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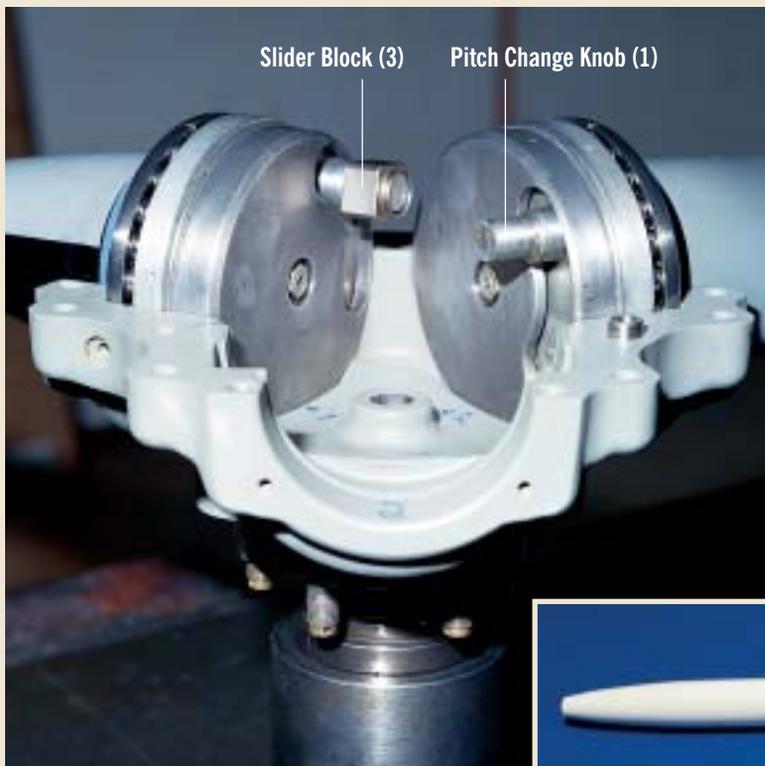
The Value of Occurrence Reporting

The results of safety investigation into a number of three-bladed propeller failures on Fletcher topdressing aircraft has demonstrated the value of the mandatory reporting of occurrences.

“This is a classic example of how the reporting system works to improve aviation safety,” CAA Safety Investigator Steve Walker says.

jettison the load and land on a plateau, causing substantial damage to the undercarriage; he was not injured.

Like the first occurrence, initial inspection showed one propeller blade pitch change knob had failed in flight due to fatigue cracking. This had allowed that blade to rotate to neutral pitch, causing the severe vibration.



Further detailed metallurgical examination arranged by the CAA determined that the fatigue originated from a groove in the radius of the small diameter pitch change knob (1). The nylon bush (2) intended to provide a bearing surface for the pitch change knob had come loose and seized in the associated slider blocks (3) on all three blades. When the propeller rotated, the bush wore a groove in the small diameters of the pitch change knobs, providing a point for the crack to start, and ultimately causing the total failure of one, and partial grooving and cracking on the other two blades.

“The parts clearly indicate failure due to fatigue that is totally inconsistent with overload failures where the prop has hit something,” Steve says.

A search of the CAA database, standard procedure when investigating occurrences, revealed similar factors to the earlier occurrence, and a copy of Hartzell’s

Over a period of 16 months, five Fletcher aircraft – two in Australia and three in New Zealand – have had propeller failures on takeoff caused by fatigue cracking in the pitch change knob (1). In all cases the aircraft landed without injury to the pilots, but there could have been far more serious consequences.

The manufacturer, Hartzell, is about to issue service information to address the problem with the Hartzell HC-C3YR-1RF propeller, and the CAA will issue an Airworthiness Directive (AD) mandating compliance. These corrective actions have been made possible because of the reporting of similar events.

After examining the propeller from the first reported occurrence in August 2001, Hartzell considered the failure an isolated event requiring no further action. With the reporting of further occurrences, a more detailed investigation was carried out.

Concern was raised when a second occurrence was reported to the CAA in November 2001, after the pilot of a Fletcher FU24-950 reported a severe vibration just after takeoff. He managed to



investigation report was requested. Simultaneously, the Civil Aviation Safety Authority of Australia informed the CAA that it had registered two similar occurrences to the same Australian operator on consecutive days in February 2002. Alarm bells started ringing. Hartzell was informed of the four propeller failures occurring within a relatively short timeframe. A third similar failure in New Zealand early in 2003 – while the investigation was still under way – gave the investigation added impetus.

The issue of an AD was seriously considered early in the investigation process, but it was decided that was not the best



course of action, as the cause of the failures and appropriate corrective actions had not been determined. Operators were informed of the investigation progress by letter.

Steve says that early on, the investigation focussed on the adhesive specified in the propeller overhaul manual to bond the bush to the pitch change knob. Overhaul agencies had been using a substitute adhesive because it was reported to be difficult to obtain. Still, overhaul agencies reported that even factory fitted bushes were often found loose at overhaul, and grooving caused by the slider block radius (4) was seen regularly.

The adhesive manufacturer's technical representatives were consulted, and it was suggested that even the adhesive specified in the overhaul manual was not the best for the job. The CAA initiated tests of different adhesives and primers, to determine which was best. It was found that a different adhesive, used in conjunction with a primer, created the strongest bond. The information was passed on to Hartzell and the FAA, who provisionally accepted the use of the stronger primer and adhesive.

Hartzell drafted the service information soon after the fifth occurrence detailing the requirements for an overhaul inspection to new criteria. It also detailed protection of the pitch change knob from nicks and scratches by installation of an improved bush with a more reliable adhesive. Surface compressive stresses of the location of the pitch change knob radius (5), if degraded, are to be restored by a shot-peening process, to ensure the pitch change knobs maintained "like new fatigue strength". Plans and kits for shot-peening cabinets were promulgated, and training in their use has begun.

Hartzell has indicated that all Y-shank propellers using the "F" style pitch change knobs will require shot-peening at next overhaul after September 2003. More urgent compliance will be required for propellers fitted to Fletcher aircraft.

"It appears that the CAA, Hartzell, the FAA and industry members, in particular Safe Air Ltd, working together have made positive safety improvements relating to continuing airworthiness of the Fletcher fleet and other aircraft types using the same model propeller. This stems directly from industry reporting occurrences, ensuring that a safety investigation can be performed and appropriate corrective actions prescribed," Steve says. ■

Nominations Called for Director's Awards

It is time again to make nominations for the annual Director of Civil Aviation Awards.

The awards, one for an individual and one for an organisation, were first presented in 1995, and they acknowledge those in the industry who have made outstanding contributions to promoting safety in aviation. Nominees will have demonstrated a positive attitude to safety by their conspicuous actions.

The awards are presented at the annual Aviation Industry Association conference in July, and the winners represent a record of achievement in New Zealand aviation in recent years.

Individual winners include Robyn Reid, Russell Jenkins, Tim Bartleet, Bob Guard, Michael Young, and John McKenzie. Last year's individual winner was Simon Spencer-Bower.

The organisation award last year was won by Tourist Flight Operators New Zealand. Past winners include Queenstown Airspace Users Group, Air Safaris, Taupo Airport, the Royal New Zealand Aero Club, and Skywork Helicopters.

Details of past award winners are now available on the CAA web site, www.caa.govt.nz, under "Safety Information".

Everyone is invited to nominate an individual and/or organisation for the Awards. Nominations close on 27 June 2003. Contact CAA Corporate Communications Manager, Bill Sommer, with a few paragraphs on why your nominees should receive the Award, and send to:

Email: sommerb@caa.govt.nz

Fax: 0-4-569 2024

Post: P O Box 31-441, Lower Hutt ■



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.

All New Zealand operators are warmly invited to attend and contribute their enthusiasm and knowledge.

For details and registration forms please contact:

Geoff Ensor (Air Safaris), Tel: 0-3-680 6880, or your local CAA Field Safety Adviser (see *Vector* for contact details).

New Aeronautical Charts

If this introduction was by Sesame Street's Big Bird, he would say that "this programme has been brought to you by the words 'situational' and 'awareness'".

That was the emphasis throughout the travelling roadshow jointly presented by the Civil Aviation Authority and Airways New Zealand to introduce the new aeronautical charts. Over 1,300 people attended the presentations, held at 28 venues from Invercargill to Kerikeri in February and March. Attendances were very good, even in some of the smaller locations, with more than nine of the venues each attracting over 60 people. Since then, three more presentations have been made following requests from training organisations.

The presentations were conducted by Len Wicks, CAA Air Traffic Approvals Officer, and Don Goodhue, Manager of Aviation Publishing for Airways New Zealand. Support was provided by the CAA Safety Education and Publishing unit.

Len Wicks explained the reasons for changing the charts and reported on the consultation that went into their development. He pointed out many of the new features, such as additional airspace and aerodrome information. Blue is used for visual operations, purple is used for instrument operations, and red is used for hazards and special use airspace.

There has been a real effort to achieve the best balance between reducing clutter, and providing all the information required. More symbols are used instead of text in order to reduce clutter.

There were many airspace changes effective on 20 March 2003, the same effective date as the new charts. The presentations were able to highlight these changes in each area visited.

"The overall emphasis is on situational awareness," says Len. "We've tried to provide the topographical features and landmarks that will assist pilots with their enroute navigation. Add to that the airspace features they need to know in order to be compliant, bearing in mind that the airspace rules are for the safety of everyone in the air. In the past, the emphasis was on terminal areas, but the new charts are for visual enroute navigation, so you can see why they're called 'Visual Navigation Charts'".

Don Goodhue followed up with information on how the charts can be customised for specific uses. He also outlined progress on the development of *AIP New Zealand*. Information was given on ordering, and the cost of the new charts.

"It was a huge project to bring production of the charts from the old manual methods of production to new digital processes," says Don.

"The development cost of more than \$250,000 was borne by Airways New Zealand. However, we were fortunate to receive significant support from the CAA in time, expertise, and commitment. Without this support, undertaking a project of this magnitude would have been difficult. As a result we have new charts that cost the user only \$12 per sheet, with two charts per double-sided sheet.

"From an Airways point of view, the development process was important to ensure we could deliver chart products that meet users' expectations. The charts need to be able to clearly depict complex airspace and aeronautical information. The joint Airways/CAA team ensured that we had the right mix of people working together to make this happen."



Len Wicks introduces the New Aeronautical Charts, with Don Goodhue (right)

Don also emphasised the use of the AIP Supplements. All planned changes to airspace and other temporary but significant activities and events are notified through the AIP Supplements, issued every 28 days. Only last-minute changes, that can't be notified through Supplements are put in NOTAMS. Pilots must refer to the AIP Supplements as part of their flight-planning process, as well as NOTAMS, in order to get a complete picture. If you subscribe to any part of the AIP (eg the VFG), you will also receive the AIP Supplements. Further information is in the "Publications" section of Airways' IFIS web site: www.ifis.airways.co.nz.

The late Brian O'Hagan provided a great deal of input for the new charts, through the RNZAC Instructors' Council, and also by trialling them in flight. At the Kapiti charts seminar, a plaque recognising this contribution was presented to his wife, Rae. Kapiti Aero Club also dedicated a new training room to the memory of Brian O'Hagan, their former CFI.

What's Next?

Several areas have been identified to improve the quality and information on the charts. The major ones are: the background colouring and darkness, missing or incomplete features, and some lines are a little jagged.

"What's been really pleasing is the local information people have given us while on the roadshow. Their suggestions will help improve the charts even further," says Len Wicks.

"More feedback will help us continue the process of improvement, especially when it comes to local knowledge of things such as wire hazards, mountain passes, and significant features. We want to hear from pilots, or clubs and organisations, with any suggestions for building on the current charts," says Len.

How to Provide Feedback

On the Airways' IFIS web site, www.ifis.airways.co.nz, go to "Publications". Use the link "Click here to tell us more" to email your feedback.

Or email: info@caa.govt.nz

Fax: 0-4-569 2024

Post: Charts Feedback, Civil Aviation Authority,
P O Box 31-441, Lower Hut

Key Points

For those who were unable to attend the seminars presented around the country through February and March 2003, here is a summary of the key points:

- It was essential to redevelop the charts to bring them into line with modern methods of production, and to improve compliance with ICAO standards.
- Extensive consultation with the aviation community was carried out over a 12-month period. The RNZAC Instructors Council played a major role by advising the development team and testing the drafts.
- Many of the new features are a direct result of the consultation, as are the style and presentation of the new charts.

What's New?

- There are two Visual Planning Charts (VPC), North Island and South Island, on one sheet of paper, at a scale of 1:1 000 000.
- There are 18 Visual Navigation Charts (VNC) at a scale of 1:250 000 (except for two at 1:125 000, see below), printed both sides so there are 9 sheets of paper.
- Auckland and Wellington have charts at a scale of 1:125 000 in order to show the complex airspace more clearly.
- Enlargements at 1:125 000 are inset where possible.
- All charts are on A1 size paper.
- They cost \$12 (incl GST) per sheet, ie, for two charts.
- A balance has been achieved in order to provide the information pilots need, while reducing clutter.
- Airspace is colour coded – purple for instrument flight, blue for visual flight, and red for hazards.
- More symbols are used instead of text. There are new symbols in use, such as mountain passes and wire hazards.
- Frequency, aerodrome and airspace information is shown on the VNCs.
- Final instrument approach areas in uncontrolled airspace are shown.
- Many new features are shown to improve situational awareness, such as golf courses, major buildings, and transmission masts.
- The VPCs show the upper airspace, including high-altitude general aviation areas. They could be used in flight by high-altitude or high-speed VFR aircraft. Note, they do not show features used for low-level navigation.
- The VNCs should be used for all navigation below 10,000 ft.

Airspace Changes

- Also effective 20 March 2003 were numerous changes to airspace around the country. All pilots are reminded of their responsibility to acquaint themselves with the airspace requirements where they are planning to fly.
- Class E airspace is disestablished.
- Aerodrome traffic zones are disestablished.
- Approach Conditional Areas are disestablished.
- The terms TMA (Terminal Control Area) and UTA (Upper Control Area) are no longer used.

You can order charts through the Airways IFIS web site: www.ifis.airways.co.nz ■

Time-in-Service Recorder Update



Hopes are high that the world-first status and interest shown by overseas aviation authorities in the CAA's tamper-resistant Time-in-Service Recorder (TiSR) project will create demand offshore. This would overcome commercial difficulties posed by the limited New Zealand market for the devices.

CAA Rotary Wing Unit manager John Fogden says TiSRs will be required in most aircraft with finite-life components below 5700 kg – mostly New Zealand's 500 helicopters – and will address a long-held concern of industry – that some helicopter operators are flying non-recorded hours by turning off Hobbs-type meters and stretching the maintenance limits of their aircraft to reduce operating costs. Many in industry see the introduction of the tamper-resistant devices as levelling the playing field.

The TiSR project was first discussed in 1997, and it has largely been driven by the industry. The project broke new ground from the outset, requiring the CAA to write its first-ever New Zealand Technical Standard Order (NZTSO) to outline the performance standards required, because no similar devices existed anywhere in the world.

The NZTSO was deliberately written to a standard acceptable to overseas authorities to allow for future export potential. It was reviewed by the Federal Aviation Administration (FAA), which suggested only minor amendments. The NZTSO allows the specific methods used to achieve the required performance to be at the discretion of the developer. It aims at specifying a device that could be built in New Zealand, using readily available technology at a reasonable cost. The CAA is mindful of the individual unit cost to industry, John says.

A range of devices are currently being tested by the industry, and the CAA is currently involved in sourcing further research and development funding to get the devices into production. A working group of CAA airworthiness, legal and enforcement staff has already resolved the technical aspects surrounding the use of the information TiSRs will provide.

“The industry is calling for these devices, but we could strike problems like economies of scale and continuing supply. We have to have a big enough market to interest prospective manufacturers to make them. The overseas interest is certainly encouraging.

“The CAA has finished all the technical and regulatory aspects and will continue to remain involved, but we are really looking for the commercial sector to take up the challenge and the opportunity to become involved in an exciting project. I guess you could say that it was kiwi ingenuity that created the challenge. We are now looking to kiwi ingenuity to solve it,” John says. ■

Course for Maintenance Controllers

The CAA has recognised that, generally speaking, many aircraft operators do not have sufficient understanding of the requirements for the maintenance of their aircraft.

To help overcome this, the CAA has designed a course for those people in Part 119/135 aviation organisations who are designated as the Senior Person responsible for the control and direction of maintenance (the 'Maintenance Controller'). The course is also intended for others in aviation that have an interest in the planning and direction of maintenance.

The course is in two parts.

Part One is a pre-workshop self-paced learning module. The aim is to introduce you to, or refresh your knowledge of, the Rules that provide the foundation for aviation safety in New Zealand. At the end of the pre-workshop module there is an assessment that is to be returned to the CAA no less than one week before the start of the two-day workshop. You will require access to the CAA web site for the pre-workshop module.



Stephanie Coffey is Maintenance Controller for Avia Air Charter. Here she oversees a check on their Piper Navajo Panther with Greg Bowen.



Roger Cruickshank is Maintenance Controller for the Waikato Aero Club. The whiteboard is a quick reference for him, with a computer programme being used to track aircraft usage.

Part Two will be a two-day workshop. This is designed to be hands-on and practical. Both parts complement each other and will enable you to get the most out of the Maintenance Controllers' course.

The New Zealand Qualifications Authority (NZQA), in conjunction with the Aviation, Tourism and Travel Training Organisation (ATTTO), are writing 'Units of Learning' for the course, and all participants that are assessed as 'competent' in all the required Units, will be issued with a National Certificate in Aeronautical Engineering (Maintenance Controller).

All future Maintenance Controllers for Part 119/135 organisations will be required to hold this qualification.

We are now accepting applications for all the courses. The application form is on the CAA web site, www.caa.govt.nz, see the "What's new" page. All applications must be accompanied by a \$50 registration fee. Each course will be limited to a maximum of 15 people, so please register early.

Date and venues for the courses in 2003 are:

Town and Venue	Dates
Ardmore – Wing and Rotor	19/20 Jun
Blenheim – NMIT Woodbourne	31 Jul/1 Aug
Christchurch – Contract Aircrew Services	28/29 Jul
Gore Aero Club	14/15 Aug
Greymouth Aero Club	25/26 Aug
Hastings – Aparima Motor Lodge	17/18 Jul
Hawera Aero Club	3/4 Jul
Paraparaumu – Associated Aviation	30 Jun/1 Jul
Queenstown – Remarkables Room	11/12 Aug
Rotorua Aero Club	28/29 Aug
Taupo Airport Club	14/15 Jul
Whangarei Airport Fire Station	16/17 Jun

For further information, contact the CAA GA Airworthiness Coordinator:

John Bushell
 Tel: 0-4-560 9427
 Fax: 0-4-560 9452
 Email: bushellj@caa.govt.nz ■

Milestone for Aviation Manufacturers

On 1 April 2003 the first Implementation Procedures (IP) were signed as part of the Bilateral Aviation Safety Agreement (BASA). The BASA is an agreement between the United States and New Zealand Governments. This IP was for Airworthiness, and recognises the airworthiness certification processes in each country as being acceptable to the other country.

The BASA has two key elements. The first, the Executive Agreement, was signed by Prime Minister Helen Clark during her visit to Washington in March 2002.

The second element, the Implementation Procedures (IP) is an agreement between the United States Federal Aviation Authority (FAA) and the Civil Aviation Authority of New Zealand (CAA) giving official recognition to the BASA and enabling the development of procedures in each country in the specific area covered by the IP.

This, the first IP, is for Airworthiness and will simplify the procedures for the certification of aircraft, components, and the provision of technical assistance between the two countries. New Zealand is the first southern hemisphere country to achieve such an agreement.

“The signing of the Implementation Procedures, giving effect to the BASA, marks a significant move forward in the relationship between the FAA and the



Signing the BASA IP, (from left): Associate Minister of Transport, Harry Duynhoven; Director of Civil Aviation, John Jones; US Ambassador, Mr Charles J Swindells; and FAA representative, Kim Wolfley.

CAA,” said the Director of Civil Aviation, John Jones, at the function held to witness the signing. The function was held at Te Papa Tongarewa (Museum of New Zealand), and afterwards those attending were able to view the “Lord of the Rings” exhibition, and hear Richard Taylor of Weta Productions talk about some of the examples of their work on view.

A presentation was also made to Jeremy Remacha, CAA Manager Aircraft Certification, by the AIA Engineering Division in recognition of his work on this project, which has spanned several years.

“This is indeed a milestone in our relationship with the FAA,” said Jeremy. “It will streamline the procedures between the two authorities in areas like airworthiness, aircraft type certification, processes for determining type acceptability, the types of documents accepted, and procedures for obtaining technical assistance. We also look forward to expanding the BASA in other areas.”

The agreement is expected to provide increased opportunities for New Zealand aviation manufacturing companies. It will facilitate the export and acceptance of New Zealand designed and manufactured aircraft and parts to the United States.

The CAA hopes to extend the scope of the BASA in coming years by adding further Implementation Procedures agreements, which may cover such areas as aircraft maintenance and personnel licensing. The process of negotiating a Maintenance IP will begin in July 2003.

In the January/February 2003 CAA News, we announced that New Zealand was co-hosting the Bilateral Partners’ Meeting in Wellington with the FAA. Unfortunately, this conference was postponed, as our FAA co-hosts were unable to leave Washington because of events in Iraq. ■



Chair of the AIA Engineering Division, Carol Thompson, presents a “Lord of the Rings” tableau to Jeremy Remacha.

Changes to the Health and Safety in Employment Act

On 5 May 2003 several changes to the Health and Safety in Employment (HSE) Act became effective. Some significant changes affect aircrew, cabin crew, and the CAA.

In the past, the HSE Act did not cover people working in certain areas, such as aircraft crew members. This anomaly was corrected with the changes to the HSE Act, and it now applies to aircraft as a place of work.

The amendments also allow the Prime Minister to designate an agency to administer the HSE Act for a particular industry – where the agency has specialist knowledge relevant to the industry concerned. On 5 May 2003, the Prime Minister designated the Civil Aviation Authority to administer the provisions of the HSE Act for the aviation sector, specifically for aircraft while in operation.

The designation says:

“The scope of this designation is to administer the Health and Safety in Employment Act 1992 for work on board aircraft and for aircraft as places of work while in operation.

“Specifically, the scope of this designation incorporates the period when the aircraft is taxiing, taking off, in flight and landing.”

Section 3A(2) of the HSE Act specifies that the Act applies only while an aircraft is:

“Operating on a flight beginning at a place in New Zealand and ending at the same place; or

“Operating between two places in New Zealand (not as part of a flight beginning or ending outside New Zealand); or

“Operating outside New Zealand and the person is employed or engaged under an employment agreement or contract for services governed by New Zealand law.”

It is anticipated that this designation authorises the CAA to administer the HSE Act in respect of any aircraft operations in which there exists an employer/employee relationship between aircraft operators and those persons employed to work on board an aircraft. This means the CAA is responsible for ensuring that health and safety practices are adhered to on aircraft as a place of work, and it is very likely that this will include aircraft such as aeroplanes, helicopters and hot air balloons. However, as the full extent of this designation is still being worked out for purposes of practical implementation, it may include other types of aircraft.

The Minister of Labour, Margaret Wilson, issued a press release on 5 May 2003, which said:

“The CAA and MSA have been given these roles because of their knowledge of their different sectors and to ensure employers and workers in these sectors only have to deal with one agency for all safety matters.

“The MSA will look after any work that occurs on board ships. The CAA will look after aircraft when they are in operation, ie, the period when the aircraft is taxiing, taking off, in flight and landing.

“The ability to designate agencies other than the Occupational Safety and Health Service was included in the Act in order to take advantage of the technical expertise and knowledge these organisations had of their sectors.

“It will require OSH, CAA and MSA to work closely together to provide a seamless and consistent application of the HSE Act in all workplaces.”

The Occupational Safety and Health Service of the Department of Labour retains its oversight responsibility in respect of all other work performed on or around an aircraft that is not in operation.



These crew members, displaying their new uniforms, are now covered by the Health and Safety in Employment Act while working on an aircraft in operation.

It is expected that the CAA OSH Unit will be a stand-alone unit within the CAA. Initially, the CAA will have OSH Inspectors seconded from the Department of Labour to assist in applying the provisions of the HSE Act. The first priorities of the Unit will be the establishment of in-house systems, and developing working relationships – both internal and external. Staff will respond to enquiries for information in the OSH area that the CAA has been designated to administer.

When to Contact the CAA

If you have an OSH problem or issue that you think falls within the CAA's designated area then you should:

- In the first instance, address it with your colleagues or representatives, and then your employer, in an attempt to get the issue resolved in the best way. The HSE Act is quite specific with respect to the responsibilities of all parties.
- If your in-house action does not result in a fix for the problem or deal with the issue, then contact the OSH Unit in the CAA.

You have the right to contact the CAA OSH Unit at any time regarding any OSH issues that fall within the CAA's designation.

Reporting

In the past, all OSH related accidents and serious harm incidents were reported to your nearest OSH centre. From 5 May 2003, all accidents and serious harm incidents that fall within the designation of the CAA should be reported to the CAA OSH Unit. This should be done, preferably by telephone, as soon as possible after the incident has occurred. Within seven days this should be followed by a written report on the OSH Service form "Notice of record of accident/serious harm" in accordance with the HSE Act reporting requirements. The CAA is setting up a register of accidents and serious harm incidents to cover the area of its designation.

- For those of you that use the OSH Service form "Notice of record of accident/serious harm", please continue to use that form, but forward it to the CAA OSH Unit.
- Those of you with the AQD reporting system will also need to use the above form initially. The CAA is modifying the reporting form and production database in AQD to include an OSH field, and we will keep you informed of progress on that.

How to Contact the CAA OSH Unit:

Tel: 0800-CAA OSH (0800-222 674)

Email: osh@caa.govt.nz

Fax: 0-4-569 2024

Post: P O Box 31-441, Lower Hutt

For further information see the following web sites:

The CAA web site, www.caa.govt.nz, will have updated information as systems are put in place. Check the "What's new" page, and there are links to the CAA-OSH pages from other pages, such as "Pilots" and "Airlines".

The OSH web site: www.osh.dol.govt.nz

The HSE web site, called "Workinfo":

www.workinfo.govt.nz

You can view a fact sheet summarising the changes to the HSE Act at this web address: <http://www.workinfo.govt.nz/documents/uploads/keychangesact.pdf>

Alexandra ACE Day Very Successful

Alexandra hosted the first ACE Day for 2003 in May. Twenty eight people attended – a great turn-out for a small centre. What made it successful though, was the enthusiasm of those attending, according to CAA Manager Sport and Recreation, Rex Kenny.

"The Alexandra ACE Day was notable for the interest and questions from the pilots present. They really got into it, and the discussions continued throughout morning tea and lunch. This made it one of the most productive ACE days so far," Rex said.

There will be more ACE Days later in 2003 for those who haven't been able to attend one yet. We'll advise when the next one is finalised, probably in the Spring at Dannevirke, with one more in 2003 in the far north. Keep an eye on the *Aviation News* web site, www.aviationnews.co.nz/acedays, for more information as dates are finalised.



CAA Field Safety Adviser, Bob Jelley, demonstrates an oil change at Alexandra.

The CAA is on the Move



In April, the Director of Civil Aviation, John Jones, announced to all staff of the CAA that new premises had been secured for the CAA. The lease on the CAA's current premises in Lower Hutt expires at the end of September 2003, and various options for relocating have been under consideration for some time.

The new premises are at 10 Hutt Road, Petone. This is just off the Hutt motorway, making it a quick trip to or from Wellington.

"We'll have about 20 percent more space in the new building, and it's won awards for the interior, so I expect staff will be pleased with the new facility," says John Jones.

Some work will be carried out to prepare the interior for CAA's requirements, and the building owners are going to upgrade the exterior. Actual moving dates are not confirmed yet, but relocation is expected to take place during August.

CAA News will keep you informed of progress.