

# CAA NEWS

*Informing for Safer Aviation*

## Aircare – Risk Aware

Hire or Reward

Fly Safely This Summer

Flight Instructor Seminars 2005



# HIRE OR REWARD

It is important for pilots to have a good understanding of the concept of 'hire or reward'. The phrase 'hire or reward' has two important regulatory roles. Firstly, it is central to the definition of air operations, and secondly, it is relevant for private pilots because it relates to what activities they can undertake with their licence.

CAR 61.155 *Privileges and limitations* states:

"(a) Subject to paragraph (b), a current Private Pilot Licence authorises the holder to –

(1) act, but not for remuneration, as pilot-in-command of an aircraft ... that is not operated for hire or reward, and to carry passengers in that aircraft."

While a CPL does allow a pilot to act as pilot-in-command of an aircraft that is engaged on an operation for hire or reward, CAR 119.5 *Requirement for certificate* provides:

"(b) No person shall perform an air operation except under the authority of, and in accordance with, an air operator certificate issued under this Part."

In general terms the purpose of the expression 'hire or reward' is to distinguish between the carriage of passengers or goods for no reward, from their carriage in return, directly or indirectly, for payment or some other recompense.

The Shorter Oxford English Dictionary gives the definition of the verb "to hire" as "to engage to do something by a payment or reward ... to grant the temporary use of for stipulated payment." There is nothing in the definition, however, to suggest that a profit must be made in order for a flight to be for 'hire'.

It is ultimately a question of fact in each individual case, as to whether a flight has been conducted for 'hire or reward'.

The phrase 'hire or reward' is used in the legislation of many countries around the world, and courts have regularly considered what 'hire or reward' means. Examining some of these previous cases gives an insight into the intricacies of the phrase 'hire or reward' and how it might be applied in a particular situation.

A British case that illustrates this point is *Corner v. Clayton* [1976] 1 W.L.R. 800 (Div. Ct.). A pilot holding a restricted licence flew a wedding party from Exeter to Jersey for nine Pounds. This was the amount that the club that owned the aircraft charged the pilot to use it. Therefore the pilot made no profit on the trip, and he even paid the landing fee at Jersey out of his own pocket. In that case, it was found that the pilot had committed an offence. The word 'hire' meant engaging the services of a person or the use of a thing for payment. It is important to note that it was irrelevant that there may not have been any profit element in the hiring fee.

An Australian case, *Chegwidden v. White* (1985) 38 SASR 440 (S.C.S.A), highlights two important points concerning 'hire or reward'. A private pilot arranged to carry a group of people from Parafield Airport to Kingscote on Kangaroo Island and back again, with a week's holiday accommodation on the island

and the use of a car while they were there for an overall price of \$500. The defence argued that the transport was free, the customers only paid for the holiday house and the use of the car. The prosecution said that it was a package deal, the transport was an essential part of the arrangement, and the pilot was paid for it. Judge Cox said, "I am satisfied, on principle and authority, that if an aircraft operator agrees to provide, and does provide, a customer with a number of different services in return for a single overall charge, one of those services being a carriage of passengers or cargo on the aircraft, this will be enough to satisfy the hire or reward element."

This case also highlights the fact that any benefit received in return for carriage, no matter how intangible it is, may constitute a 'reward' if it provides the motivation for the flight. Judge Cox said, "It seems to me that there might also be a reward or recompense of the required kind where the operator of an aircraft flies a customer or his goods from one place to another in return for some substantial commercial benefit seemingly disengaged, in formal terms, from the active carriage. I may give a man a 'free' plane ride to Melbourne in return for an option to purchase his house or business, for instance, or offer to fly him to Kingscote and back if he undertakes to rent my holiday house while he is there. It does not matter that the benefit attributable to the act of carriage is intangible and difficult to assess in money terms, as long as it is substantial and actually provides the motivation for the flight in question."

In this particular case, the judge decided that there were two possible interpretations, both of which meant that passengers were carried for 'hire or reward'. Either "there was a package deal which included the plane trip as a significant component, or that the arrangement between the respondent and the holiday group was confined to the accommodation and car on Kangaroo Island but that the respondent's motive or purpose for providing the ostensibly free transport was the valuable and substantial advantage he was to obtain by letting his holiday house, with a car, at the not inconsiderable figure of \$500 a week. On either view this was enough to make out a case for the respondent to answer."

Private pilots and commercial pilots operating outside an air operator's certificate can conduct flights on a 'cost sharing' basis, that does not involve an element of 'hire or reward'.

Pilots need to think carefully when planning a private flight. Here are some things to consider next time you take passengers flying with you. If you are providing them with a number of services for a fee, one of which is a flight, then this will likely be considered a 'package deal' and satisfy the definition of hire or reward. Look at the arrangement closely and ask yourself "is there an indirect reward motivating me to carry out this flight?" Finally, if money does change hands under a cost sharing arrangement, make sure everyone on board pays an equal share of the costs relevant to that particular flight, and you, as pilot, are not receiving a 'reward'. ■

# Risks are for Managing — Not for Accepting



Aviation Industry Association President, John Funnell, ready to release the Aircare risk management DVD (Dominion Post photo).

Former television weather presenter and pilot, Jim Hickey, and Risk Management Society chair, Roger Estall, are fronting a compelling risk management video that is aimed to increase awareness of accident and injury statistics among aviation participants.

The two personalities feature in the DVD, *Managing Risk in Aviation*, that will be officially launched on 24 November 2004. It is part of the Aircare programme, an industry-led safety initiative.

The programme is the result of a Memorandum of Understanding between the Aviation Industry Association (AIA), the Civil Aviation Authority (CAA), and the Accident Compensation Corporation (ACC). The MOU states:

“At its 2001 conference, AIA adopted an objective of bringing about by 2005, a 25 percent reduction in accidents in the General Aviation (GA) sector below that projected by the moving average targets for accident rate reduction officially published by CAA.”

Aviation Industry Association President, John Funnell, says there is a good chance the goal of a 25 percent reduction will be met, “Interest in the development of the Aircare programme, launched in 2003, is already making general aviators more aware of risk management.

“The consequences of poor risk management are felt across the sector from the largest to the smallest players. Even on the ground, the sector experiences surprisingly high levels of personal injury with back injuries and hearing impairment far too prevalent.

“There is also financial loss, not just from damage to aircraft, but from business failure and damage to reputation,” he says.

Risk is defined as the chance of something happening that will have an adverse effect on achieving a company’s objectives. The size of the risk is measured in terms of consequence and likelihood.

The DVD and brochure illustrate that, though the risks in various aviation environments are different, they are all able to be managed through a common and straightforward methodology.

The DVD explains a practical five-step process now used in Australia and New Zealand:

- setting the context
- identifying the risks
- analysing the risks
- evaluating the risks
- treating unacceptable risks.

A further two risk management steps are identified – monitoring and review – which are a continual part of good risk management.

John Funnell says the key learning elements of the Aircare programme will eventually find their way into the training and examination curriculum.

“Although Aircare is essentially a strategy for general aviation, this first DVD on ‘Managing Risk in Aviation’ is being released to all 15,000 participants in the New Zealand aviation industry. The concept of managing risk well is equally relevant across all aspects of the aviation industry so we decided to send it out to a much wider audience. Release of the DVD immediately prior to our busiest period of activity will reinforce to all that we must be ‘risk aware and double check,’” says John Funnell. ■

# Fly Safely this Summer



The CAA's General Aviation Group has launched its fourth "Fly Safely this Summer" campaign. Each of the four units that make up GA will be carrying out its summer safety initiatives program during the next few months.

The Fixed Wing Unit will be looking closely at piston engine operators, both private and commercial. The team have planned a spot check programme to cover as many of these aircraft as possible during the campaign. The inspections will cover both operational aspects, such as: pilot training records, licences, medicals, flight and duty times, and weight and balance data, as well as airworthiness items, such as: defects, MEL, maintenance records, aircraft documents, and general aircraft condition. The Fixed Wing Unit will also be looking at night freight operations.

The Rotary Wing Unit has selected three types of operations to focus on this summer, all of which traditionally fall outside the normal regulatory inspection schedule. The first is helicopter night frost protection operations. This will involve spot check surveillance to monitor operational and airworthiness compliance. The second group identified for spot checking is New Zealand registered helicopters that are contracted to fire fighting operations in Australia during the summer fire season. Under the standard Letter of Agreement between CAA and CASA, responsibility for the continued airworthiness of New Zealand registered helicopters remains with the Civil Aviation Authority of New Zealand. The third operation to undergo airworthiness and operational surveillance will be the New Zealand registered

helicopter conducting Part 133 uncertificated heli-logging operations in Fiji.

The Airworthiness Unit has decided to focus its attention on the condition of seatbelts in GA aircraft. So make sure your seatbelts are up to standard, because John Bushell and Paul Elton will be coming around to spot check them.

The Sport and Recreation Unit will be running an ACE (Airmanship, Confidence, Experience) day at Te Kuiti on 5 December, as well as presenting safety seminars at the Sport Aircraft Association's Great-Plains-Fly-in event to be held at Ashburton 4 to 6 February 2005. Increased monitoring of microlight and gliding activities will also be undertaken.

Good flying weather over summer entices hibernating pilots back into the air again. To keep everyone up to date with the ever changing flying environment, the Field Safety Advisers will be distributing a new airspace GAP booklet, and a new airspace poster. These have been released to coincide with changes to New Zealand's airspace, effective 25 November 2004. These products can also be obtained by attending an AvKiwi safety seminar. Dates and venues can be found in Vector. The Field Safety Advisers will also be reminding people of the need to update to the new visual navigation charts, and informing pilots about the new and improved weather information available through the MetFlight-GA web site.

## Summer Flying Checklists: Ask yourself: Am I ready to fly? Is my aircraft ready to fly?'

### Personal checklist after a break from flying:

- Medical Current?
- Fit to Fly?

**Illness** – Free of symptoms.

**Medication** – Aviation-approved medications only.

**Stress** – Managing stress well.

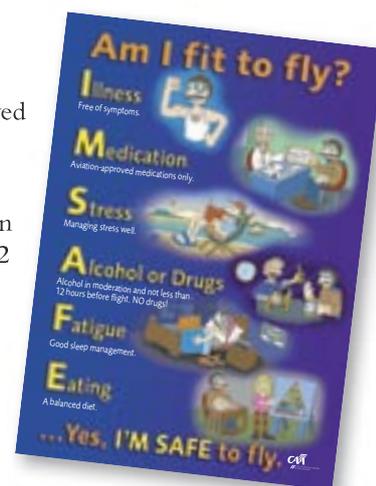
**Alcohol or Drugs** – Alcohol in moderation and not less than 12 hours before flight. NO drugs!

**Fatigue** – Good sleep management.

**Eating** – A balanced diet.

If yes, then I'M SAFE to fly.

- BFR current?
- Current on Type?
- Emergency procedure skills current? For example, FLWOP, low flying, basic panel I/E
- Special flying skills current? For example, mountain flying, strip flying, crosswind technique.
- Flight planning skills current? For example, weather/NOTAM interpretation, fuel requirements, performance and weight and balance calculations.



- Knowledge of airspace changes – have you obtained a copy of the new airspace GAP booklet and airspace poster?
- *AIP New Zealand* updated and current?
- Have you changed to the new Visual Navigation Charts and Visual Planning Charts?

### Aircraft checklist after a period of dis-use:

- Tech Log details up to date?
- Battery condition and charge?
- Landing gear – tyre condition/pressures and brake serviceability?
- Intake filters, ductings, and other openings – checked for bird nests?
- Fuel system – checked for contamination or stale fuel?
- Engine performance – carried out a full engine run to establish engine performance in accordance with manufacturer's specifications?
- Safety equipment checked and stowed? – First aid and survival kits, lifejackets, pax briefing cards, ELT and fire extinguisher serviceability.

Ensure all the items listed are checked before you start your summer flying activities. ■



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.

### New Programme

The new season of ACE Days began in October at Stratford. Well-known aerobatic pilot, Ray Philpott, talked about stall and spin recovery. Flight planning and in-flight risk management were discussed, and the new MetFlight-GA weather service was demonstrated.

The next ACE Day with the new programme will be held on Sunday 5 December 2004, hosted by the Waitomo Aero Club at Te Kuiti Aerodrome.

### 5 December 2004 – Te Kuiti 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](http://www.aviationnews.co.nz/acedays).



# Aviation Publishing Update

## Visual Navigation Charts

The latest Visual Navigation Charts (VNCs), effective 25 November 2004, are currently being distributed. This series is a mixture of 1:250 000, 1:500 000, plus the two planning charts at 1:1 000 000. If you have not received your charts, or you would like to place an order, contact Aviation Publishing (see details below).

There are four areas that are not yet covered at the 1:250 000 scale, Whangarei, West Coast, Fiordland, and Southland. It is intended to cover these areas early in 2005. Chart 9, Whangarei, will be backed by Chart 15, West Coast. Chart 21, Fiordland, will be backed by Chart 22, Southland.

In response to your feedback we are also going to produce three 1:125 000 charts (approximately A3) of the Auckland, Christchurch, and Mount Cook areas. The cost of these is yet to be determined.

## AIP New Zealand

The new binder option for *AIP New Zealand Vol 4* is almost ready. They will be available for purchase before Christmas. See the Aviation Publishing web site, [www.aipshop.co.nz](http://www.aipshop.co.nz), for further details, and images of the durable plastic ring binders.

## Aviation Publishing (a division of Airways New Zealand)

Tel: 0800-500 045 (within New Zealand only)  
+64-4-471 1899

Fax: 0800-686 867 (within New Zealand only)  
+64-4-471 5813

Email: [sales.publishing@airways.co.nz](mailto:sales.publishing@airways.co.nz)

Web: [www.aipshop.co.nz](http://www.aipshop.co.nz)

Post: Aviation Publishing  
Airways Corporation of New Zealand Ltd  
P O Box 294  
Wellington 6015  
New Zealand

## Review of Arthur's Pass National Park Management Plan

The Department of Conservation, in consultation with the Canterbury Aoraki Conservation Board, are reviewing the Arthur's Pass National Park Management Plan in accordance with Sections 46 and 47 of the National Parks Act 1980.

To obtain information about the review and how you can be involved contact:

**Mike Cuddihy** or **Poma Palmer**, Canterbury Conservancy

Tel: 0-3-371 3745

Email: [ppalmer@doc.govt.nz](mailto:ppalmer@doc.govt.nz)

Post: Arthur's Pass NPMP Review  
Department of Conservation  
Private Bag 4715  
Christchurch



# RULES DEVELOPMENT

## Passenger, Crewmember, and Checked Baggage Weights

The Minister of Transport signed the rule amendments for passenger, crewmember and checked baggage weights on 12 October 2004. These changes come into effect on 25 November 2004.

The amendments:

- update the standard adult passenger weight currently used in Part 125 *Air Operations – Medium Aeroplanes*, from 77 kg to 86 kg
- make provision for the use of standard passenger weights in Part 121 *Air Operations – Large Aeroplanes*



- remove the standard passenger weights currently published in Part 135 *Air Operations – Helicopters and Small Aeroplanes*, and make provision for the use of a passenger declared weight which is then incremented by 4 kg per passenger
- allow the use of standard baggage weights for checked baggage on some international flights
- make provision for the use of standard crew member weights.

The rule amendments can be viewed by selecting “Rules and more – Pending and draft rules” on the CAA web site.

## Part 93 NPRM

A notice of proposed rule making (NPRM) has been developed proposing changes to Part 93 *Special Aerodrome Traffic Rules and Noise Abatement Procedures*.

The changes proposed in this NPRM are to:

- Amend Part 93 to remove right-hand aerodrome traffic circuits from the rule part and make it a Director’s function to approve or withdraw right-hand aerodrome traffic circuits for a runway of any aerodrome published in the *Aeronautical Information Publication New Zealand (AIPNZ)*.

- Amend Part 93 Subpart E – Paraparamu aerodrome – to:
  1. Reflect the withdrawal of aerodrome flight information service from Paraparamu aerodrome.
  2. Delete the use of runways rule.
  3. Amend noise abatement procedures regarding the commencement of take-offs and helicopter operations.

The NPRM will be published for public consultation in November 2004.

## Rules Review Implementation (RRI) Project Update

The second part of Stage 3 Project Implementation, is now nearing completion, with the focus on Projects 3 to 8. Progress can be viewed on the CAA web site, [www.caa.govt.nz](http://www.caa.govt.nz), see “Rules & more – Rules Review Implementation Project” and look under Project Progress Update.

The focus of the second group of projects (3 to 8) has been on developing the processes associated with the *Trigger Phase* (issue collection and quality assurance) incorporating projects 3 and 4, and the *Issue Assessment Phase* (problem identification, risk management and review processes) incorporating projects 5, 6 and 8.

Project 7, priority setting procedures associated with the *Rule Programme Development Phase* have also been developed. The draft documentation and flow charts were submitted to the aviation community Reference Group for their peer review. Once finalised, they were submitted to the project Steering Group to be approved for release to the wider aviation

community. Approval was received and these reviewed materials have been sent out to the aviation community in advance of the workshops to be held in the last week of November and first week of December.

### Workshops

Invitations to the workshops were sent out a number of weeks ago, along with the draft documentation. The location, venues and timing of the workshops are on the CAA web site. Anyone interested in the RRI project is welcome to attend.

Workshops will be held in Auckland on 29 November, in Wellington on 1 December, and in Christchurch and Queenstown on 6 December.

It is also hoped that updates on the Ministry of Transport projects (13 to 15, and 17) and the Aviation Community project (16) will be provided at these workshops.

# FAA Rotorcraft Directorate Visit to New Zealand

In the first week of October, Ms Kim Smith, Assistant Manager of the FAA Rotorcraft Directorate Aircraft Certification Unit, and Standards Manager, Mr Mark Shilling, spent three days in New Zealand on a CAA-hosted familiarisation visit. The purpose of their trip was to talk to the operators of FAA type-certificated helicopters, such as ex-military helicopters and Robinson helicopters. This was to find out about any problems operators faced while working in the field, in an effort to be more proactive about identifying safety issues – before they lead to an accident.

While they were here, Kim and Mark visited a number of operators and maintenance companies in Christchurch, Palmerston North and Taupo. Of her experience in New Zealand, Kim said, “I believe Mark and I were able to talk to some of the most knowledgeable operators and maintainers of the Robinson helicopters that we have ever had the opportunity to meet with ... [we] both had our eyes opened to the vast array of operations that are conducted on the R22 and R44 in New Zealand. The information we received may well help us enhance the safety record of both of these helicopters.”

They also spent a morning at Aviation House in Petone briefing the CAA on the FAA Rotorcraft Directorate.



Mark Shilling and Kim Smith of the FAA Rotorcraft Directorate inside a PAC 750XL in Taupo

## Aircrew Fatigue Study

The Sleep/Wake Research Centre at Massey University in Wellington are conducting a study to gather information on how organisations are currently managing fatigue, the different strategies being used, advantages and disadvantages of different approaches, barriers to managing fatigue, and the resources used or required to help organisations better manage fatigue.

Information from the study will be fed back to the industry.

Organisations will be able to get ideas on new strategies or approaches for managing fatigue and be able to see what strategies other organisations perceive to be working or not working. It is envisaged that the results of this study will lead to better industry resources and improve the management of fatigue in the New Zealand aviation industry.

This research is being funded by the Australian Transport Safety Bureau. Representatives from the New Zealand Air Line Pilots' Association, the Civil Aviation Authority of New Zealand and the Aviation Industry Association have been involved in the design of the study and are providing advice to the research team.



All operators working under Part 119 have been invited to participate in the study. The Chief Pilot of each organisation has recently been sent a package containing 3 questionnaires. The questionnaires should be filled out by three volunteers: a person in a management position, a person in rostering, and a line pilot. If these positions are filled by only 1 or 2 individuals, such as in smaller organisations, this can be indicated on the questionnaire.

If you have been handed a questionnaire and have not yet returned it, the research team would greatly appreciate you taking the time to complete it and return it in the freepost return envelope provided. If you would like to complete your questionnaire over the phone, please contact Denise Ratieta on 0800-445-988. For further information about this research please contact Denise Ratieta or Dr. Leigh Signal on 0-4-801 5799. ■

### Reminder from Licensing

If you are applying for the issue or amendment of CAA Licences, please get your applications in early if you require your licence before the Christmas/New Year holidays. This is generally a very busy time for personnel licensing and everyone considers their applications urgent. They are dealt with on a first-in, first-processed basis.

# Young Eagles News

Young Eagles is a programme run by the Royal New Zealand Aero Club (RNZAC) with the goal of introducing young New Zealanders aged from 12 to 17 to aviation. It aims to generate enthusiasm and encourage further involvement, possibly even a career in aviation. Providing a first flight (or first flight in a light aircraft), is one of the main activities in the programme, carried out with the goodwill of clubs and approved volunteer pilots.

The annual Young Eagles Day is planned for 3 December this year. All aero clubs participating in the Young Eagles programme are encouraged to make a special effort on this day.



## Around the Clubs

The Canterbury Aero Club Young Eagles have some exciting news to share this issue. Dillan Josland, winner of a Ross Macpherson Young Eagles Scholarship in 2004, and inaugural winner of the Pickard Memorial Trophy at the RNZAC National Championships in April, gained his PPL



*Dillan Josland and Robert Orr, RNZAC Young Eagles Coordinator, at the National Championships in April.*

on 12 October after completing his training with the Canterbury Aero Club. Dillan is now studying for his CPL and has already passed some of his CPL exams.

The South Canterbury Aero Club Young Eagles are a small, enthusiastic group, who meet once a month. The South Canterbury Flight Leaders ensure their activities are varied and take every opportunity to maintain the interest of their young enthusiasts. On Sunday 24 October the Young Eagles visited Russell Brodie's airstrip at Rangitata Island to view the aircraft and activities at a 'RANS' fly-in. The group also viewed the collection of microlights that Russell aims to display in a museum at some future date. Several of the Young Eagles who attended have been active group members for some years.

## Young Eagles Scholarships

In 2005 there will be six Young Eagles scholarships awarded. Five will be Ross Macpherson Young Eagles Scholarships, and one will be the Around New Zealand Air Race Scholarship. Scholarship winners are entitled to \$1500 worth of flying through their local aero club. Entry is free, and applications for the 2005 scholarships close on 17 January 2005. For more information, see the RNZAC web site, [www.rnzac.org.nz](http://www.rnzac.org.nz). Entry forms can be obtained from the RNZAC, 361 Peacockes Road, RD2, Hamilton, or by email: [RNZAC@xtra.co.nz](mailto:RNZAC@xtra.co.nz)

Sponsors of Young Eagles are the CAA, Aviation Services Ltd, Airways New Zealand, Aviation Cooperating Underwriters Pacific, Pacific Wings, Sparc, and Air BP.



*South Canterbury Young Eagles. Back Row: Cameron Paul, Marcus Sargent, Scott Pearce, Andrew Lobb, Matthew McTague. Front Row: Jesse Smith, Andrew Stewart, Aimee Hart, Casey Hart.*

## Tamper-Resistant Time-in-Service Recorders (TiSR)

Progress continues to be made on the development of these units. There are examples currently under trial in operational conditions in several parts of the country. They are being tested for reliability and integrity. They must meet the operational specifications of NZTSO 2001, and this will ensure that the TiSR Units are recognised locally and internationally.

This is an unavoidably time-consuming process, but it is progressing well and the feedback to date is very encouraging.

The CAA's staged introduction plan for the units is currently in the Draft Notice of Proposed Rule Making (NPRM) stage, and being reviewed prior to publication. The CAA is very aware of industry's desire to see the introduction of the TiSRs as soon as possible.

We will continue to bring you updates on this project in *Vector/CAA News*. For any further information, contact the Project Manager, John Fogden, Tel: 0-4-560 9531, Email [fogdenj@caa.govt.nz](mailto:fogdenj@caa.govt.nz).

# Flight Instructor/ Examiner Seminars (A) and (H) 2005

For the wider aviation community ...  
... microlight, helicopter, aeroplane, glider.

In 2001 and 2002 the Civil Aviation Authority held forums on aviation safety. The outcomes have been a number of initiatives to improve aviation safety performance in New Zealand. Developing a safety culture within the whole aviation community was identified as a major objective following the forums.



Standards of flight instruction have been focused on because the right attitude should be fostered in the student pilot. There have been a number of measures introduced to enhance flight instruction, with the most significant being the Flight Instructor Seminars held in 2003. Part 61 B & C-Cat instructors and part 149 instructors were invited to attend two day seminars concentrating on instructional technique.

In 2005 four more Instructor Seminars will be held for current flight instructors (A) and (H) with emphasis on pilot attitudes to aviation. These seminars are to be held over two days with learning continuing through the informal part of the day and evening. To achieve this all participants will be staying at the venue for the seminars. A nominal (non refundable) registration fee will be charged, and this includes all accommodation (share twin) and meals. The 2005 seminars are still in the planning stages, so the content and guest speakers are not confirmed. Keep an eye on *Vector/CAA News* and the CAA web site, [www.caa.govt.nz](http://www.caa.govt.nz), under "Safety Information – Seminars & Courses" for updates.

## Flight Instructor Seminars 2005

### Part 61 Instructors and Part 149 Instructors

Nelson	4 and 5 April
Ashburton	7 and 8 April
Hamilton	11 and 12 April
Masterton	14 and 15 April

### Closing date for registration is 1 March 2005

All current Part 149 Instructors, Part 61 Instructors and examiners are invited to register. Places are limited, so please register early. The registration form will be on the CAA web site, [www.caa.govt.nz](http://www.caa.govt.nz), and updated information will be posted there as well. All registrations must be accompanied by the \$100 registration fee which is non refundable (however substitutions will be permitted), and evidence of instructor rating currency (i.e. copy of last renewal flight test report).

Complete the form and send with the registration fee to:

**Flight Instructor Seminars  
Civil Aviation Authority  
P O Box 31-441, Lower Hutt**

## New Zealand and Australian Societies of Air Safety Investigators

# 2005 Regional Air Safety Seminar

Copthorne Hotel and Resort, Queenstown  
Friday, Saturday and Sunday,  
10 – 12 June 2005

The emphasis of the seminar is expected to be on contemporary regional issues in aircraft accident investigation and prevention.

If you wish to offer a presentation for the seminar please provide an abstract (approximately 100 words) plus personal details by 1 February 2005 to:

### John Goddard

Tel: +64-3-358 9801  
Fax: +64-3-358 9194  
Email: [j.goddard@taic.org.nz](mailto:j.goddard@taic.org.nz)  
Post: TAIC  
P O Box 14-025  
Christchurch Airport

### For further information contact:

**Peter Williams** [prwilly@xtra.co.nz](mailto:prwilly@xtra.co.nz)  
**Ron Chippindale** [rc1@xtra.co.nz](mailto:rc1@xtra.co.nz)

## AVIATION SERVICES LIMITED are moving

In late November ASL will be moving to the former TVNZ Tower in Avalon. The new premises will have a purpose-built exam room, free and unlimited parking, and a cafeteria in the building that will be available to candidates. Local candidates and training organisations will be advised of the exact date of the move.

ASL's telephone number will be changing to 0-4-913 9812 and their new fax numbers will be 0-4-913 9815 and 0-4-913 9816. All existing numbers, however, including all DDI numbers, will continue to be diverted to ASL indefinitely.

ASL's postal address will remain the same, but their new physical address will be:

Aviation Services Ltd  
Level 9, Avalon Tower  
Percy Cameron Street  
Lower Hutt

## Has your cell phone number changed?



If you have provided CAA with a cell phone number as part of your contact details, and this has changed, please let us know. Email [info@caa.govt.nz](mailto:info@caa.govt.nz) or call Elizabeth Parlakchief, Tel: 0-4-560 9467