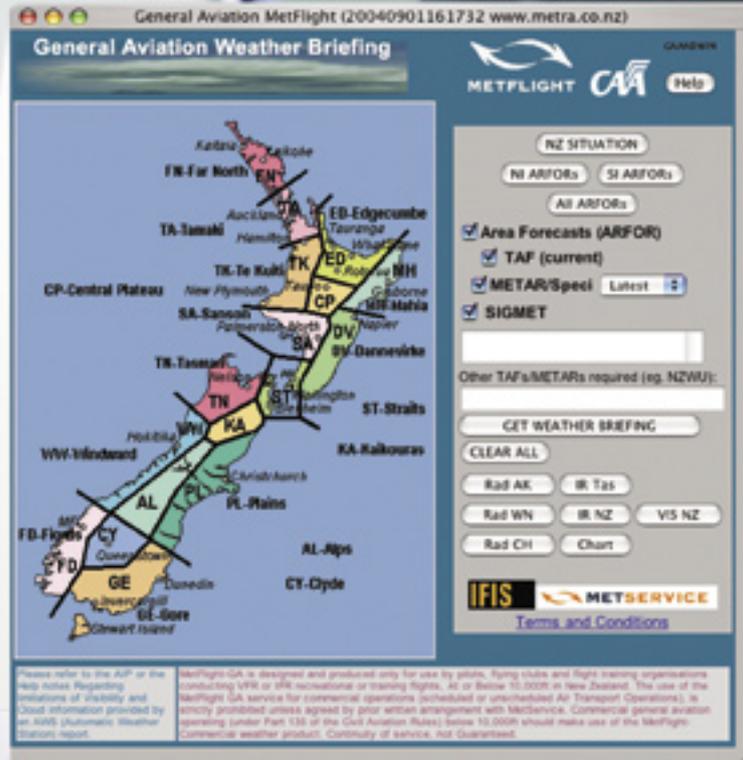


CAA NEWS

Informing for Safer Aviation

CAA Sponsors Weather Information



Director's Awards 2004
 Part 61 Update
 Aircraft Upholstery

The CAA is meeting the cost of providing enhanced meteorological services free-of-charge to pilots flying for recreation, and flight training organisations. Pilots in these two categories operating at or below 10,000 feet, under either Visual Flight Rules or Instrument Flight Rules, will have access to the new MetService product, MetFlight-GA.

The CAA expects to see improved safety performance and increased use of flight planning as a result.

MetFlight-GA was launched on 23 August 2004 at Ardmore aerodrome by the Minister for Transport Safety, Harry Duynhoven. The Minister said, "Aviation safety relies above all on the ongoing effort of the participants in the aviation system. We should never relax, and we should never become

complacent. The MetFlight-GA initiative is an example of the Civil Aviation Authority striving to find a new way to enhance aviation safety in the recreational GA sector."

For over a decade, the provision of meteorological information to the GA community has been on a user-pays basis. Under Civil Aviation Rules the pilot-in-command of an aircraft must obtain and become familiar with current meteorological information. The CAA considers that pilots who do not obtain good meteorological information compromise aviation safety.

The GA community previously accessed a basic level of meteorological information, free of charge, from the IFIS system operated by Airways Corporation. The drawbacks with this set of information included the lack of detailed forecasts for specific geographic areas, and the lack of coverage of a number of aerodromes (provision of this information will, however, be continued in the short term by Airways).

Up until now the only alternative for recreational pilots wanting more detailed meteorological information was to pay for the MetService's internet product called MetFlight-Commercial.

The new MetFlight-GA product is superior to the weather information currently available on the IFIS web site. It divides New Zealand into seventeen specific geographic regions, providing in-depth forecasts for each that include: forecast winds, freezing level, visibility, cloud, weather, and turbulence. The website also contains more aerodrome forecasts, moving loop forecast charts, weather radar, satellite imagery, as well as information from MetService's automatic weather stations at many aerodromes.

At the launching of MetFlight-GA, John Jones said, "The launch of this new weather service is another positive outcome from the 'Towards 2005' Aviation Safety Forums held by the CAA in 2001 and 2002. The influence of good flight instruction on

building a safety culture was emphasised in those forums, and that is why the flight training sector is included in the free weather service. We recognise the importance of flight training, and the early formation of the essential habit in novice pilots of obtaining good weather information and of flight planning."

The CAA considers that the cost of providing an enhanced and free-of-charge weather forecasting service for the recreational and training GA community is significantly less than the cost of weather-related incidents and accidents.

No recreational operator will be able to use the cost of accessing weather information as an excuse for not being well prepared prior to a flight.

All CAA licensed (Part 61) pilots, and all those with a pilot certificate issued by a Part 149 certificated organisation, will have access to MetFlight-GA. Bob Henderson, Executive Officer of Gliding New Zealand said, "The new MetFlight-GA internet weather package provided by the CAA gives glider pilots a quick and responsive way to check their local forecasts and the 'big picture'. Especially valuable are the time loops, both the infrared



Harry Duynhoven

How to log on to Metflight-GA: www.metra.co.nz/metflight

Username

For CAA Licensed (Part 61) pilots, the username is their pilot licence number. For pilots who are a member of a Part 149 Aviation Recreation Organisation, it is their membership or pilot certificate number, but with a prefix in front of the membership number.

The Gliding New Zealand prefix is 'GNZ', the New Zealand Hang Gliding & Paragliding Association prefix is 'HP', the Recreational Aircraft Association of New Zealand prefix is 'R', and the Sport Aviation Corporation prefix is 'S'.

Password

For CAA Part 61 pilots, the password is the initial issue date of their licence but input in the form d/mm/yyyy, ie, with no leading zero on the day but with a leading zero on the month (eg, 5/12/2003 or 21/01/1991).

Note: The 'Initial Issue Date' will change if your licence is upgraded from a PPL to a CPL, or from a CPL to an ATPL.

For Part 149 pilots, the password will differ between organisations. Some will use issue or birth dates, while other organisations will generate passwords specifically for MetFlight-GA. Part 149 Aviation Recreation Organisations will notify members of their Username and Password information. Full details can be found on the CAA web site.

and the visible images, showing the cloud formations in the Tasman and over New Zealand. These will be important for our pilots planning ahead for cross-country flights.”

The CAA’s long term goal is to provide aviation information to users through a single internet portal, supported by the various infrastructural service suppliers. This would see a one-stop shop for weather information, NOTAMs, and flight planning. Metflight-GA is the first step in this process.

MetFlight-GA Content

Situation Briefing Statement

North and South Island - 2 issues, morning and early afternoon.

SIGMETs

For NZZC and NZZO updated immediately when new issues are produced.

Area Forecasts (ARFORs)

2 issues - morning and early afternoon for these areas: Far North, Tamaki, Te Kuiti, Edgecombe, Mahia, Central Plateau, Sanson, Dannevirke, Straits, Tasman, Kaikouras, Windward, Alps, Plains, Fiords, Clyde, Gore. ARFORs provide:

- Forecast winds to 10,000 ft
- Freezing level
- Visibility
- Cloud
- Weather
- Turbulence

Aerodrome Forecasts (TAFs) current, and Aerodrome Reports (METAR)

Current and previous 24 hours for the following aerodromes: NZKT (TAF), NZKX (METAR), NZAA, NZTG, NZWK, NZRO, NZHN, NZNP, NZAP, NZGS, NZNR, NZWU, NZPM, NZWN, NZWB, NZPP, NZNS, NZCH, NZHK, NZWS, NZMF, NZQN, NZWF, NZNV, NZDN.

Automatically generated Aerodrome Reports (Auto METAR)

When METAR is not available for NZWR, NZHN, NZTG, NZWK, NZRO, NZAP, NZGS, NZNR, NZNP, NZPM, NZWU, NZPP, NZNS, NZKI, NZWB, NZWS, NZHK, NZQN, NZWF, NZTU, NZOU, NZCE, NZDN, NZNV, NZMO.

Weather Radar Imagery

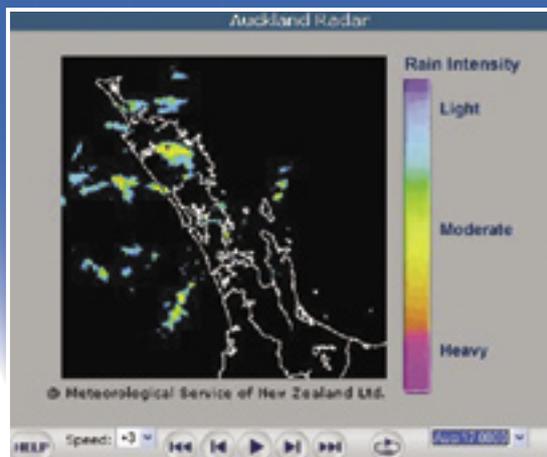
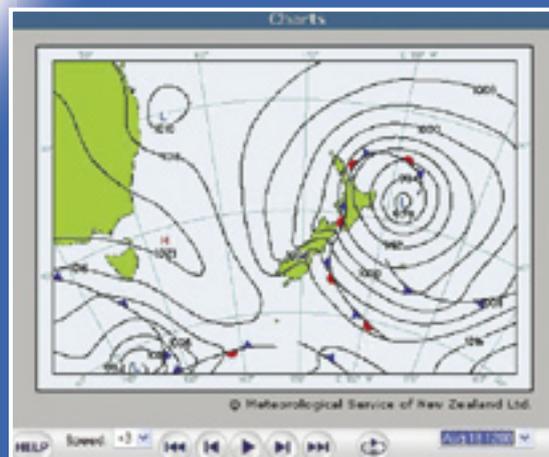
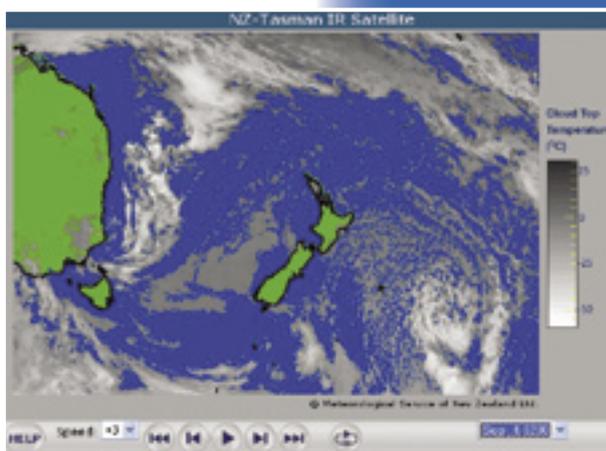
For the Auckland (Tamahunga), Wellington (Outlook Hill), and Christchurch (Rakaia) sites – 15 minute scan updates, with looping facility.

Satellite imagery

Including infrared imagery for the New Zealand and greater Tasman areas, and visible imagery for the New Zealand area on hourly updates, with looping facility.

Mean Sea Level (MSL) Prognosis charts

For the greater Tasman area out to T+48 hours – with looping facility. ■



Director's Awards



The Director of Civil Aviation Awards are presented each year to an individual and an organisation with an overwhelming safety ethos. The winners have gone out of their way to do the right thing. Their actions have directly resulted in safety standards being raised, and they have encouraged others in the aviation industry to do the same.

The 2004 Organisation Award went to the Auckland Special Event Operators' Group. This group of helicopter operators evolved from the Auckland Airspace Users Group and has remained virtually the same during periods of intense special aerial activity in the region since 1998. They coordinated flying activities for the Whitbread Around the World Yacht Race in 1998, APEC 1999, the Louis Vuitton Challenger Series 1999 to 2000, sustained media and spectator coverage of the America's Cup in 2000 and 2002 to 2003, and the Rally of New Zealand each year from 1999 to 2004. They have also coordinated promotional flying over numerous major outdoor events, such as concerts and sporting fixtures, during this period.

The Director of Civil Aviation, John Jones, said on presenting the award, "There were no reported incidents or accidents during times of intense aviation activity, and some events had up to 40 helicopters in the air. Even more noteworthy is that, during this period, there have been no known complaints from any event organisers, event participants, other aviation interests, competing companies, or the general public."

Helicopter operators in the group include: Advanced Flight, Ardmore Helicopters, Heletranz, Helilink, North Shore Helicopters, Oceania Helicopters, and Stevenson Skyworks. The award was received on their behalf by group coordinator Qwilton Biel.



Qwilton Biel

"Two things that have never wavered have been the professionalism of the pilots and the absolute focus of all involved on safety."



Jim Wilson (left) and John Jones

Qwilton said in response to winning the award, "For me it has been an absolute pleasure to work with everyone involved in each and every event, despite conflicting objectives and commercial competition being ever present, two things that have never wavered have been the professionalism of the pilots and the absolute focus of all involved on safety, at every step of the process.

"The highlight of my involvement with the Special Event Operators' Group, was 29 January 2002 when the Volvo Global Yacht Race sailed out of Auckland. Overhead a sizeable fleet of helicopters and fixed-wing aircraft were operating in voluntary compliance with procedures developed by the Special Event Operators' Group. This was the first time in 20 years that such an event has departed Auckland without restricted airspace being imposed," said Qwilton Biel.

The Individual Award went to Jim Wilson, Chief Pilot of Helicopters New Zealand. Jim has been flying commercially for 39 years. He is a rotary and fixed-wing instructor, a licensed aircraft maintenance engineer, and a helicopter flight examiner. Jim has over 14,400 hours total flying experience. This includes over 3,300 hours multi-engine time, 16 Antarctic seasons, and one Canadian Arctic season, totaling over 2,500 hours, and in excess of 2,900 hours as a helicopter instructor. Jim has been Chief Pilot for Helicopters New Zealand for 26 years, overseeing 45 helicopters and 61 pilots on a daily basis.

John Jones said, "The winner of this year's Director's Award for an individual is a man who is known and respected by everyone in the aviation industry. He has had a long and distinguished career, and he has contributed immensely to aviation safety. In his typically unassuming manner, he leads by example, very much aware that his actions as an industry leader have a great influence on others. He continually strives to ensure that aviation safety is at the forefront of everything that he does."

In response to winning the award, Jim Wilson said, "It was a special moment for me to be the recipient of this year's CAA Director's Award after some 37 years in

the Helicopter Industry. On reflection of this occasion, and the people involved, I realised that to be successful at contributing to, and maintaining, flight safety standards, good working relationships and communication between people is vital. It is essential to have your own people buy into your safety culture, feel that they are effectively contributing, and are part of the team. It is their contributions and input which must be recognised as the most effective safety tool that any organisation has. It is those people in our company, that I must thank most of all, for the CAA Director's Award."

Two Director of Civil Aviation Commendations were also presented. One went to Graeme Porter, Editor of *Aviation News*, in recognition of his contribution to aviation safety by promoting CAA safety initiatives in *Aviation News*, and co-sponsoring the ACE Days with CAA. The ACE (Airmanship, Confidence, Experience) Days have been held since 2001. Graeme recognises the importance of increasing airmanship awareness among GA and recreational pilots in order to raise safety standards.

The other Director's Commendation was awarded to Bruce Brownlie, chairman of Feilding Aerodrome Incorporated. Bruce has managed the aerodrome through substantial growth while keeping safety management to the fore. Over the last 10 years Feilding has developed from an undrained paddock into a well-managed aerodrome, with a sealed main runway, taxiway and apron areas.

Resident aircraft numbers have also increased dramatically from 20 to approaching 100, and Bruce has skilfully managed the safety implications of this increase. This has been made all the more challenging by the mix of aircraft that use Feilding aerodrome. They include: ab-initio flight training, helicopters, microlights, gliders, warbirds, agricultural operators, model aeroplanes, parachutists, a large contingent of private aircraft owners, itinerant aircraft, and the RNZAF.

Bruce has become a role model in the aviation community by setting exemplary safety standards in his own personal operations. ■

The Notice of Proposed Rule Making (NPRM) for Part 61 Stage One was published on 5 June 2004, and the public comment period closed on 30 July. A total of 50 submissions were received, with 31 from individuals, and 19 on behalf of organisations. Mike Haines, the Rule Project Specialist, was impressed by the quality of submissions, "There were clear definitions of the points of concern, and good supporting detail. I am now developing the CAA response to these submissions, and aim to have the summary of submissions published early in October."

Presentations to support the NPRM release were held in seven venues. They were generally well attended and provided useful feedback for the rule development team. There appeared to be confusion, however, over items that were not in the published NPRM, and that the CAA has still to develop. These include proposals for certification of all pilot training organisations, and changes to flight instructor privileges. These proposals are in the next stages to the overall project.

Part 61 Project

The draft Part 61 NPRM that was developed by the Technical Study Group and reviewed by the CAA in 2002 did not contain enough detail to support all the proposed changes. The more controversial proposals required a significant amount of work to support them, such as information on the safety benefits, compliance costs, and practical application of the changes.

The Part 61 project was split into three stages by the CAA to avoid further delays with the more urgent amendments. The three stages of the Part 61 review are:

Stage One – Current NPRM. This addresses urgent issues able to be done within the present rule structure.

Stage Two – This stage involves complex proposals, including changes to licence holder privileges, and changes to the layout of the rule. It will also address the controversial amendments that require more research on the safety case and practical requirements.

Stage Three – The final stage involves proposed changes to Part 61 to require all flight training to be carried out by a

certificated training organisation. This stage requires more research on the safety case and compliance costs.

Stages two and three are in the development phase incorporating feedback from the Stage One NPRM, with anticipated release of NPRMs early in 2005. There will be industry-focussed workshops on items in these two stages to ensure that any proposals reflect industry requirements and practical application.

You can see the Part 61 Project Overview on the CAA web site, www.caa.govt.nz, under "Rules & more – Notice of Proposed Rule Making". This overview includes a table of all the CAA proposals, and the Technical Study Group recommendations from the 2002 draft NPRM. The table shows each proposal and the stage that will address it, as well as the work remaining to finalise each proposal.

Recreational Pilot Licence

A recreational pilot licence with operational restrictions and a different medical standard to Class 2, is being developed as a separate project within the Part 61 review. The reason for a separate NPRM is to allow focus on the specific issues of this proposal. The aim is for the required rule amendments to take place in conjunction with the Part 61 Stage One amendments.

This NPRM is being finalised for publication late October 2004. It will detail the reasons for a separate licence, what other countries are doing to address the recreational pilot licence issue, and the requirements of a new Recreational Pilot Licence.

"On Condition" Maintenance

The preamble in the Part 61 NPRM referred to "on condition maintenance which is not appropriate for flight testing". Although this comment was included in the preamble, the NPRM does not propose any change in the maintenance requirements for aircraft used for flight testing. The matter of "on condition" maintenance for aircraft used for hire or reward operations is being addressed in the Part 43/Part 91 maintenance and airworthiness rule project.

The preamble comment in the Part 61 NPRM has raised the level of debate on the question of "on condition" maintenance, and the Part 61 submissions on this subject have been referred to the project specialist dealing with the Part 43/Part 91 project. ■

HSE Audit Programme

On 5 May 2003, the Civil Aviation Authority was designated to administer the provisions of the Health and Safety in Employment Act 1992, specifically with regard to aircraft while “in operation”. This means looking after the health and safety of persons employed to work on board an aircraft (pilots and cabin crew) during the period when an aircraft is operational, including taxiing, taking off, in flight, and landing. All other work performed on, or around, an aircraft that is not in operation is administered by the Occupational Safety and Health Service of the Department of Labour, and in that respect, nothing has changed.

The CAA Health and Safety in Employment (HSE) Unit was established to fulfil this responsibility. Over the last year the HSE Unit has been running an education programme for employers. The Unit staff have travelled around the country talking to aviation companies and individuals about their responsibilities under the HSE Act, and their understanding of the legislation. The HSE Unit have also been encouraging employers to develop health and safety

systems to identify things that could harm their employees, and to manage those hazards proactively.

In the next month, the HSE Unit will begin an auditing campaign as well as continuing the education programme. They are not expecting employers to have created a perfect working environment, but would like to see evidence of systems development, and thought having been put into employee health and safety issues.

A proposal is being explored to eventually integrate HSE information delivery with that of the CAA General Aviation and Airline auditors, so that both operational and HSE activity can be carried out at the same time.

The HSE Unit follows the CAA ‘Just Culture’ approach, allowing employers to voluntarily comply with the requirements of the HSE Act. If an audit discovers that a client is non-compliant then ‘findings’ will be issued, and if the findings are significant then ‘HSE improvements’ may be issued. The HSE Unit will work with clients

to bring them back into compliance by providing information, education, advice, and guidance on meeting any finding or ‘improvement’ required. If this graduated response does not produce the desired improvements, then the CAA has the option to use other regulatory tools to bring a client into compliance.

The HSE Act requires any instances of “serious harm” to an employee to be reported to the CAA HSE Unit. The Accident/Serious Harm Notification Form is available on the CAA web site. The HSE Unit eventually plan to combine this form with the CAA005 form, to reduce the paperwork that operators are required to complete in the event of an accident or incident that involves serious harm to an employee. ■

The CAA HSE Unit:

Web: www.caa.govt.nz

Email: hsu@caa.govt.nz

Tel: 0800-HSU CAA (0800-478 222)

Fax: 0-4-569 2024

Post: P O Box 31-441, Lower Hutt

Aircraft Upholstery

When replacing the upholstery in an aircraft, even a light aircraft, care must be taken to comply with the Civil Aviation Rules, and consideration should also be given to best safety practice.

Airworthiness Directive DCA/GEN/27A states, “The correct flammability specification is that which formed part of the design standards the aircraft model was originally type certificated against”. The current standard for light aircraft is FAR 23, while that for helicopters is FAR 27. The acceptable test for interior materials under both these standards is the “horizontal burn test” specified in FAR 23 Appendix F.

To comply with the burn requirements of FAR 23, or FAR 27, the Licensed Aircraft Maintenance Engineer (LAME) fitting and certifying the work must ensure that all the parts and materials fitted have documented evidence of the burn test results. This includes the fabric covering, sponge padding, threads, tapes, and any other material used in the recovering of the seat or panel.

This can be done through any one of the following methods:

- Have all the work carried out by a Part 145 organisation (you can view a list on the CAA web site) approved for upholstery work. They must issue a Form One (see Advisory Circular AC43-3) for the work carried out.
- Have the work carried out by an upholstery company, but with the LAME certifying the work. The LAME must **directly** supervise the person carrying out the work, must raise paperwork for the work carried out, and must ensure that the materials fitted comply with the burn test requirements of the appropriate FAR. Original Burn Test Certificates for the materials used must form part of the work records.
- Obtain an upholstery kit from an overseas supplier, with appropriate documentation – STC (Supplemental Type Certificate), Form One, or overseas equivalent – covering the aircraft to which the kit is to be fitted. The documentation must state that the materials in the kit comply with the requirements of the appropriate FAR.
- Use original parts supplied by the original aircraft manufacturer.

Meeting the horizontal burn test will ensure compliance for any light aircraft or helicopter. However, the majority of older Cessna and Piper aircraft and others that were originally approved in the 1950s and 1960s, were certificated against an older airworthiness standard, the US (Civil Air Regulations) CAR 3.

The requirements for interior materials under CAR 3 (and the similar CAR 6 for helicopters) were less rigorous than the later FAR 23. The FAA now accepts that no specific test was published to show compliance with CAR 3 fire protection requirements. Therefore the FAA will accept a material meeting either the ASTM (American Society for Testing and Materials) standard, or any other national standard for flash resistance or flame resistance. (See FAA AC 43.13-1B for further details.)

Note, however, that the FAA recommends that the more stringent requirements of FAR 23 are used, even for CAR 3 aircraft. This approach is also strongly recommended by the CAA. ■

Ruapehu Lahar Airspace

Emergency services initially felt it would be necessary to restrict the airspace overhead Mt Ruapehu in the event of a lahar being triggered, because of the intense media and spectator interest expected, and the resulting increase in aerial activity.

After consultation with the aviation community, however, it became clear that industry would prefer to self-regulate operations. They wanted to formulate their own operating plan to ensure that all aircraft in the immediate lahar area followed the same procedures.

After listening to these views, the CAA has decided not to impose airspace restrictions, if and when a lahar occurs. We will rely on operators to act responsibly and safely while flying in places of intense aerial activity.



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.



Tony Atkinson of Cromwell refills the aircraft with oil at the Gore ACE Day (photo courtesy of *Aviation News*).

New Programme

The next season of ACE Days will start in October 2004 with a new programme. Ace aerobatics pilot, Richard Hood, will talk about stall and spin recovery. Airways will discuss flight planning and current issues. The new MetFlight-GA weather service will be demonstrated and explained. The CAA begins its “Fly Safely this Summer” campaign for 2004/2005 with tips on checking your aircraft (and the pilot!) after the winter hibernation.

10 October 2004 Stratford Aerodrome

The next ACE Day will be held on Sunday 10 October 2004, hosted by the Stratford Aero Club at Stratford Aerodrome.

There will be one more ACE Day in 2004, at Te Kuiti – date to be advised. 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.

Change to AME Exam

Aviation Services Limited (ASL) advise a change to the format of the Aircraft Maintenance Engineer (AME) rating examination.

For the last 16 years, it has been common for the aeroplane, powerplant, and rotorcraft group rating examinations to require the candidate to nominate a basic aeroplane, powerplant, or rotorcraft that was typical of others in the group. The candidate would then answer a range of general questions relating to the chosen type, and about differences between it and other types in the group.

When marking this style of examination against manuals and information held in the CAA or ASL, the marker had to take a fairly subjective approach to the information the candidate supplied. This was because there were invariably different marks or models of the equipment that the candidate was aware of but the marker had little information on.

To make rating examinations more objective, some paper formats have now been changed over to a combination of multi-choice and short answer questions. These papers are Powerplant Groups 1 and 2, and Rotorcraft Group 2. In time, other papers will follow this style.

The main advantage for candidates is that the need to write lengthy answers, and draw complex diagrams, has been eliminated.

To find out if the format of a particular examination paper has been changed, candidates should check the back of the ASL examination acceptance slip, where this information will be displayed, or contact Murray Smith at ASL, Tel: 0-4-570 3052. ■

The Central Medical Unit staff are working hard to ensure that eligible applicants are issued with medical certificates quickly and efficiently. A look back at the statistics for the last year, from 1 July 2003 to 30 June 2004, confirms this.

On 30 June 2004 there were 113 Medical Examiners working in the system. Of these, 85 were located within New Zealand, and 46 were ME 1s.

During the last year, 8,120 medical certificates were issued, and 1,340 of these were first-time certificate holders. Accredited Medical Conclusions (AMC) were sought for 1,470 cases, and all were closed, with closure occurring in an average of 10 days. Of these AMCs, 77 percent were completed in 5 days or less.

Convener Review

In the last year a Convener review was sought in 11 new cases. The Convener is entirely separate from the CAA. An independent doctor able to represent the public interest in aviation safety is appointed by the Minister of Transport to carry out

this role. The Convener reviews all the medical and related data in cases where the applicant requests a review of their certification decisions. Twenty one Convener reviews were closed in the period, and closure occurred in an average of 261 days.

Definitions

Classes of Medical Certificate:

Class 1 - CPL, ATPL

Class 2 - PPL

Class 3 - ATC

Classes of Medical Examiner:

ME 1 - All have the authority to issue Class 1, 2, or 3 Medical Certificates.

ME 2 - Some ME 2s have the authority to issue Class 2 Medical Certificates; others will need to send the applicant's medical to an ME 1 for consideration and issue. Class 1 and 3 applications must be sent to an ME 1 for consideration and issue.

CAA Medical Helpdesk
Tel: 0-4-560 9466
Fax: 0-4-560 9470
Email: med@caa.govt.nz

Part 67 NPRM Open for Comment

Part 67 Medical Standards and Certification

Part 67 is a Ministry of Transport project. As a result of submissions received on the NPRM, the Ministry of Transport has re-issued the draft rule. The NPRM is available by contacting the Ministry of Transport, or accessing the MOT web site: www.transport.govt.nz/business/aviation/aviation-caa.php.

Submissions close on 8 October 2004 and must be sent to the MOT. Details of how to make a submission are contained in the NPRM document.

Non-destructive Testing

Let's resolve some issues ...

There are continuing issues with how Non-destructive Testing (NDT) is handled within the aviation industry, and the CAA would like to provide usable guidelines in this area.

To this end, the CAA will be hosting a meeting of interested parties in Wellington to 'take stock' of the situation as it is, and to determine a way forward.

The agenda will include:

- How should NDT be structured for aviation in New Zealand?
- What standard will we adopt for training and qualification of personnel?
- How will the industry conduct training, who should do it, and where?
- Development of a peer system.

We expect to hold this meeting around the middle of October. The preferred venue will be the airport terminal in Wellington (or nearby). The date and venue will be advised to interested parties during the first week of October.



Tom Crombie from Air Nelson Technical carrying out NDT on a Saab Mainwheel using Magnaflux ED 520 Eddy Current Equipment.

Please register your interest by contacting GA Airworthiness Inspector, Paul Elton. You are also invited to advise us of your concerns, so they can be considered for the agenda.

Paul Elton: Tel: 0-4-560 9472 Fax: 0-4-560 9611
Email: eltonp@caa.govt.nz
Post: P O Box 31-441, Lower Hutt

Rules Review Implementation Project Update

Stage 3, Implementation, of the Rules Review Implementation (RRI) project is now well under way with draft process documentation being prepared for projects 2, 9 to 12, and 16.

The aviation community has taken responsibility for Project 16, "Formation of Representative Groups", and the development of a code of practice.

In addition, an aviation community "Reference Group" has been formed and consists of the Project 16 group, as well as other interested parties and organisations. The Reference Group has been formed to represent the widest cross-section of the aviation community. The role of the group is to peer-review the CAA-developed draft process documentation before it is submitted to the project Steering Group for approval for release to the wider aviation community. The material presented at the aviation community workshops held in August was peer reviewed by this group.

Aviation community members who wish to participate in the Reference Group should register their interest with the Coordinator, Brian Whelan, email: brian@peetaviation.biz.

August Workshops

In August, workshops were held in Auckland, Wellington, Christchurch, and Queenstown. They covered the draft documentation associated with Project 2, "Establishing ACAG" (Aviation Community Advisory

Group), and the flow charts for Projects 9 to 12. The comments received during the various workshops have been compiled into a report that is on the CAA web site as well as the workshop draft documents.

November Workshops

The next stage of the RRI project is to develop and document the procedures around projects 3 to 8 that cover the Issue Trigger Assessment and Programme Development phases of the rule development process.

Workshops on these projects will be held mid November. The dates and venues for the workshops will be confirmed closer to the time. Invitations will be sent out in advance, along with draft documentation prior to the workshops, and all details will be on the CAA web site.

The CAA will again involve the Reference Group in discussing and reviewing the draft processes and documentation for Projects 3 to 8.

Information about the Rules Review 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



CAA and ATTTO sign MOU

In August the Director of Civil Aviation, John Jones, and Chair of the Aviation, Tourism and Travel Training Organisation (ATTTO), Murray Strong, signed a Memorandum of Understanding. The MOU is to formalise the wish of the two organisations to work together to provide a seamless and aligned qualification and licensing system for the New Zealand aviation industry.

The CAA and the ATTTO have committed to work together to establish and develop Unit Standards and Qualifications aligned to CAA licensing requirements. This will streamline the process for qualifications development.

A joint management committee will be set up to monitor the establishment and continuing development of the Qualifications and Unit Standards, and alignment of the Qualifications and Unit Standards with CAA licences. The joint management committee will include personnel from the CAA and ATTTO, as well as the Chair of the ATTTO Aviation Training Council.

New Safety Targets



Towards 2010

The 2005 Safety Targets, developed by the CAA in consultation with the aviation community, were set in terms of accidents per 100,000 hours. They represent an improvement in safety performance in comparison with the accident rates in 2000.

Aviation community input is now needed to set safety targets for 2010. The CAA will soon release a discussion paper summarising some of the background work that will assist you when considering new safety targets. We will be seeking your views and encouraging you to participate.

In parallel with this consultation process, we have contracted Colmar Brunton to conduct a survey to determine attitudes to aviation safety among the consumers of aviation services. If you are approached to participate in this survey, your cooperation will be appreciated.