

CAA NEWS

Informing for Safer Aviation

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Carlton Campbell Joins the CAA



Carlton Campbell was the CFI at Wakatipu Aero Club for just over 15 years. In October 2004 he left to become CAA's Training Standards Development Officer.

The following article appeared in *Mountain Scene* in October 2004. Thanks to *Mountain Scene* for their permission to reproduce this abridged version.

If ever there was a man meant to fly, it's Queenstown's Carlton Campbell. After 34 years, the wild blue yonder still holds the magic it did when Campbell first flew at 16 – especially, he says, the sublime eeriness of flying among our mountains in dusk or dawn's muted light. Recognised as one of New Zealand's top mountain pilots, he's leaving Queenstown after 18 years to take up a new role with the Civil Aviation Authority (CAA).

Campbell has taught thousands of rookie pilots how to fly, how to enjoy the privilege of sharing our mountains' airspace safely.

The Ashburton lad always wanted to fly. Carlton Campbell remembers a family friend taking them for a flight over the just-finished Benmore dam, "It was such a captivating experience, one of those triggers".

He was already an Air Scout when he had the chance of a week-long Walsh Memorial flying scholarship in Matamata. Within a week of ground and airborne training, Campbell went solo. Going solo, he smiles, is a bit like losing your virginity – you can

only do it once and it's hard to describe. But he does remember it being made even more memorable by the mayor's daughter climbing up on the wing to give him a congratulatory kiss.

Like many novice pilots, once he'd started Campbell caught the bug. Back in 1970, however, the contagion came cheaper – he could come back from his local aero club lesson with change in his pocket from \$10.

Campbell got his licence for about what most people pay for a cross-country flight these days. Unfortunately, it cost him rather more academically – he had to have a second go at University Entrance because he'd been preoccupied with his flight test.

Later, the reality of supporting a young family on a teacher's wage almost ended his fledgling flying career, until two farmers gave it a nudge.

One insisted on making his holiday farm work pay cheque out to the aero club, so Campbell wouldn't relinquish his private licence. The other farmer, after receiving

a windfall, sent him a cheque for \$2,000 to pay for his commercial licence.

"The first \$2,000 I earned as a commercial pilot went straight to paying him back," says Campbell.

By then, he and his family had moved to Garston where he'd become school principal. Weekends and holidays would see him drive to Queenstown to do scenic flights part-time.

In 1986, they moved to Queenstown for Campbell to take up a Wakatipu High teaching job – punctuated, of course, by flying whenever possible and gaining his instructor's rating.

Within two years, he was where he really wanted to be – managing Wakatipu Aero Club. A year later, he also became Chief Flying Instructor.

Campbell reckons Queenstown offers the best flying in the country – especially "the raw, rugged, awesome nature" of Fiordland and South Westland. His eyes light up as he describes our hinterland – amazing experiences, stimulating rewards, huge satisfaction, "It keeps you on a continual high".

Even after all these years? “Yes, absolutely.”

Campbell loves the rewards of teaching too, taking people “from being intimidated by the environment to the level where they can enjoy the challenges and beauty with a high degree of safety, and to see them grow exponentially in their skills and abilities.”

Not that it’s all been smooth flying. Mountains offer huge challenges – their solidity for one – to keep everyone on their toes. He admits he’s been in the situation “too many times” where people in aircraft make inappropriate decisions, “Not through fault but just because they’re out of their depth”. Which is when it becomes abundantly clear how important mountain-flying training really is, Campbell says.

Soon after he started at Wakatipu Aero Club he formalised a 50-hour ‘employability’ training package, accepted by all local pilot employers as the minimum required. The club also offers mountain-flying training to private and commercial pilots – a minimum of five and 10 hours respectively. And it is a minimum, Campbell stresses – especially in this environment, where pilots are always learning.

Two aspects are most crucial – artificial horizons and escape routes.

Because of the mountains, pilots often

don’t have an horizon line against which to judge their relative position, so making a level turn becomes a huge challenge. Whenever there’s no horizon, snow or bush line to give pilots a level, they have to learn to superimpose an imaginary horizon on the terrain – a skill Campbell says is definitely teachable.

Pilots planning to fly in mountains must also learn to line up escape routes so they always have an ‘out’ when flying in valleys.

“All of this has to be done by anticipation rather than reaction, and that’s where the training and experience is necessary.”

Mountain flying is about interaction between four things, Campbell points out – terrain, weather, aircraft, and pilot. You can’t change two of those, so it’s up to pilots to ensure that they and their planes are up to this challenge.

“One of the things so critical [for] people flying here – it’s unforgiving of mistakes and poor decision-making.”

At the same time, he smiles, when flying through snow-capped mountains with not a cloud in the sky or a breath of wind, “there’s absolutely nothing more magical”.

Training Standards Development Officer

This newly created position will see Carlton working proactively to maintain and develop training standards for fixed wing and rotary pilots, licensed aircraft maintenance engineers, and air traffic control personnel.

One major responsibility of the role is to establish a review process for all syllabuses, to ensure they undergo regular scrutiny in a five-year cycle.

Carlton says of his role, “This is not intended to be a desk-bound position; interaction with industry is essential for achieving these goals”.

Since taking on this challenge in October 2004, Carlton has been travelling around with CAA Field Safety Advisers to establish contact with aero clubs and training organisations, in order to find out the scope of their concerns regarding training standards.

This role encompasses such broad challenges that Carlton is keen to prioritise the issues concerning the aviation community before managing his first syllabus review project.

One goal that Carlton sees as a priority is to develop a guide for Mountain Flying and Terrain Awareness, for both fixed wing and rotary.

Over the next few months Carlton will be working with the rest of the Personnel Licensing Unit to put together the Flight Instructor and Examiner Seminars to be run in April. More information on these seminars is available on page 6 or on the CAA web site, www.caa.govt.nz. Carlton will also be working with the rules development team on the next two stages of the NPRM for Part 61 *Pilot Licences and Ratings*.

New Members of the Civil Aviation Authority

In November 2004, the Minister of Transport, Pete Hodgson, announced that two new members have been appointed to the Authority, Susan Hughes, a barrister and solicitor from New Plymouth, and Robyn Reid, a company director from Nelson. Ron Tannock, Hazel Armstrong and Darryl Park have been reappointed to the Authority.

Ron Tannock has been appointed the Chairman of the Authority, and Hazel Armstrong continues as Deputy Chair. Darryl Park will act as Deputy Chair of the Authority with responsibility for the Aviation Security Service.

The Civil Aviation Authority of New Zealand is a five-member board, appointed for terms of up to three years by the Governor-General on the recommendation of the Minister of Transport.

Profiles on the new board members will feature in the March/April issue of *CAA News*.



Aviation Law Association of Australia and New Zealand

The ALAANZ Annual Conference will be held in Melbourne 16 to 18 March 2005, in conjunction with the Australian International Airshow.

The theme this year is “Across the Spectrum: Policy & Law”.

For further information visit the ALAANZ website at www.aviationlaw.com.au.

The A to Z of Flight Planning



Av-Kiwi attendees in Rotorua working on the flight planning scenario.

In November and December the CAA Communications and Safety Education Team ran 18 Av-Kiwi Safety Seminars around the country. *The A to Z of Flight Planning* highlighted recent changes to airspace and charts, and showed pilots how to use the MetFlight-GA web site to gain enhanced weather information.

Pilots who attended the seminar were given a typical private cross-country flight scenario from Omaka to Paraparaumu to consider. They then worked in groups to answer 30 questions about the flight, testing their general knowledge of subjects such as met minima, the provision of ATC separation in controlled airspace, special VFR, how to determine airborne hazards, radio frequencies and procedures, cruising levels, enroute weather information, and the difference between Class C and Class D airspace.

Here are 12 questions to test yourself on. Although these questions use the Omaka to Paraparaumu airspace to set the scene, the questions also apply to any similar airspace in New Zealand. The answers are provided on page 7.

1. What is the minimum cloudbase and visibility required for you to get airborne from Omaka VFR? (Omaka is within the Woodbourne CTR)
2. You have obtained an ATC clearance direct from Omaka to Tuamarina Bridge VFR. This is Class D airspace. There is a conflicting IFR aircraft arriving from Wellington. What would Woodbourne Tower do?



- a. Provide traffic information to both aircraft.
 - b. Provide instructions to separate both aircraft.
 - c. Refuse a clearance through the zone to one aircraft.
3. If the weather was not good enough for VFR flight, what are the minimum cloudbase and visibility for you to operate Special VFR within the Woodbourne CTR?
 4. You request an ATC clearance Special VFR direct from Omaka to Tuamarina Bridge. Another Special VFR aircraft is coming in the opposite direction. The visibility is 4,000 m. What will Woodbourne tower do?
 - a. Provide traffic information to both aircraft.
 - b. Provide instructions to separate both aircraft.
 - c. Refuse a clearance through the zone to one aircraft.
 5. What is the minimum cloudbase and visibility for your flight once you clear the Woodbourne CTR and are outside controlled airspace (below 3,000 ft)?

6. You decide to fly direct from Tory to Paraparaumu and request entry into Class C airspace. What are the met minima when you enter the controlled airspace (ie, above 3,000 ft)?
7. Another slower VFR aircraft is also tracking to Paraparaumu from Tory, at the same altitude as you, in controlled airspace and you will pass it mid strait. What will ATC do?
 - a. Provide traffic information to both aircraft.
 - b. Provide radar vectors to separate both aircraft.
 - c. Require one aircraft to climb or descend to maintain separation.
8. What would ATC do if the conflicting aircraft was IFR in this case?
9. Half way across Cook Strait you encounter an extensive bank of low cloud and fog, with clear air above. Can you fly VFR on top of the cloud? If so, what restrictions apply?
10. If the weather got below VFR minimums, can you ask for a Special VFR clearance in the CTA?
11. Your track will take you through the Porirua VFR transit lane (NZT658). What are the VFR met minima in the transit lane?
12. What is the main difference between operating in Class C and Class D airspace in a VFR aircraft?

Pre-Flight Planning Tips:

- Obtain relevant weather information.

www.metra.co.nz/metflight

- Always obtain NOTAMS.

www.ifis.airways.co.nz

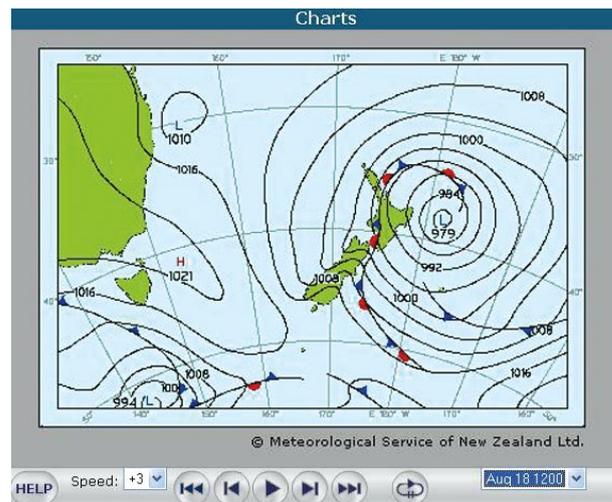
Both are free and easy to get with internet access.

- Have up-to-date publications, including the supplement for your AIP.
- Study your proposed route. Be aware of the airspace, any hazards, and possible escape routes or alternate routes.
- Know the applicable Rules for your flight.

In-Flight Considerations:

- By all means enjoy the view, but...
- Maintain a good lookout.
- Keep track of position and navigation.
- Monitor fuel consumption.
- Monitor the weather ahead (and behind) – both visually and by obtaining information such as ATIS, meteorological info from ATS, and reports from other aircraft.
- Maintain a listening watch on the appropriate radio frequencies.

MetFlight-GA



How to Log On

www.metra.co.nz/metflight

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

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 license 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. If you experience difficulties with this, email Peter Lechner at CAA, lechnerp@caa.govt.nz.

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.

Training Organisations and Student Pilots

In order for student pilots to access the Metflight-GA web site, the training organisations or flying clubs they belong to must register to use this service, and then provide the username and password details they are issued with to their students.

To register for access, training organisations should contact Ray Thorpe or Keith Mackersy at MetService.

Email: ray.thorpe@metservice.com or keith.mackersy@metservice.com ■

Flight Instructor/Examiner Seminars

Following the successful Flight Instructor Seminars held in 2003, the CAA is presenting a new series in 2005 with the theme of "Attitude".

Keynote speaker will be the "Attitude Doctor" giving his prescription for success. Doctor Tom Muholland is a medical doctor and entrepreneur who found that the most powerful thing he could do was to change people's attitudes. He will be applying his philosophy to the aviation and instructional environment in his presentation.

Other speakers include Grant Gillespie and David Eagles. Grant Gillespie is a pilot with the Helicopter Line and an experienced survival training instructor. David Eagles has extensive experience as a test pilot and in aircraft development.

The 2005 seminars will be suitable for all current instructors and examiners. The seminar is held over two days, with learning continuing through the informal parts of the day and evening. To achieve this, all participants will be staying at the venue for the seminar. A nominal registration fee will be charged, and this includes all accommodation (share twin) and meals.

The registration form is on the CAA web site, www.caa.govt.nz, see "Safety information – Seminars & Courses – Flight Instructor/Examiner Seminars 2005".

Flight Instructor/Examiner Seminars 2005

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 instructors and examiners are invited to register. Places are limited, so please register early. All registrations must be accompanied by the \$100 registration fee and evidence of currency (copy of flight test report or logbook entry). The registration fee is non-refundable, but it is transferable.

In 2001 and 2002 the Civil Aviation Authority held forums on aviation safety. The outcomes are 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.

In order to create and nurture a safety culture in the student pilot, a number of measures concentrated on standards of flight instruction. In 2003, Flight Instructor Seminars concentrating on instructional technique were held throughout the country for Part 61 B and C-Cat instructors and Part 149 instructors.



Young Eagles News

Young Eagles Scholarships

This year, six Young Eagles scholarships will be 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 \$1,500 worth of flying through their local aero club. Entries closed on 17 January 2005, and judging will take place shortly.



Pickard Memorial Trophy

The six winners of Young Eagles Scholarships are eligible to compete for the Pickard Memorial Trophy at the 2005 RNZAC National Championships in Motueka.

This competition will be held on Saturday 19 February and will involve several short answer-questionnaires on aviation knowledge and general knowledge. All the aviation questions will be covered by lectures and aircraft inspections prior to answering the questions. The general knowledge questions will be on New Zealand and New Zealanders, and recent overseas events. Subject to the weather, all entrants will be taken flying, and the winner will receive a cash prize.

Aero clubs who have sponsored scholarship winners are encouraged to help their young people as much as possible, to get them to and from the Nationals. The RNZAC helps each scholarship winner that attends with their accommodation costs.

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

Aircraft Type Ratings

After sitting a flight test that requires a new licence to be issued, pilots can have additional aircraft type ratings added to their new licence for no extra charge. Applicants must include a completed licence amendment form CAA 24061/04, and photocopied evidence that the type rating has been issued and certified by a New Zealand flight instructor in the applicant's pilot logbook, along with their licence issue paperwork.

When pilots gain a type rating for a single-pilot aircraft type, after the initial issue of their licence, they are now requested to fill in a type rating form CAA 24061/13, and send this in to CAA so that the type rating can be added to their record in the CAA database.

Pilots who have done this will automatically have any new type ratings added to their licence, at no extra charge, when they upgrade it, for example from a PPL to a CPL, or if they gain an Instrument Rating. Prescribed issue fees for the licence or prime rating are still payable.

If pilots wish to have type ratings added to their licence as a separate exercise from a licence upgrade or prime rating issue, then a \$50 licence amendment fee will be charged.

Engineering Success

On 7 December 2004, CAA Manager Personnel Licensing, John McKinlay, presented Richard Dalmer with the CAA Cup for excellence in aircraft maintenance engineering studies, at the Nelson Marlborough Institute of Technology (NMIT) graduation ceremony held in Blenheim.

The award was established by the Personnel Licensing Unit for NMIT to encourage young people starting out in the engineering industry to strive for excellence.

During NMIT's two-year programme, Richard passed nine exams toward his CAA licence, with an average mark of 88.1 percent. His exam passes included science, materials, aeroplanes, piston engines, turbine engines, avionics, human factors and supervision, and aviation law.

Richard comes from Flightcare, a maintenance facility based in Napier. He also received an ATTTO Scholarship for his studies.

National Conference

The TFO national conference will be held on Thursday 7 and Friday 8 July 2005 in Taupo.



Legal Information Bulletins

Legal Information Bulletins (LIBs) are advisory documents setting out the CAA's position on particular legal issues. They are on the CAA web site, www.caa.govt.nz, select "About us – Legal Information". The CAA is making LIBs available to ensure that there is consistency in administering particular aspects of the aviation regulatory regime.

LIBs are intended to apply to a range of actual situations and are necessarily general in nature.

The first bulletin to be made available is: Legal Information Bulletin Number 1 – Low Flying – CAR 91.311(c).

LIBs are administered by the Chief Legal Counsel. Any inquiries about the LIBs should be sent by email to info@caa.govt.nz.

The A to Z of Flight Planning: Answers

1. 1500 ft cloudbase and 5 km visibility.
2. a. VFR is NOT separated from IFR in Class D airspace (Except when runway separation is being applied). Traffic information will be provided.
3. 600 ft cloudbase and 1500 m visibility.
4. b. Special VFR aircraft are separated when the visibility is below 5 km.
5. Below 3,000 ft (or within 1,000 ft of terrain): clear of cloud, in sight of the surface, 5 km visibility.
6. Above 3,000 ft: 5 km visibility (8 km above 10,000 ft), 1,000 ft vertical separation from cloud, and 2 km horizontal separation from cloud.
7. a. Provide traffic information. VFR is not separated from VFR, even in radar controlled Class C airspace. A radar advisory service may be available on request.
8. Separation is provided between IFR and VFR in Class C airspace.
9. Yes. Current Rules allow VFR (non-commercial) operations above cloud, though you still must be able to navigate by visual means. If above 3,000 ft you need to be at least 1,000 ft above the cloud. **Good airmanship, however, requires that you always have an escape route.**
10. Yes. You can now request a Special VFR clearance in any controlled airspace. If you think you may need a Special VFR clearance, then make sure you request it in good time, in order to allow ATC to ensure the separation that Special VFR aircraft require.
11. A transit lane is Class G airspace by day: clear of cloud, in sight of the surface, 5 km visibility.
12. In Class C airspace VFR is separated from IFR. In Class D, VFR is not separated from IFR.

RULES DEVELOPMENT

Part 43 General Maintenance Rules Proposed Changes

Parts 43, 91, and 145 were the first three Parts under the new CAA Rules system in 1993. Since then, Parts 43, 91 (maintenance provisions), and 145 have remained largely unchanged.

In 1997, as a result of concerns over maintenance standards, the CAA conducted an investigation into maintenance standards and practices for aircraft of less than 5700 kg maximum certificated take-off weight (MCTOW). Since 1998 the CAA has been reviewing the rules with the assistance of the CAA Industry Rules Advisory Group Technical Study Group (CIRAG TSG).

The project has developed into a major review, encompassing 17 CA Rule Parts aimed at improving maintenance standards. Several rule petitions lodged with CAA on related maintenance and airworthiness matters have also been addressed.

The proposed changes have now been developed into three NPRM packages, two of which (Part 43 and 119) were sent to major industry participants for initial comment early in 2004. The NPRMs are now undergoing final review in CAA and were sent to the MOT for review in November 2004. Final rules are expected to be presented to the Minister by mid 2005.

The three NPRM packages are:

Part 43 General Maintenance Rules package

Changes to Parts 1, 43, 91, and 145.

Part 119 Air Operator – Certification package

Changes to Parts 103, 104, 119, 121, 125, 133 (to be finalised), 135, and 137.

Part 21 Certification of Products and Parts package

Changes to Parts 21, 26, 39, 146, and 148.

Several Advisory Circulars (ACs) are also affected, and these will be reissued as drafts when the NPRMs are released.

The most significant changes proposed are as follows:

- Aircraft and components will need to be maintained in accordance with the manufacturer's schedule, or in accordance with a programme approved under Part 91, or accepted under Part 119. Appendix C of Part 43 will be withdrawn and re-issued as an AC for guidance in cases where a manufacturer's equivalent check does not exist.
- Operation of piston engines beyond manufacturer's recommended Time Before Overhaul (TBO) on aircraft used for hire or reward will be permitted only if the aircraft is on a maintenance

programme approved under Part 91. Operation of propellers beyond manufacturer's TBO will require inspection by methods acceptable to the Director.

- Components on aircraft not operated under an air operator certificate or not on an approved maintenance programme will have to comply with the manufacturer's recommended TBO.
- The existing 10 percent aircraft maintenance planning latitude will be extended to cover all checks in the manufacturer's schedule, and the 10 percent latitude will be available to enable more efficient scheduling of maintenance.
 - The existing Part 145 duty-hour limits for certifying engineers will be extended to cover all engineers performing maintenance.
 - Annual Reviews of Airworthiness (ARA) will not be certified as being completed until all defects on the aircraft are cleared, except as otherwise permitted under a Minimum Equipment List (MEL).
 - Aircraft operated under Part 119 by general aviation operators that do not have an organisational management system that meets the requirements of 119.124(c) will have to have an ARA instead of a maintenance review. In tandem with this change, it is proposed to increase the stringency of maintenance reviews conducted on Part 135 aircraft.
 - Changes will be made to the scope of maintenance able to be performed by pilots. Compared to the existing rule, for aircraft not conducting air operations – more pilot maintenance can be performed, and for aircraft conducting air operations – less pilot maintenance can be performed. Licensed but non-rated engineers will be able to perform maintenance that pilots can perform. Both pilots and engineers performing maintenance will be able to perform the work on the authority of the Part 119 operator rather than under a Part 145 approval. In all cases, appropriate training for tasks to be performed will have to be conducted by a Part 145 organisation.
 - Persons performing duplicate safety inspections of control systems must hold an appropriate aviation qualification (eg, pilot, or licensed but non-rated engineer).
 - Carbon Monoxide (CO) detectors (at least the plastic variety which cost approximately \$15) will be required in aircraft where CO could leak into the cockpit in dangerous quantities.
 - The requirements for tests and inspections of equipment required to be fitted will be extended. In particular, microlight aircraft fitted with transponders will require the altitude reporting and transponder systems to be tested and inspected. Compasses on all aircraft except microlights will need to be calibrated



every two years. First aid kits will need to be inspected every 12 months.

- Powered aircraft with four or more seats will need to be re-weighed every five years.
- Air operators will require procedures in their expositions for placing aircraft onto their maintenance programme.
- The term “discrepancy” will be replaced by “defect”, defined in Part 1 to mean the item concerned is unfit for purpose and not airworthy.
- All aircraft over 19 seats type certificated after 1958 with Class D cargo compartments will require those compartments to be upgraded to Class C standards by 1 January 2007.
- Automatic compliance with all applicable Airworthiness Directives issued by the State of Design will be required for aircraft over 5700 kg MCTOW.
- Changes to helicopter external load hooks, equipment approval, periodic testing and inspection of external load equipment are also in draft form.

Part 108 Air Operator Security Programme NPRM

A Notice of Proposed Rule Making (NPRM) 05-03 was issued for public comment on 21 December 2004. The NPRM is to put forward for consultation amendments to Part 108, along with associated changes to Part 1. The amendments in the NPRM are designed to implement the International Civil Aviation Organisation (ICAO) Annex 17 Amendment 10 security standards that relate to security requirements for hold baggage that is intended to be carried on international flights. The Air Operator Security Programme required under Part 108 applies to air operators who operate aircraft with 10 passenger seats or more certificated under Part 121 or Part 125, and foreign air operators certificated under Part 129.

These security standards require contracting states to ensure that the following measures are undertaken by operators for international operations:

- hold baggage to be subjected to appropriate security controls prior to being loaded onto the aircraft,
- hold baggage to be screened from 1 January 2006,
- hold baggage to be protected from unauthorised interference,
- transfer hold baggage to be subject to appropriate security controls, and
- only authorised hold baggage to be carried on the aircraft.

In addition, the rule proposal will address other ICAO Annex 17 security standards to:

- clarify the current rules relating to the carriage of persons in custody and to introduce some additional requirements to enhance the safety on board an aircraft when such persons are carried, and
- introduce some additional requirements to ensure that during flight unauthorised persons are prevented from entering the flight crew compartment.

The NPRM is available on the CAA web site, www.caa.govt.nz, and copies are available on request from The Docket Clerk, P O Box 31-441, Lower Hutt 6315, or email docket@caa.govt.nz.

Submissions on the proposed rules close 18 February 2005.

Rules Review Implementation (RRI) Project

Objectives

The new rule development process developed under the RRI project aims to achieve the following:

- replace the current CIRAG Charter and process with an Aviation Community Advisory Group (ACAG) having wider aviation community representation,
- establish ACAG as an advisory and monitoring body with involvement over all phases of the rule development process,
- document the roles and responsibilities of participating groups (such as ACAG), with the roles reflecting the current statutory and contractual obligations for rule making,
- emphasise the management of issues that may lead to a rule-based solution, including earlier involvement by the aviation community, in the problem identification and risk assessment processes,
- facilitate participation by the aviation community through representation by ACAG in the prioritisation of rule projects and development of the annual rules programme, and
- separate the rules development process into distinct phases to improve the quality and timeliness of rule making with documented outputs for each phase.

Update

Workshops introducing the documentation covering the first three phases of the new rule development process were held in Auckland and Wellington in the last week of November 2004. Copies of the documents presented and the comments made at those workshops, can be viewed on the project web page, select “Rules & more – Rules Review Implementation Project”. Feedback from the workshops suggested a public forum be arranged so that the CAA could tailor the draft risk management guideline to more specifically reflect the requirements of the aviation community.

With the documentation almost completed, the project will move its focus onto developing the internal CAA procedures that will support the new processes. The final part of the RRI project is expected to be completed by 31 May 2005.

The establishment of the aviation community advisory group (ACAG) is also expected to be completed early in 2005. The CAA has invited the current Reference Group to form an interim ACAG to assist in the constitution and formation of the new ACAG, and in the oversight and management of the first election.

The RRI project web page has been updated with Frequently Asked Questions (“FAQ”) and a “Status Update”. The “Status Update” provides a snapshot of what has been completed to date and provides an indication of what remains to be completed by the end of the project.

Part 61 Project Clarification

The Part 61 Update provided in the Sept/Oct 2004 issue of *CAA News* stated that “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”. There was no intention to imply that the TSG was directly responsible for any deficiency in the information contained in the original draft NPRM and hence any subsequent delays to the project. The CAA acknowledges the tremendous time, effort and technical input that the TSG contributed to the Part 61 project.