

CAA NEWS

Informing for Safer Aviation

Made in New Zealand

Review of Participation in
Rules Development

What Happens at SARTIME?

Tourist Flight Operators

Made in New Zealand



A flock of Bantams at the recent Hamilton airshow.



PAC Managing Director, Brian Hare.

Local manufacturing was the theme when the Authority visited the Waikato in 2002. The visit included two New Zealand manufacturers of complete aircraft. Pacific Aerospace Corporation (PAC) manufacture several models, including the Airtrainer, Fletcher, and Cresco aircraft. They are currently developing a new model, the PAC 750XL, designed for light transport operations. On a smaller scale, Micro Aviation New Zealand manufactures the Bantam microlight aircraft.

PAC, through its former names, was founded in the 1950s and was named Pacific Aerospace Corporation in 1982. They have built over 560 aircraft. As well as complete aircraft, PAC make parts for many other manufacturers. Their clients include such famous brands as Boeing and Airbus. They also carry out a number of other roles, such as project management, design, testing, quality management, and electronic engineering. They employ around 100 staff, based at their manufacturing facility next to Hamilton airport.



Another Cresco takes shape.



Inspecting parts for the Bantam (from left) Max Stevens, Max Clear, Tom Ryan, John Jones.

Max Clear and his company, Micro Aviation New Zealand, have been manufacturing the Bantam microlight aircraft since 1984. Based on his own airfield at Te Kowhai, Max is virtually a one-man-band. All the more remarkable then, that he has now built over 207 Bantams. The Bantam began as a single-seat aircraft, but demand has meant that all models are now two-seaters. The Bantam has qualified for the British BCAR Section 'S' certification. The design has evolved over the years, and it is now offered with the choice of a two-stroke Rotax engine, or a four-stroke Jabiru engine.

The Authority also visited the Waikato Air Ambulance, Eagle Airways, Rotorcraft, Super Air, and Hamilton International Airport. ■

Flying Against the Odds

Tiffney Perry is a pilot, sportsperson, and mother who has not allowed a wheelchair to curtail her zest for life.

Flying started for Tiffney when she was a teenager and took some lessons with her local aero club, as well as flying with her mother. But at that age there are many attractions for a teenager's time. "I thought there were more exciting things I could do, so I didn't stick at it," says Tiffney.

In her early twenties, a waterskiing accident resulted in Tiffney being confined to a wheelchair. Her many sporting activities were immediately curtailed, and numerous adjustments to her life followed. After about five years, and the birth of her first child, Tiffney started looking for more things to do. Sporting activities resumed, and Tiffney joined her mother in activities at the Te Kowhai Microlight Club, including editing their newsletter for a couple of years.

Naturally, this led to some flying, and the aircraft of choice was the Bantam, as it is manufactured at Te Kowhai. "I was just going joy-riding with a few people. But Max got me into it – he told me to take the controls and fly it. Once I'd done that, I thought let's do it."

Tiffney had flown with instructors David Readman and Max Clear for over 40 hours when the idea of modifying an aircraft cropped up, and Max set to work. He developed a hand control for the rudder which was coupled to the throttle, so that one lever controlled the rudder through sideways movement, and the throttle through forward movement. Max's company, Micro Aviation New Zealand, manufacture the Bantam microlight, so he could approve the modification.

"We tested it by towing the aircraft up to takeoff speed, and also checked I could control it effectively. Then I flew with the instructors, and they sent me solo.

"Everyone helps. Mum encouraged me all the way. The club members lift me in and out of the Bantam, and take the chair away. We'd like to find an easier way to do that, but it's difficult enough for some able-bodied people to get in and out of those small planes."

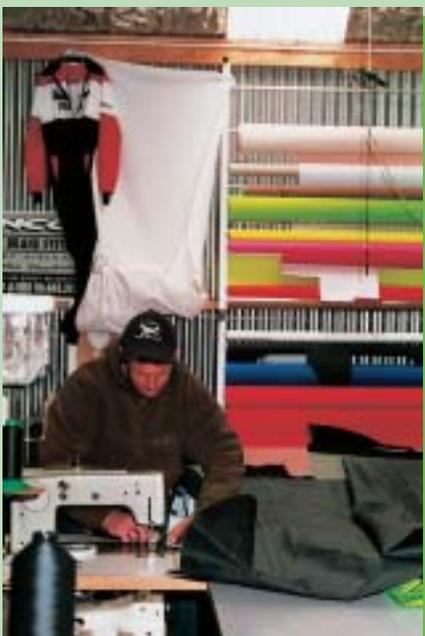
Tiffney now has two children, Emma and Jack, and manages everything with the help of her partner, Chris. "He's in a wheelchair and plays a lot of sport too. There's no doubt our kids will be sporty!"

Tennis is "full on" for Tiffney at the moment, as she eyes the 2004 Paralympic Games in Athens. "I want to get as good as I can at that, and I'd like to do a lot more flying – especially when the baby's a bit older."

On the way to Tiffney's for this interview, the writer saw a truck with this written on it, "with passion anything is possible". Tiffney, her family and activities, are living proof of that. ■



Max Stevens (left) with PAC General Manager John McWilliam.



David Readman preparing a fabric wing cover.



Tiffney shows the modified throttle on her Bantam, helped by son Jack. Looking on is Authority member, Gordon Vette.

Review of Participation in Rules Development

The aviation industry will have more input, and at an earlier stage, into the prioritisation and development of Civil Aviation Rules, following an independent review of the rule-making process commissioned by the Civil Aviation Authority.

The review, released 11 February 2003, was conducted by Mary Scholtens QC. It stemmed from a desire from several sources, including the CAA, the Ministry of Transport and the aviation industry, to see if the existing Rules development system could be improved.

Director of Civil Aviation John Jones welcomed the report, saying it was a comprehensive and reasoned treatment of the issues relating to rules development.

“The CAA has accepted the report’s recommendations and presented it to Minister of Transport Paul Swain and Associate Minister Harry Duynhoven. The CAA management team is now developing a plan to implement the report’s recommendations. A meeting with the aviation community was held on 6 March to discuss the report and outline the proposed implementation programme,” Mr Jones said.

The report strongly supports wider aviation industry representation in a new advisory group that will work with the CAA in the identification of Rules issues and their prioritisation. Until now, the industry has been involved only in the actual development of Rules through the CAA/Industry Rules Advisory Group (CIRAG). The Civil Aviation Rule development programme will then continue to be negotiated annually between the CAA and the MOT.

Mr Jones said the report provided an excellent basis and direction to the further work required to implement the participation regime that would replace the existing CIRAG structure.

“Clearly there is much work to be done to implement the recommendations fully, and there will be resource implications, but I am committed to their implementation. I can assure industry that there will be an orderly transition to the new regime,” Mr Jones said.

A copy of the report can be viewed on the CAA web site, www.caa.govt.nz, under “Rules & more”.



Summary of Recommendations

1. CAA and aviation community to establish a process for dealing with all potential Rule triggers, that involves the aviation community, and which effectively limits the proposals that ultimately require new Rules or Rule amendment.
2. Aviation community to establish an aviation community advisory group or forum to meet regularly with the CAA in accordance with this process.
3. While Part 11 remains in place, all “triggers” should broadly follow a revised petitions process in accordance with that Rule.
4. The CAA apply a preliminary “filtering” process to “issue triggers” to ensure that those that are plainly unsuitable for the process, or can be simply dealt with are, and the promoter is given reasons for the action taken.
5. For all remaining issues a process of problem identification and preliminary risk assessment is recommended to test whether the issue qualifies for further attention.
6. Risk management process and solution choice: After the problem is identified and articulated, it should be subject to a standardised risk management process and appropriate feasible solutions should be identified and evaluated before a solution is selected.
7. Proposed Rule-based solutions are prioritised following consultation with the aviation community.
8. At each stage the necessity or desirability for an interim or alternative solution, including the “do nothing” option, should remain under consideration.
9. The CAA is wholly responsible for preparing the draft Rule and NPRM.
10. That the CAA confers with the aviation community advisory group on the draft NPRM and Rule.
11. The CAA prepare a careful “outcome” document in all cases, which summarises the submissions received on the published NPRM and provides a clear statement of the CAA’s response to those submissions, with reasons.
12. The CAA then provides the revised draft Rule and outcome document to the aviation community.
13. That the Ministry consider whether the 20-week minimum process can be abridged in any particular case.
14. That the Ministry, Regulations Review Committee and Minister treat post-process submissions on matters of expert judgement with caution.
15. That the Minister provide clarification to the CAA of the Government’s aviation safety philosophy and/or the strategic direction for ordinary Rules.
16. The aviation community is to be encouraged to form representative groups and take up opportunities to participate in the process.
17. That the Ministry recognises the implications of the process recommended by this review for funding, in particular the moving of much of the strategic consultation currently funded under the Rule services development agreement out of that process. ■

Tourist Flight Operators New Zealand

Tourist Flight Operators New Zealand is moving onwards and upwards, with eight operators already achieving the Qualmark brand, and more set to do so.

Tourist Flight Operators New Zealand is an industry-driven bid to establish safety standards above the baseline provided by the Civil Aviation Rules. Members have developed standards in addition to the Rules and have been operating under them since June 2002. Their efforts in raising standards were recognised in 2002 with a Director of Civil Aviation Award. Spokesman Geoff Ensor credits the award for lending considerable momentum to the group. He says the Qualmark tourism brand is another solid step forward.

Qualmark is a licensing system that enables tourism businesses to use the tourism industry's official quality mark as a marketing tool. The brand has been used for accommodation for some time under a star system, but it was expanded in October 2002 to other sectors of the tourism industry.

Qualmark's chief executive, Fiona Luhrs, says the benefits of the Qualmark for tourism businesses were credibility, visibility and the potential for enhanced profits by demonstrating that they had gone the extra mile to be professional and trustworthy.

Four tourist flight operators – Air Safaris, Helipro, Glenorchy Air, and Wanaka Flightseeing – were part of a trial programme to develop the Qualmark endorsement system for tourist flight operators prior to its launch in October 2002. Over the Top, Milford Sound Flightseeing, Wings Over Whales, and Volcanic Air Safaris have since met the standards required.

There are generic standards applicable to all tourism operators covering customer service and other business related issues, and an additional set of activity-specific standards which vary depending on the type of operation. The criteria for Tourist Flight Operators were developed in conjunction with the operators.

"Tourist Flight Operators New Zealand have probably set more rigorous standards than most. We have 27 standards, and only about two of those are 'should haves' – the rest are all 'must haves'. They're things like extra training, extra route checks and extra skill training," Geoff says.

"We are not under the illusion that it will change the face of the industry overnight, but it's certainly a step along the way. We know that assessments can be a bit vague, but because we have put firm standards on ourselves we have certainly made some ground."

Geoff says that operators were aware that standards had to be high to ensure credibility with clients.

"Even operators who are ISO 9000 qualified have had to do a bit of work to get there. The operators who have been through it are certainly positive," Geoff says.

Phil Barclay, of Volcanic Air Safaris in Rotorua, describes the Qualmark as taking care of those areas of the business that CAA certification does not – such as customer service, and presentation of facilities and equipment – as well as raising the standards required of operators by the Civil Aviation Rules.

"Getting a Qualmark brand is more about raising the quality of your product, and making sure that quality is maintained.

"The benefits at this stage, other than improving standards above the minimum, are limited, but two years down the track when the Qualmark marketing is really under way, the benefits will start to show," Phil says.

John Macphail, of Kaikoura's Wings Over Whales, also sees long-term benefits in the Qualmark branding. He says certificated aviation organisations are in a much better position to come up with the answers required by the assessment process than operators in other tourism sectors.

"In aviation we have an advantage because the majority of the work for something like this is already considered in the certification process, but it makes you feel like you are doing your best against an industry standard that you are marked against," he says.

Helipro Rotorua Quality Manager Mark Young says the whole process of going through the Qualmark criteria had served as a good indicator to see where Helipro stood in regard to quality of service, and where the company could improve.

"I believe the Qualmark standard will raise the quality of tourist flight operators throughout New Zealand and assist in improving safety," he says.

Geoff Ensor says the group is focusing now on getting more operators into the Qualmark system. Other work includes the development of a logo and website, and a quarterly publication for members. The committee had been increased from three to eight members to share the increased workload, and the group's National Conference is to be held in Rotorua 26 to 27 June 2003.

"We have achieved some momentum, and we have to keep moving forward. We're always looking at practical and affordable ways of doing the job better, and more safely." ■



Tourist Flight Operators New Zealand NATIONAL CONFERENCE

Rotorua 26 – 27 June 2003

The focus this year is "Check and Training." A range of speakers, workshops and on-site visits will explore issues specific to the tourist flight industry.

Tourist operators from all over New Zealand are attending, and all operators are warmly invited to attend and contribute their enthusiasm and knowledge.

For seminar details and registration forms please contact:

Geoff Ensor	(Air Safaris)	0-3-680 6880
Russell Baker	(Air Fiordland)	0-3-249 7505
Paul Cooper	(Southern Alps Air)	0-3-443 8666
Keith Miles	(The Helicopter Line)	0-3-442 6034
Andy Woods	(Wanaka Flightseeing)	0-3-443 8787
John MacPhail	(Wings Over Whales)	0-3-319 6580
Mark Young	(Helipro)	0-7-357 2512
Phil Barclay	(Volcanic Air Safaris)	0-7-348 9984

or your local CAA Field Safety Advisor (see *Vector* for contact details).

Aviate, Navigate, Communicate — TERMINATE

Nearly 10 percent of pilots who need to terminate their VFR Flight Plans fail to do so, prompting concern about their safety — and a possibly Search and Rescue deployment — when their SARTIME expires. *CAA News* looks at what happens when pilots don't amend, cancel, or terminate VFR Flight Plans.

Aviate, Navigate, Communicate. The three golden rules of flying.

National Rescue Coordination Centre (NRCC) manager Rodney Bracefield says there should be a fourth — Terminate. Your flight plan that is.

“Failure to amend your SARTIME — the time you nominate on your VFR Flight Plan for the Air Traffic Services (ATS) alerting service to swing into action if you haven't reported your position or terminated your flight plan after landing — is a big deal. The effort made to find you not only costs time and money, it could cost lives — resources could be distracted from a real emergency, or searchers could be put in harm's way looking for you,” Rodney says.

Yet SARTIMES expire and alerts are initiated with frightening frequency. During the last nine months 15,000 VFR Flight Plans have been filed and nearly 1,500 have gone “overdue” — the vast majority of which were the result of pilots failing to amend SARTIMES or terminate their flight plans. While the NRCC was only alerted to a few of those incidents, each had to be treated as a real emergency until proven otherwise. On every occasion, ATS staff had to carry out time-consuming checks to establish the location and safety of the aircraft.

Flight plans assist in getting help to you as quickly as possible if something does go wrong, by providing specific information

about your intended flight — your aircraft and your planned route, details of intermediate landings and elapsed times, your fuel endurance, the number of people on board, your name and contact numbers, plus the name of the aircraft's owners and their contact details. Flight plans are mandatory for all IFR flights. For VFR flights, they are mandatory only if the aircraft is heading more than 50 miles offshore, but filing a flight plan is good practice. They must be filed at least 30 minutes before departure and, if necessary, amended enroute with ATS.



Rodney Bracefield

While in the past filing costs might have been a deterrent, a flight plan now will only cost you pocket change — a VFR Flight Plan now costs \$4.50 plus GST if filed via the internet on www.ifis.airways.co.nz, or \$6.50 plus GST if lodged by telephone 0800 NBOPLN (0800-626 756) or fax 0800 NBOFAX (0800-626 329). Airways also offers billing options that further reduce the cost to \$3.60 plus GST.

Rodney also points out that it doesn't cost anything to talk to ATS. Keeping ATS informed as your flight progresses could be critical if your situation suddenly deteriorates. Your flight plan and the

correct use of SARTIME procedures could be the difference between life and death — and it could be yours.

“Flight plans and the SARTIME system are great safety tools when used correctly. The whole point is to enable emergency services to get help to you as quickly as possible in the event that something goes wrong.”

“We just want pilots to remember to amend their SARTIMES and terminate their flight plans. They can do that by radio, or as soon as possible after they've landed, by telephone or internet, just so long as it's done before the expiry of their current SARTIME.

“I'm sure some people do not realise the drama they create if SAR personnel have to start ringing around looking for an overdue or missing aircraft.”

So what happens when you fail to cancel or terminate your flight plan?

ATS staff at the National Briefing Office (NBO) will carry out initial communications and other checks to try to determine whether you and your aircraft are safe. If your wellbeing can't be confirmed, the ATS supervisor is required to declare an Uncertainty Phase (INCERFA) state of emergency and notify the NRCC in Lower Hutt not later than 15 minutes after the SARTIME expires. At that point, the route and contact details you have provided in your flight plan become critical in planning the search.

Failing to terminate a flight plan or cancel a SARTIME **is a big deal**. Each INCERFA or Alert Phase (ALERFA) — which is declared automatically when the duration of an INCERFA has exceeded 30 minutes — has to be treated as a genuine emergency situation until proven otherwise. It's unfortunate (and embarrassing for you) if any SAR action is initiated due to forgetfulness, carelessness or stupidity. At best, you'll get a terse phone call — at worst, time, money and SAR resources will have been diverted when they could have been used saving other lives.

- The pilot of a light aircraft flight from Ashburton to Omarama submitted a flight plan with a SARTIME but did not call to terminate it or cancel the SARTIME before it expired. When the SARTIME was reached, a Flight Plan Warning message was automatically transmitted to the NBO where ATS personnel carried out their Initial Alerting Service checks in an attempt to locate or determine the status of the overdue aircraft. Fifteen minutes after SARTIME, an INCERFA state of emergency was declared. The NRCC was alerted and SAR action initiated. The Search and Rescue Mission Co-ordinator (SARMC) immediately began calling a number of contacts, including those provided on the flight plan, for information. After about 20 minutes, contact was established with the pilot who confirmed that she had arrived safely at her destination, apologised for not terminating her flight plan and was reminded of the consequences when a SARTIME expired. This SAR incident would not have arisen if the pilot had recognised that a flight is not completed until the flight plan and SARTIME are terminated.
- A light aircraft did not file a flight plan for a cross-country from Nelson to Central Otago and was not reported as overdue until two days after its expected arrival time. The search, which had to take into account all possible routes along both sides and through the various passes of the Southern Alps lasted for nearly four days. The search cost \$250,000 and eventually located wreckage but, unfortunately, no survivors. The filing of a reasonably detailed flight plan, in conjunction with a SARTIME and periodic radio reporting to ATS, would have resulted in the search starting much earlier and concentrating on the high-probability areas that could have resulted in the missing aircraft being located much sooner. ■

Ross Macpherson Memorial Young Eagles Flying Scholarships

Every year the RNZAC Young Eagles compete for five flying scholarships which entitle the winners to \$1500 worth of flying through their local aero club. The scholarships are named in memory of the late Ross Macpherson, former editor and publisher of *Pacific Wings* magazine.

Previously the scholarships have been awarded at the RNZAC AGM, but this year it was decided to present them at the annual national competitions. This enables the Young Eagles to mix with pilots from around the country and see the various competitions taking place. As 2003 was the first year under the new arrangement, winners from 2002 joined the 2003 winners at the national competitions held in Hamilton.

The awards were presented on Friday 21 February by Young Eagles coordinator Nola Pickard with representatives from the various sponsors. Nola said, "Once again the standard of entries was very high, making it a difficult choice for the judges."

The enthusiasm of the entrants is obvious in the essays they submit for judging, but it is summed up by these words from William Turnbull from Southland, who, unable to attend the presentation, sent this message, "I am writing to show my appreciation in receiving this scholarship. Thank you very much for selecting me. I can't tell you how happy I feel. This now gets me started on my goal of learning to fly. I have already contacted my Young Eagles group – Eagles South – to start organising how I will best plan my training. I am sorry I can't be at Hamilton for the prize-giving. Thank you once again for giving me this chance to begin a long and memorable flying career."

Young Eagles around the country are sporting new badges, based on the logo created by the CAA for Young Eagles. These are currently being distributed by Young Eagles coordinators at aero clubs around the country.

2002 Winners

Scott Calder (*Southland Aero Club*)
 Ryan Davie (*Auckland Aero Club*)
 Kyle Newman (*Marlborough Aero Club*)
 Jeremy Simmons (*Sth Canterbury Aero Club*)
 Richard Ward (*Canterbury Aero Club*)

2003 Winners

Hamish Goodwin (*Tauranga Aero club*)
 Paul Wilson (*Auckland Aero Club*)
 Megan Stallard (*New Plymouth Aero club*)
 William Turnbull (*Southland Aero Club*)
 Bangamin Cunniffe (*Marlborough Aero Club*)

Sponsors of Young Eagles are the 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. ■



The Scholarship winners at Hamilton (left to right): Hamish Goodwin (Tauranga 2003), Kyle Newman (Marlborough 2002), Ryan Davie (Auckland 2002), Paul Wilson (Auckland 2003), Richard Ward (Canterbury 2002), and Megan Stallard (New Plymouth 2003).

ACE Day

EXPERIENCE – AIRMANSHIP – CONFIDENCE



CAA Field Safety Adviser, Bob Jelley, at Te Kowhai.

The last ACE Day for 2002 was held at Te Kowhai airfield in the Waikato on 30 November. It was the most successful yet, and bookings had to be closed before the event. There will be more ACE Days in 2003 for those who couldn't attend. The first one for 2003 will be held on Saturday 3 May at the Alexandra Clyde Airfield, Airport Road, Alexandra.

Booking is essential and can be done online at the *Aviation News* web site, www.aviationnews.co.nz/acedays when finalised.

The next ACE Day will be held at
Alexandra Clyde Airfield, Airport Road, Alexandra
on Saturday 3 May 2003, starting at 10:15am.

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

www.aviationnews.co.nz/acedays



AIP New Zealand

The update of the Aeronautical Information Publication (AIP) to the International Civil Aviation Organisation (ICAO) format is progressing well, but the effective date for the new document has been delayed for three months until 4 September 2003.

AIP rewrite project leader Bill Sommer said the new four-volume document could have been published to achieve the planned effective date of 12 June 2003, but a slight delay would have advantages for everyone.

“The CAA-led rewrite of the AIP has been confined to the text in the document, and this task has been completed. However, because of the commitment to producing and publishing the newly issued Visual Navigation Charts, Airways has not had the resources to commit to bringing the instrument approach and aerodrome charts in the AIP up to date. While we initially considered publishing *AIP New Zealand* with new text and reissuing the charts as they currently exist with the same effective dates as in the current AIP, this was not the best option. There is a significant benefit to everyone in the aviation community to allow all of the contents of the document to be amended to have the same effective date. For this reason the introduction of the new AIP has been delayed for a short time – until 4 September 2003,” he says.

The new-look AIP (to be known as *AIP New Zealand* to distinguish it from the existing NZAIP) will be fully amendable and presented in paper format in A5 three-ring binders. It will also be published on the internet.

Bill is confident that once people get used to the new format, they will find the new document far easier to use.

“*AIP New Zealand* has been written as a complete document in three parts – general, enroute and aerodrome. These parts will replace the current GEN, AGA, COM, RAC, and OPS sections.

“However, the only place *AIP New Zealand* will appear as a complete

document, with pages in sequential order, is on the internet. Paper versions of the AIP have been tailored to suit the way the document will be used, especially in the air,” Bill says.

Volume one will contain all general information, all enroute information, and all aerodrome **text** information. Volumes two and three, which will be available only as a set, will be the equivalent of the current IFG. They will contain all IFR procedure charts as well as all information relevant to IFR operations from the General, Enroute, and Aerodrome parts. Volume four will be the equivalent of the existing VFG, with selected information for VFR operations included.

“It’s been done that way so there’s less paper in the cockpit. VFR pilots may find that they only need to purchase volume four, since any planning information required is available, free of charge, from the AIP on the internet.”

Considerable attention has been put into making *AIP New Zealand* more of a “one-stop shop”, Bill says. As such, it will be a considerable departure from the existing NZAIP, which has evolved into several separate documents, including the VFG, IFG and planning manual.

“The new format is easier to read – it has a different font and layout – and considerable effort has been made to simplify the language used. Each section, chapter and paragraph is numbered, and it’s become obvious during the proofing stages that the numbering makes it easy to find your way around, especially using the comprehensive Table of Contents that will be included in every volume,” Bill says.

Bill says feedback on the layout and presentation will be welcome, but he asks that users become familiar with using the various documents, and the internet version, before making suggestions for improvement.

“*AIP New Zealand* will be an evolving document and will be improved as time goes by,” he says. ■

Security

Although some security measures have been eased since aviation security was tightened following the 11 September 2001 attacks in the United States, operators need to remain focused on security issues, CAA security technical specialist Warren Tatham says.

New Zealand and the rest of the world saw aviation security heightened to levels never seen before in the aftermath of the 2001 attacks, and although some of those precautions – such as prohibiting metal cutlery on commercial aircraft – have been relaxed, most additional measures remain in place. However, as time goes by, Mr Tatham said complacency could become apparent and urged operators to guard against it.

“Security is only as good as its weakest link, and it really is up to all personnel and passengers to take an active part. Although some policies implemented after the 11 September attacks have been relaxed, other measures remain in place. Whether it’s airline flight crew making sure unauthorised people were denied access to the flightdeck, and other security procedures are adhered to, or a passenger making sure no prohibited items or dangerous goods are in their luggage, everybody has an equally important role to play,” Mr Tatham says.

All operators using aircraft of more than nine passenger seats on a regular air transport service are required to have a security programme in place under Civil Aviation Rule Part 108 – *Air Operator Security Programme*. The International Civil Aviation Organisation (ICAO) also requires operators to take adequate security measures, including measures to prevent unauthorised people entering the flightdeck during flight. Other behind the scenes measures are also in place, and additional security measures remain in place for flights to the United States.

“While the spotlight has been on larger aircraft, it is crucial that operators of smaller aircraft also remain vigilant, particularly at isolated aerodromes where access controls to operational areas are not as strict as at larger aerodromes,” Mr Tatham said.

“From time to time, particularly at smaller aerodromes, aircraft have been tampered with while parked on the hardstand. Aircraft parked outside are particularly susceptible to unlawful interference. We’re asking operators to take sensible precautions when their aircraft are unattended to make sure they can’t be operated by unauthorised people. Leaving the keys in the aircraft on the tarmac – and it does happen – is asking for trouble,” he said.

“We also get fairly regular notifications of unauthorised or unsupervised personnel on tarmac areas. They pose a safety and a security risk. They should be challenged and unless they can give a satisfactory reason for being in an operational area, they should be asked to leave. Remember too that at security-designated aerodromes, people airside must wear and display an airport identity card.”

A recent incident at a security-designated aerodrome highlighted the need for people working airside or in security areas to be aware of the rules governing access, Mr Tatham said.

“In this particular incident an airline representative escorted two visitors airside to enable an aircraft to be inspected. The visitors had not been issued with temporary airport identity cards, and the airline representative left them on the tarmac. Vigilant CAA staff noted the two people, challenged them, and escorted them clear of the security area until it was sorted out.”

Controlling access to the tarmac was also something operators need to be mindful of, Warren says.

“Many aircraft operators have facilities such as offices, hangars, clubrooms and passenger lounges located on the boundary between public and operational areas. Operators of such facilities are responsible for controlling access through their premises and ensuring that only properly authorised people are admitted into operational or security areas. Doors and gates leading to such areas need to be properly secured and well signposted with operational or security area signage.” ■

Recognition for Director

The Director of Civil Aviation, John Jones, was made a Fellow of the Royal Aeronautical Society (RAeS) in February 2003. The Fellowship, in recognition of his appointment as Director of Civil Aviation, was presented by society president Lee Balthazor.



Lee Balthazor (left) and John Jones

The Royal Aeronautical Society is a UK-based world-wide organisation with divisions and branches in many countries, including New Zealand. Lee Balthazor was in New Zealand as part of a tour of the divisions of the Society, and he took the opportunity to present the Fellowship personally to John Jones.

The Society, founded in 1866, is the oldest aeronautical society in the world and has evolved into a global focal point for the entire aerospace community, embracing all the disciplines involved.

“I’m thrilled to be part of the Society. It’s no small thing, and is a big honour. I have always held the Society and its members in high regard, so it’s great to become a part of it. To be presented the Fellowship by the president of the organisation was an added thrill,” John Jones said.

Mr Jones, with 18,000 flying hours, is widely regarded as one of New Zealand’s most experienced domestic airline captains. He became Director of Civil Aviation in October 2001 after a career which has spanned general aviation, helicopter operations, engineering and corporate jet services, as well as airline and corporate management.

For more information about the RAeS, see the New Zealand Division’s web site: www.raes.org.nz ■