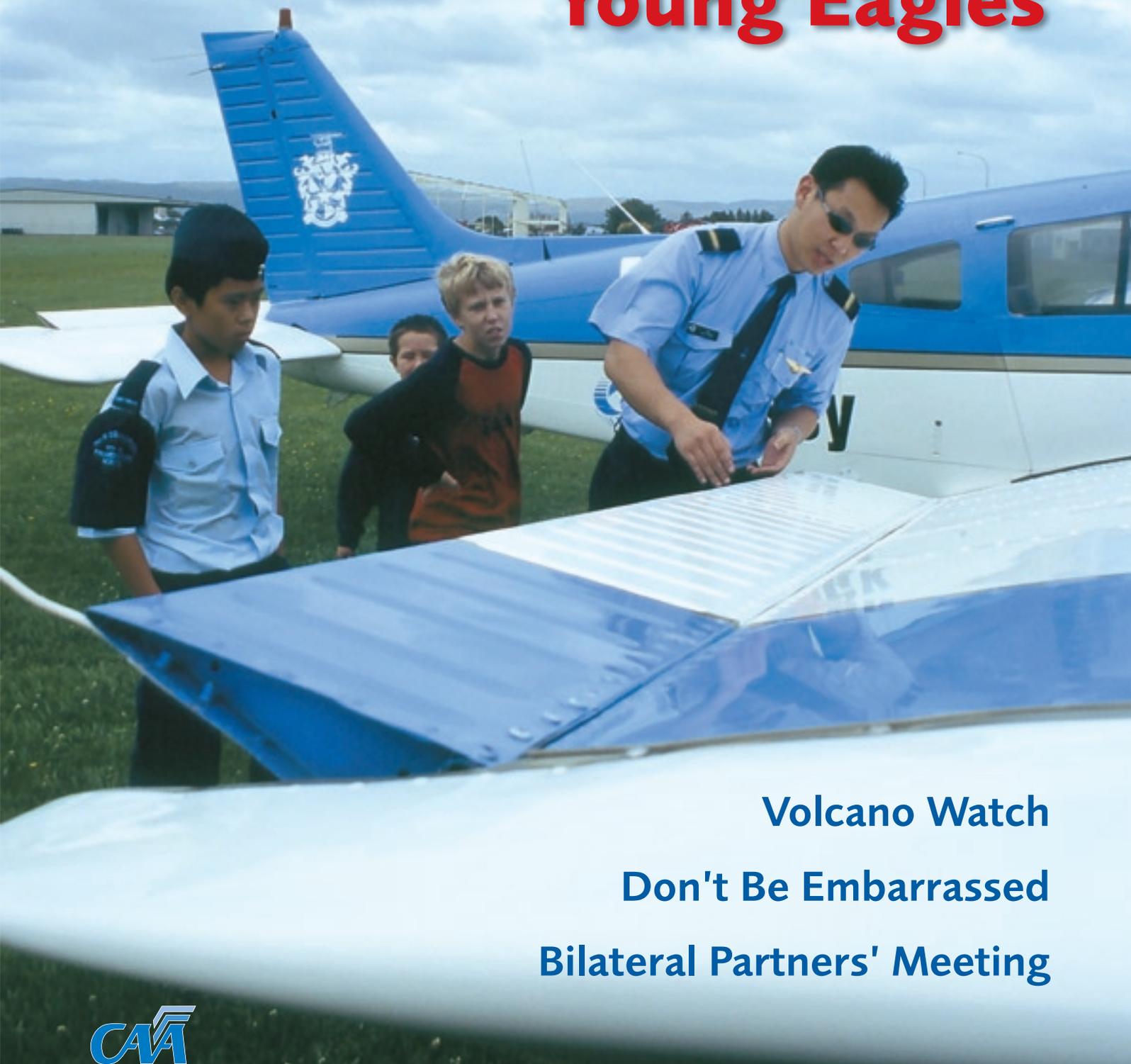


March / April 2004

CAA NEWS

Informing for Safer Aviation

Manawatu Young Eagles



Volcano Watch

Don't Be Embarrassed

Bilateral Partners' Meeting



Young Eagles News

Manawatu Open Day

There have been some great Young Eagles Open Days around the country in the last few months. Poor weather foiled the idea of flying 1000 in a day, or even a month, but that doesn't dampen the enthusiasm of Young Eagles coordinators. Take Manawatu, for example. In the middle of the most flood-ravaged part of the country, while weather still dogged efforts to clean up – Manawatu Districts Aero Club held an Open Day that would be one of the best ever – 49 Young Eagles made flights!

Clubs should contact MDAC's organiser, Geoff Hague, for advice on organising days such as this, and to hear about the benefits for the club in promoting Young Eagles. The club organised sponsorship for the fuel for the flights, and this enabled them to fly as many young people as possible – the enthusiasm this generated is priceless. They also involved other operators on the airfield, such as Massey School of Aviation. This was a great example of competing organisations in the training marketplace joining together to promote flying training – potentially growing the market for both of them. The Royal New Zealand Air Force also contributed, and the aircraft they flew in were a great draw card for the youngsters.



Open Day organiser, Geoff Hague (right), with a group of Young Eagles after their flight (photos courtesy of Ian Berridge).



Cover photo:

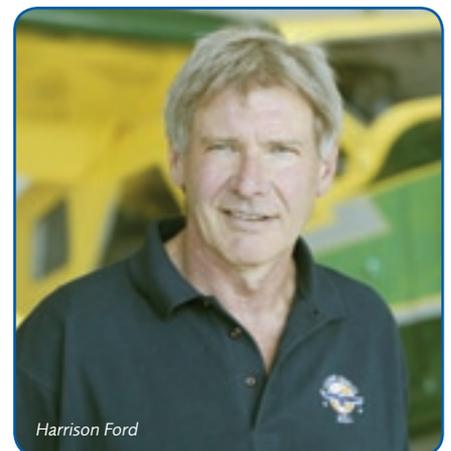
Jun Shin from Massey School of Aviation explains ailerons to a group of Young Eagles before their flight.

US Young Eagles

New Zealand Young Eagles are affiliated with the Experimental Aircraft Association (EAA) Young Eagles in the United States. The EAA started Young Eagles in 1992 and had a goal of flying a total of one million Young Eagles by the 100th anniversary of flight, 17 December 2003. They achieved this in November 2003, thanks to the contributions by more than 35,000 EAA member-pilots and 50,000 ground support volunteers.

Early in March, the EAA announced that Harrison Ford was the new Chairman of the EAA Young Eagles programme. The previous Chairman was General Yeager, who served from 1995 to 2003.

Ford accepted the chairmanship of the programme, saying, "It's daunting to step into General Yeager's shoes, but aviation is



Harrison Ford

about learning new skills and the satisfaction that comes with practising them and doing better.

“Young Eagles gives kids a view of the world they’ve never seen before. Each Young Eagle flight is an opportunity to excite kids by sharing your passion for flight and to show them that they, too, can learn the skills to participate in aviation.” Ford said.

Harrison Ford is best known as an actor in more than three dozen films, but he is also an extremely active pilot and member of the EAA.

New YE Coordinator

Robert Orr is a star too – for taking up the role of national coordinator of the RNZAC Young Eagles programme. Robert lives in central Hawkes Bay and has been involved in aero clubs for many years. He has won many competitions at regional and national level, and is currently secretary of the Waipukurau Gliding Club. In letting his name go forward for election to the Executive Committee of the Royal New Zealand Aero Club, he felt that after 30 years of flying it was time to put something back as flying competitively over most of this time had added an important dimension to his flying experiences.

Robert and his wife, Pat, are looking forward to meeting the 2004 winners of the Ross Macpherson Scholarship at Gisborne, and then testing their general and aviation knowledge to determine the first winner of the Pickard Memorial Trophy along with a cash prize of \$150.

Ross Macpherson Memorial Scholarship

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 aero club for them to begin their flight training. Entries have now closed for 2004 and are being assessed. The presentations will be made at the national competitions in Gisborne 1 to 3 April. ■

Young Eagles sponsors are: the CAA, Aviation Services Limited, Aviation Cooperating Underwriters, Air BP, Pacific Wings, and Aviation Publishing.

You can find out more about Young Eagles through the RNZAC web site, www.rnzac.org.nz, or by phoning **0800 I CAN FLY (0800 422 635)**



Volcano Watch

It’s been nearly 10 years since volcanic activity on Mt Ruapehu significantly disrupted air traffic, but the effects of volcanic activity on aviation remain firmly on the international agenda. The CAA is expected to play a major role at the inaugural meeting of the International Airways Volcano Watch Operations Study Group meeting in Bangkok in March 2004.

The meeting stems from an ICAO Council decision to elevate the work done on volcanic ash and related matters to a global permanent working group status. New Zealand is a world leader in the development of risk mitigation systems for volcanic ash, and we continue to be a key player in development of the International Airways Volcano Watch.

The meeting will be a biennial event at which member states report on development work done and debate and take decisions on volcanic ash and related matters to forward to the ICAO Council for final ratification. The work will continue to develop the volcanic and other airborne hazard tracking and warning systems, such as chemical and radiological hazards, and possibly for galactic and solar ionising radiation hazards.

CAA’s representative, Peter Lechner, says the meeting is a timely reminder that although it has been nearly a decade since the last significant volcanic activity in New Zealand, disruption could recur at any time. The New Zealand environment has made New Zealand a world leader in volcanic ash reporting and mitigation in aviation. Pilots need to be aware of the indications of volcanic ash, and the corrective actions required. It was important to report where it was, and equally, where it was not.

In New Zealand we have the Volcanic Ash Advisory Service (VAAS) for aviation. Under this system, all New Zealand volcanoes are monitored by the Institute of Geological and Nuclear Sciences, with the volcano status defined by a Scientific Alert Level. Any change in status triggers an immediate generation, or change, of a NOTAM on a Volcanic Hazard Area. Airways has a set of ‘ready-to-go’ NOTAMS for the Ruapehu, Ngauruhoe and White Island Volcanic areas. MetService manages this system and ensures that SIGMET and other meteorological information on the ash is kept as up-to-date and accurate as possible. They will also supply supplementary graphic information where possible, on ash movement and expected movement during a volcanic event.

Some form of eruptive activity occurs on Ruapehu most years, but historically Ngauruhoe has been New Zealand’s most active volcano. White Island was New Zealand’s most active volcano from 1977 to 1992.

A reporting form for volcanic activity is on the CAA web site, www.caa.govt.nz, under “Rules & more – Forms”. Report activity directly to the ATS unit you are contact with at the time. ■

Don't Be Embarrassed...

Occurrence Reporting is for Safety Only

It's 1 am and there's not a car in sight. You ease off on the accelerator slightly and the car glides through the intersection past the Compulsory Stop sign. You've just committed a traffic offence. So the next morning you're going to phone up the authorities and tell them what you've done, right? I don't think so.

And yet that's what we expect pilots, engineers, and air traffic controllers to do every day. Report their mistakes and the mistakes of their mates. All in the name of safety.

In the traffic example, people are less inclined to report their mistakes and errors because they are liable for some punitive action. But for the sake of getting vital information to improve aviation safety we have a system of reporting and safety investigation that looks for the cause of an occurrence, not for someone to blame for it.

Safety Investigation

Safety investigation is a vital tool for the aviation regulator to be able to influence the safety performance of operators. From investigation of occurrences we may be able to determine the cause of an accident, or a number of causal factors in an accident. From cumulative data about occurrences, trends can be revealed. The CAA can then make recommendations for strategies to be put into place to prevent accidents.

Part 12 defines when you must report.

For an incident:

12.55 Notification of incident

- (a) Where an incident is a serious incident or an immediate hazard to the safety of aircraft operations, each holder of a certificate issued under—
 - (1) for an aircraft incident or dangerous goods incident, Part 119 or 129; or
 - (2) for an airspace incident, Part 172; or
 - (3) for a facility malfunction incident, Part 171; or
 - (4) for a defect incident, Part 47, 119, 129, 145, or 146; or
 - (5) for a security incident, Part 119, 129, or 142—

shall, if the certificate holder is involved in the incident, notify the Authority of the incident as soon as practicable.

For an accident:

12.51 Notification of accident

- (a) Each pilot-in-command of an aircraft that is involved in an accident or, if that person is fatally or seriously injured, or if the aircraft is missing, the operator, shall notify the Authority of the accident as soon as practicable.

When you phone to report an occurrence the details are noted. The completed form CA005 sent to CAA within 10 days adds to that information in the CAA database. Sometimes a Safety Investigator will phone to ask for more information, or clarification of a point. For serious occurrences the CAA will conduct a safety investigation in the field, examining the area and aircraft, and interviewing witnesses.

The sole purpose in a safety investigation is to find out what caused the occurrence. This is often a number of causal factors rather than a single cause. The investigators will work with you to try to implement preventive actions to make the system safer. There is no attempt to attribute blame.

Protection of Safety Information

Information on occurrences reported to the CAA's Safety Investigation Unit may not be used or made available for the purpose of an investigation to establish whether an offence has been committed, except as detailed below. This protection is in Part 12:

12.63 Non-prosecution

The Authority shall not use or make available for the purpose of prosecution investigation or for prosecution action any information submitted to it by a person under this Part unless—

- (1) the information reveals an act or omission that caused unnecessary danger to any other person or to any property; or
- (2) false information is submitted; or
- (3) the Authority is obliged to release the information pursuant to a statutory requirement or by order of a Court.

The exceptions rarely occur.

So why won't you report?

Studies into many industries have shown that for every accident there are many minor incidents. Many occurrences are never reported, especially in the GA sector. Embarrassment can be a factor in this, especially where pilot error might be a contributing factor. To encourage reporting, Part 12 provides for confidentiality (rule 12.61).

The CA005 form can be sent to the Manager Safety Investigation marked "confidential". Once the report has been verified, it is 'de-identified'. This limits the scope of any investigation, and reduces the potential to identify underlying causal factors, but the CAA prefers to have limited information rather than no report at all.

Feedback

Once you have filed your occurrence, you will receive an acknowledgement by post or email. You may be phoned by one of our safety investigators to clarify something or for more information. When the investigation is closed you will be sent a letter informing you of this.

The data gathered is used to improve safety through a number of measures, such as pilot education, Airworthiness Directives, and sometimes a Rule change. Defect reports are published in *Vector* and will soon also be available on the CAA web site. Accident Briefs are published in *Vector* and already appear on the CAA web site. Fatal accident reports are there too.

Definitions

Occurrence – means an accident or incident

Incident – means any occurrence, other than an accident, that is associated with the operation of an aircraft and affects, or could affect, the safety of operation.

Serious Incident – means an incident involving circumstances indicating that an accident nearly occurred.

Accident – means an occurrence that is associated with the operation of an aircraft and takes place between the time any person boards the aircraft with the intention of flight and such time as all such persons have disembarked and the engine or any propellers or rotors come to rest, being an occurrence in which:

- (1) a person is fatally or seriously injured as a result of:
 - (i) being in the aircraft; or
 - (ii) direct contact with any part of the aircraft, including any part that has become detached from the aircraft; or
 - (iii) direct exposure to jet blast — except when the injuries are self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to passengers and crew; or
- (2) the aircraft sustains damage or structural failure that:
 - (i) adversely affects the structural strength, performance, or flight characteristics of the aircraft; and
 - (ii) would normally require major repair or replacement of the affected component — except engine failure or damage that is limited to the engine, its cowlings, or accessories, or damage limited to propellers, wing tips, rotors, antennas, tyres, brakes, fairings, small dents, or puncture holes in the aircraft skin; or
- (3) the aircraft is missing or is completely inaccessible.

***(as soon as practicable)**

In general terms, this means the first telephone you come to. It does not mean ‘when convenient’.

For the big picture, see our quarterly and six monthly Safety Reports. These show accident rates and trends for the whole industry, the social cost of accidents, and casual factors. The Safety Reports are on the CAA web site under “Safety Information”.

Law Enforcement

The need for enforcement is widely acknowledged, and was raised by industry participants at previous safety forums. The CAA prefers to work with operators to bring about voluntary compliance with the Civil Aviation Act and Civil Aviation Rules. But when unnecessary danger is caused through behaviour such as recklessness, enforcement must be considered in the public interest. The Director is required “to take such action as may be appropriate in the public interest to enforce provisions of this Act and of regulations and rules made under this Act” (Civil Aviation Act, section 72 I(3)(b)).

Information gathered in a safety investigation cannot be used for enforcement action. The enforcement unit of the CAA is entirely separate from other units and must carry out its own investigations. The matters investigated are mostly complaints from the public, or from aviation industry participants. ■

Type of OCCURRENCE	Initial NOTIFICATION (as soon as practicable)*	Provide DETAILS (within 10 days)	Submit INVESTIGATION Report (within 90 days)
Accident	Pilot in command (or operator) Notify CAA 0508 ACCIDENT 0508 222 433 <i>rule 12.51</i>	Pilot in command (or operator) Form CA005 <i>rule 12.53</i>	
Serious incident, or Immediate hazard to aircraft operations	Certificate holder or person involved Notify CAA 0508 ACCIDENT 0508 222 433 <i>rule 12.55(a)</i>	Certificate holder or person involved Form CA005 or CA005D <i>rule 12.57</i>	Certificate holder Form CA005 or CA005D <i>rule 12.59</i>
Incidents: Aircraft, Dangerous Goods, Facility malfunction, Defect, Security.		Certificate holder Form CA005 or CA005D <i>rule 12.57(a)(1)</i>	Certificate holder Form CA005 or CA005D <i>rule 12.59</i>
Airspace incident	Pilot in command <i>rule 12.55(c)</i> Certificate holder <i>rule 12.57(a)(1)</i> Notify CAA (via ATS)	Pilot in command <i>rule 12.57(a)(3)</i> Certificate holder <i>rule 12.57(a)(1)</i> Form CA005	Certificate holder Form CA005 <i>rule 12.59</i>
Bird incident	Pilot in command Notify CAA (via ATS) <i>rule 12.55(c)</i>	Pilot in command Form CA005 <i>rule 12.57(a)(3)</i>	
All other incidents		Person involved Form CA005 <i>rule 12.57(a)(2)</i>	

How to notify CAA of an occurrence

Tel: **0508-ACCIDENT (0508-222 433)**

Form CA005 is available on the CAA web site, www.caa.govt.nz, “Accidents and Incidents”.

You can also inform us of any aviation safety concerns –

Tel: **0508-4 SAFETY (0508-472 338)**

How to Report Your Accidents and Incidents

This booklet is available on the CAA web site, from your flight training organisation or club, or directly from the CAA.

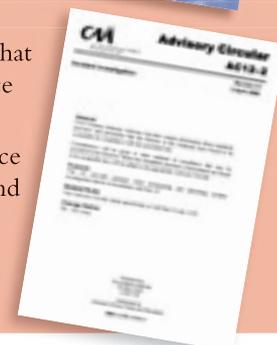
Email info@caa.govt.nz if you would like a copy.

Advisory Circulars

There are two ACs for Part 12 that will help you with occurrence reporting.

AC12-01 Mandatory Occurrence Notification and Information and AC12-2 Incident investigation.

They are also on the CAA web site.





Bilateral Partners' Meeting

The FAA/Asia Pacific Bilateral Partners' Dialogue Meeting will be held in Wellington, New Zealand, from 30 March to 1 April 2004. The meeting, co-hosted by the CAA and Federal Aviation Administration (FAA), was postponed last year due to the conflict in Iraq.

The meeting has the same theme as the postponed meeting, "The Regulators Challenge – Keeping Pace with Technological and Organisational Change." It will be attended by the nations in the Asia/Pacific region that have bilateral airworthiness agreements with the FAA. Those countries include Australia, New Zealand, Japan, The People's Republic of China, Indonesia, Taiwan, Malaysia, and Singapore.

The meeting has particular significance this year for the CAA of New Zealand, as it will be the first since the signing of the Implementation Procedures for Airworthiness (IPA) which gave effect to the United States/New Zealand Bilateral Aviation Safety Agreement (BASA). The agreement outlines required standards and procedures for acceptance of aircraft and components traded between the two countries. It is expected that the agreement will lead to an increase in business with the United States for New Zealand aviation businesses, by making it easier for them to explore exporting opportunities.

CAA General Manager Government Relations, Steve Douglas, says the CAA has always been a keen promoter of the forum and is looking forward to hosting delegates from so many foreign authorities.

"The meeting is an opportunity for regulatory authorities to discuss common issues, especially in the areas of certification, operations, and licensing. It allows the FAA the opportunity to discuss its intentions and future safety strategies with other authorities. There is also the opportunity to discuss common issues with the other authorities attending," Steve says.

The third day of the meeting is a special 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. ■

ACE Day



Airmanship – Confidence – Experience are the themes of ACE Days, sponsored by the CAA and *Aviation News*. An ACE Day is a day-long seminar with the purpose of increasing airmanship awareness for all GA and recreational pilots. The programme starts at 10 am, lunch is provided, and the day usually concludes about 3 pm.

In November 2003 there were great turnouts for the ACE Days at Waipukurau and Whangarei.

The next ACE Day will be held on Saturday 29 May 2004, hosted by Southern Districts Aero Club at Gore Aerodrome.

The ACE Day is free to participants, but numbers are limited, so booking is essential. You can book online at the *Aviation News* web site, www.aviationnews.co.nz/acedays.



2004 Director's Awards



Each year an award is presented by the Director of Civil Aviation to an organisation, and to an individual, in recognition of their outstanding contribution to aviation safety. They are presented at the annual conference of the Aviation Industry Association in July.

It is time to start thinking about nominations. We will give more information in the next *CAA News*, but meanwhile start thinking about who you might nominate to receive a Director's Award in 2004. ■

MetService Contract

The CAA renewed its contract with the Meteorological Service of New Zealand in February to provide meteorological information on its behalf.

The CAA is required, under International Civil Aviation Organisation (ICAO) Annex 3 – *Meteorological Service for International Air Navigation*, to ensure weather information is available to international aviation.

The arrangement with MetService stems from a decision in the early 1990s that the state-owned enterprise could not directly hold the international responsibility. Consequently, the CAA is the designated Meteorological Authority under Annex 3, and CAA contracts MetService to provide the service as a Part 174 certificated organisation for meteorological services.

CAA aviation weather specialist Peter Lechner says the contract signed this time was a streamlined version of the first one signed in 1994.

“I’ve presented papers to various forums on how and why the relationship works so well. It’s different to most other countries – where the state meteorological organisation is also the Meteorological Authority – but people are impressed that New Zealand is able to meet its obligations in this way. The point is that international aviation needs this information, and MetService does a great job in providing it.”

The contract requires MetService to undertake the responsibilities



MetService Chief Executive, John Lumsden (left), shakes hands with the Director of Civil Aviation, John Jones, watched by executives from MetService and the CAA.

of a technical or safety nature associated with, but not limited to, the work of the ICAO Air Navigation Bureau and the Technical Co-operation Bureau.

As a certificated organisation, MetService is subject to CAA audit like any other aviation document holder, and under the arrangement is required to report annually to the CAA on the state of meteorological services for international civil aviation.

The CAA determines the minimum level of services and the minimum number of facilities to be provided by New Zealand to ensure the safe conduct of international air navigation in the region. It also ensures that the information requirements set out in the ICAO Regional Navigation Plan are actually provided, as well as participating in ICAO forums concerning international aviation meteorological services and systems. ■

Rules Review Implementation Project

Presentation of the draft Project Charter

The draft Project Charter for the Rules Review Implementation (RRI) Project was presented to the aviation community at a series of meetings held early in March 2004. The meetings were held in Rotorua, Auckland, Wellington, Nelson, Christchurch, and Queenstown. After an introduction by the General Manager Government Relations, Steve Douglas, the Project Manager, Anthony Baker, presented the draft Project Charter. The opportunity for questions and discussion after each presentation was readily taken up. Some very useful and positive feedback about the RRI project and its approach has been received.

The CAA has established the RRI project to implement the recommendations that arose from the Scholtens Report. The draft Project Charter is the first major output of Stage 1 of the project, and these meetings were the first opportunity for the aviation community to participate in the project.

The Project Charter details the purpose and objectives of the project, defines the project stages, outlines the project organisation and management approach to be used, and defines the project

outcomes and deliverables. All of the Scholtens Report recommendations are detailed as specific, yet separate, projects within the Project Charter document.

A submission guideline was provided to help people provide feedback. The draft Project Charter and the Submissions Guideline are on the CAA web site (see below). The deadline for making submissions is Wednesday 14 April 2004. Submissions can be sent to docket@caa.govt.nz.

All submissions made about the draft Project Charter will be posted on the CAA web site during the consultation period. ■

Information about the Rules Development Implementation Project is on the CAA web site, www.caa.govt.nz. See “Rules & more”.

For further information, contact:

Anthony Baker
Tel: 0-4-560 9442
Email: bakera@caa.govt.nz

New General Manager Airlines

New CAA General Manager Airlines, Tim Allen, has completed a hat-trick in being appointed to the position.

Tim succeeds Ian Pirie, and more recently, John Bartlett in the role. All three are former Safe Air pilots, and shared time in the cockpit. John Bartlett has left the CAA to take up the position of Manager Safety Systems with Virgin Blue in Brisbane.



Tim Allen

Tim joined the CAA as the Manager Airline Flight Operations in August 2003, before taking over the General Manager Airlines role in late February 2004. But while he has followed former workmates into the role, Tim is aware that he has come to the helm at a busy time for the Airlines Group. The face of the airline industry is changing, and the regulator's challenge is always keeping up.

"New airlines, aircraft, technology, and route structures mean that the CAA is constantly reacting to change. We need to ensure the CAA and the Airlines Group are responsive to the requirements of industry. We also need to be adequately resourced with staff who have the required experience and competencies," Tim says.

Tim's career began at the Royal Victorian Aero Club in 1968, working towards a commercial pilot licence. From there he came back to New Zealand, completing an instructor rating at the Waikato Aero Club before a two-year stint at the Marlborough Aero Club. He joined Safe Air in 1974, flying Bristol Freighters, Argosies, and Friend-ships. He has held fleet captain, safety officer, and check and training positions.

Safe Air stopped flying in 1990, and a role at Ansett flying Dash 8s, and later BAe 146s, beckoned. In 1994 Tim was appointed Manager of Airline Flight Operations for Air Nelson. His last industry position before joining the CAA was as operations manager for Air Chathams, flying Metro-liners and Convairs.

"Looking back, my career has followed a varied but fairly traditional path, but there's nothing traditional about the job I have now. The challenge is to move forward at the pace the industry requires, without forgetting the lessons of the past – maintaining a safe environment is the target," Tim says. ■

Part 61 Updates

Advisory Circular Revisions

Five Advisory Circulars for Part 61 *Pilot Licences and Ratings* have been updated, and the new revisions published on the CAA web site. These updates form the first of the syllabus changes developed by the Technical Study Group that is reviewing the knowledge requirements for pilot licences. The aim of this review is to provide the syllabus in a more detailed form to support students, instructors, and training organisations as they prepare for the written examinations.

Each subject has been given a subject number, and each topic within that subject, a topic number. These reference numbers will be used on 'Knowledge Deficiency Reports' (KDRs) and will provide valuable post-examination feedback to examination candidates. Improved feedback through the use of KDRs will gradually become part of pilot training. The syllabus content has not changed, so there are no changes to the examinations.

AC61-1.3 *Pilot licences and ratings – Private pilot licences* includes format changes to the syllabi for Meteorology, Air Navigation, Aircraft Technical Knowledge (A) and (H), and Flight Radiotelephony. The flight test syllabus for aeroplane has been updated to provide information on what is required of the candidate during the flight test.

The *Flight Test Standards Guide* for PPL Issue and BFR (Aeroplane) is published on the CAA web site, and gives students more detailed information on PPL flight test requirements.

AC61-1.5 *Pilot licences and ratings – Commercial pilot licences* includes an updated flight test syllabus for aeroplane, to provide more detailed information on what is required of the candidate during the flight test.

AC61-1.7 *Pilot licences and ratings – Airline transport pilot licences* introduces format changes to the knowledge syllabus for Meteorology. The Air Law section is modified to account for previously incorrect rule references, deleted rules, and other changes to Civil Aviation Rules.

AC61-1.17 *Pilot licences and ratings – Instrument ratings* introduces format changes to the knowledge syllabuses for Flight Navigation (IFR), and Instruments & Navigation Aids. In the flight test syllabus, changes are made to include GPS arc arrival procedures.

AC61-1.19 *Pilot licences and ratings – Flight examiner ratings* updates and clarifies the flight experience requirements for a Flight Examiner Rating.

A draft *Flight Test Standards Guide* for CPL Issue and BFR (Aeroplane) has been published on the CAA web site for comment.

Part 61 Review

The draft NPRM for stage one of the Part 61 review (see *CAA News* Nov/Dec 2003) is in final review stages, and it is planned to be out for consultation within the next few months. *CAA News* will report on progress, and further information can be seen in the monthly Civil Aviation Rules Register Information Leaflet (CARRIL) available on the CAA web site.

Further Information

The ACs and the CARRIL are on the CAA web site, www.caa.govt.nz, under "Rules & more". The Flight Test Standards Guides are under "Pilots". ■

Runway Work at Auckland International Airport

As part of Auckland International Airport's ongoing programme to rebuild the runway and taxiway system, the airport company will shortly replace a significant section of the main runway. The work is to be carried out between 11 April and 19 May 2004.

This civil engineering project involves replacement of a segment of the mid-section of the main runway – the first major repair to this particular area since the airport opened 38 years ago. The project is made possible by strong partnerships between the airport company, Board of Airlines Representatives of New Zealand (BARNZ) and its associated airlines, Airways New Zealand, engineering consultants and contractors.

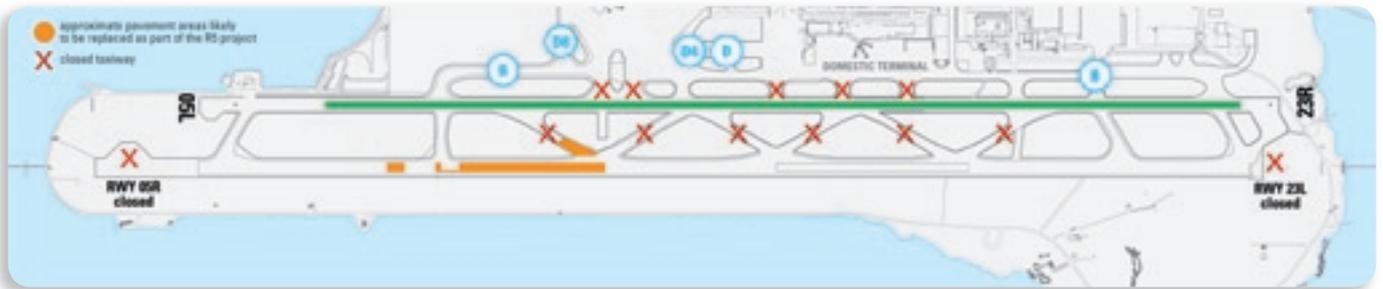
During the reconstruction period aircraft will use the standby runway. At the completion of the project the standby runway reverts to being the main taxiway. As the hourly flight capacity of the standby runway is less than the main runway, aircraft landing or departing on the standby runway may experience some delays at peak periods.



The work on the main runway is an important part of the airport's comprehensive runway rehabilitation programme, which began in 1998. The airport's runway system was originally constructed in 1965, with a design life of 25 years. The life of the runway has been enhanced, however, through the development of a unique and comprehensive runway maintenance programme. The newly reconstructed main runway and associated taxiways will have an expected lifespan of at least 40 years.

A pilot briefing package is available from the airport company, and information will be in the AIP Supplement and NOTAMS.

For further information, contact the Project Manager, Kevin Carr, Tel: 0-9-256 8909. ■



Aeronautical Charts

At the beginning of February a survey was sent out to all Airways customers who had purchased aeronautical charts. The survey asked customers about their scale preferences for the next series of VNCs. Customers were given five coverage options, ranging from the status quo, to various mixes of 1:500 000 and 1:250 000 scales, back-to-back, or single-sided. The preferred option was Option 2: eight sheets, all double-sided (eight 1:250 000 charts on the reverse of six 1:500 000, and two VPCs). The survey stated that these charts would be grouped North Island/South Island, and where possible, adjacent areas would not be back-to-back. The VNC charting team, comprising industry representatives, Aviation Publishing, and CAA, is now working towards the next issue of charts, using 1:500 000 and 1:250 000 scales, and the VPC at 1:1 000 000. At the same time, the results of a questionnaire on colour were

collated. This questionnaire was sent to approximately 300 experienced pilots and instructors. The colour questionnaire looked at colour bands to show changes in height, symbol clarity, and relief shading that gives a 3D impression of terrain. A colour selection was made based on the feedback received. The team is now working through the process of trialling this selection on the printing press.

The team has agreed that all the charts will be reviewed at a local level by selected industry representatives, prior to publication. This review will consider matters such as spot heights, representation of the topographical features, data integrity, etc. The review will be coordinated by Warren Sattler (Ardmore Flying School) for the upper North Island, Carlton Campbell (Wakatipu Aero Club) for the lower South Island, and the CAA Field Safety Advisers for the rest of the country. ■