance with section 37 of the Act, the Director may grant an Exemption from a Rule requirement if you are able to satisfy the provisions specified in that section. The advantage of obtaining an Exemption is that it may provide you with more time to complete all your medical tests without running the risk of having to repeat some medical tests or examinations. The disadvantages are that this is charged at \$133 per hour and is dependent on the Director's discretion. There is no guarantee that an Exemption will be granted in each case. If an application for an Exemption is declined, you would still be required to pay for processing the Exemption, and also face the costs and time required to repeat the medical tests. ■

**CAA Medical Helpdesk:**  
 Tel: 0-4-560 9466  
 Fax: 0-4-560 9470  
 Email: [med@caa.govt.nz](mailto:med@caa.govt.nz)  
 Web: [www.caa.govt.nz](http://www.caa.govt.nz)



# Young Eagles News

## Open Days

Young Eagles groups at aero clubs around the country held open days in December 2002 to promote their activities and the 2003 scholarships. The Guide movement was targeted in order to increase awareness of aviation in young people, especially young women. Guides from Pukekohe and Sea

Scouts from Howick enjoyed a flight with the Young Eagles Flight Leaders from Auckland Aero Club.

The Northland District Aero Club hosted seven Girl Guide units from around the Whangarei area. Four volunteer pilot members flew the club's Cessna 172, and Piper PA-28, at allotted times throughout the day. A total of 51 girls, ranging in age from 9 to 14 years, enjoyed a 15 to 20-minute flight over the Whangarei area. They were issued with Young Eagle certificates, with badges to follow, and the guide leaders were given information about the Young Eagles programme.

Young Eagles coordinator Nola Pickard says that they are grateful to private aircraft owners. "One Southland Aero Club pilot has flown more than 50 Young Eagles in his Piper Super Cub.



Young Eagles line up for a flight in the C180 with Chris at Auckland Aero Club.

Members who are private owners are joining the programme, and it's that kind of support that is the mainstay of Young Eagles in several aero clubs," says Nola.

## Scholarship Entries

The Ross Macpherson Memorial Scholarship Awards are presented annually to five Young Eagles aged 15 or over. Each scholarship is to the value of \$1500 and is paid to the winner's local aero club for them to begin their flight training. To be eligible for these awards you must be a member of the Young Eagles programme at your local aero club. It's easy to join – just phone your local aero club – see the Royal New Zealand Aero Club (RNZAC) web site, [www.rnzac.org.nz](http://www.rnzac.org.nz), for a list of clubs and contact details. The current scholarship round closes 30 January 2003. ■

## Gone – No Address

When people fail to update their details with the CAA, we lose track of aircraft owners. Mail has been returned from the last addresses of the following aircraft owners. If you know the whereabouts of the aircraft or owners, please contact Gay Woollett, tel: 0-4-560 9575, email: [woollettg@caa.govt.nz](mailto:woollettg@caa.govt.nz). If the owners are not located, the aircraft will be de-registered.

Name	Aircraft	Registration
Bradburys Blades Ltd	Hughes 296C	HOG
T R Caverhill	Thruster Gemini	AMT
K J Collins	Challenger II	MYB
B M Gunn	Zodiac 601 UL	ZOT
T Griffin	Quantum Super Sport	OOL
J D Finlayson	Delore Skytrike/Vampyre	JRA
German Project Engineering Ltd	Snoop	FHL