

# CAA NEWS

*Informing for Safer Aviation*

## Young Eagles News



**Logging Flight Time**

**Maintenance Controller Courses**

**Rules Development**

# Young Eagles News



## Scholarships

This year it has been great to see increased support from aero clubs for their Young Eagles programmes, with aero clubs sponsoring 19 entrants for Young Eagles scholarships.

The winners of Ross Macpherson Scholarships are:

- Brendon Bayliss – Wellington Aero Club
- Michael Debney – Manawatu Districts Aero Club
- Lauren Phillips – Auckland Aero Club
- Marcus Sargent – South Canterbury Aero Club
- David Willetts – Motueka Aero Club.

The winner of the Around New Zealand Air Race Scholarship is:

- Aiden Campbell – Tauranga Aero Club.

All except one of the scholarship winners were able to attend the RNZAC National Championships, held at Motueka 17 to 20 February 2005, where they were formally presented with their scholarships.

The Young Eagles spent a day increasing their aviation knowledge by learning about meteorology, airspace, principles of flight, and aircraft pre-flight inspections, with an emphasis on safety messages, such as being careful around propellers.

Just in case the Young Eagles thought they had an entire day off school work, in the afternoon they competed for the Pickard Memorial Trophy. This involved sitting a short-answer test on the things they had learned earlier in the day, as well as a general knowledge test.

The winner of the Pickard Memorial Trophy was David Willetts of Motueka Aero Club. This small aero club's 15 members did an amazing job of organising the National Championships – 210 participants and 54 aircraft descended upon Motueka for five days, all of which ran smoothly thanks to the brilliant efforts of the Motueka team. They were all very proud of their Young Eagle for taking out the trophy on their home turf. David received a cash prize.

A treat to look forward to after sitting their tests was a flight over the beautiful Abel Tasman National Park to end the day.



Robert Orr, RNZAC Young Eagles Coordinator, talks about meteorology to the scholarship winners. Left to right, Lauren Phillips, Brendon Bayliss, Aidan Campbell, Michael Debney, David Willetts.



Robert Orr explains how to recognise water in a fuel sample.

## South Canterbury Aero Club Young Eagles

The South Canterbury Young Eagles took a trip to Ashburton on 6 February 2005 for the Sport Aircraft Association's national fly-in. They saw a fascinating array of meticulously built aircraft, including many designs they had never seen before, such as this Varieze.





## New Form for Agricultural Operations Statistics

The CAA has developed a new form for the agricultural operations statistics required quarterly from Part 137 agricultural aircraft operator certificate holders (specified in Part 19, rule 19.103).

Information that will be collected using this form includes the aircraft used, the area of the country operated in, the type of product applied, the amount of product in tonnes or litres, the amount of land area treated, the number of loads carried, and hours flown. Separate returns will be required for aeroplanes and helicopters.

The new form replaces the New Zealand Agricultural Aviation Association monthly form and previous versions

of the Agricultural Operations Statistics form.

Forms for completion will be sent out to Part 137 operators after the end of each quarter. They can be returned to the CAA using Freepost. The form will also be available on the CAA web site, [www.caa.govt.nz](http://www.caa.govt.nz).

A summary of the information provided to the CAA will be provided to the New Zealand Agricultural Aviation Association, and will be available to the public on request. This summary information will not identify any individual operator.

For further information contact Safety Data Analyst, Helen Housden, [housdenh@caa.govt.nz](mailto:housdenh@caa.govt.nz).

## Maintenance Controller Courses

Aircraft operators need to have sufficient understanding of the requirements for the maintenance of their aircraft.

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

This year, three more courses are being made available. They are in two parts.

Part One is a pre-workshop self-paced learning module. The aim is to introduce you to, or refresh your knowledge of, the Rules that provide the foundation for aviation safety in New Zealand. You will need access to the CAA web site for the pre-workshop module.

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

The New Zealand Qualifications Authority (NZQA), in conjunction with the Aviation, Tourism and Travel Training Organisation (ATTTO), have written 'Units of Learning' for the course, and these are now registered with the NZQA. All participants that are assessed as 'competent' in all the required

Units, will be issued with a National Certificate in Aeronautical Engineering (Maintenance Controller).

We are now accepting applications for the 2005 courses. The application form is on the CAA web site, [www.caa.govt.nz](http://www.caa.govt.nz), see the "What's new" page. All applications must be accompanied by a \$100 registration fee. Each course will be limited to a maximum of 15 people, so please register early.

### Date and venues for the courses in 2005 are:

Invercargill	16 to 17 June
Blenheim	30 June to 1 July
Auckland	14 to 15 July

### For further information, contact:

**John Bushell**

Tel: 0-4-560 9427 • Fax: 0-4-560 9611

Email: [bushellj@caa.govt.nz](mailto:bushellj@caa.govt.nz)

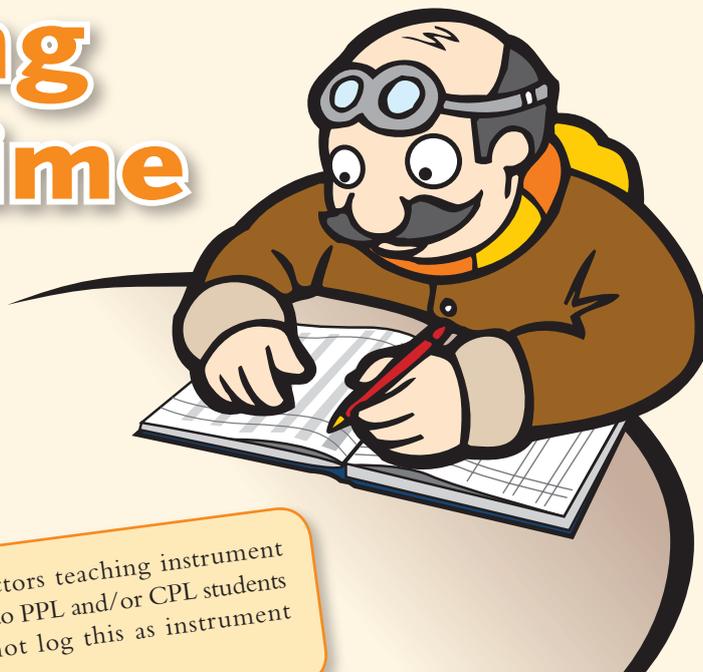
or

**Paul Elton**

Tel: 0-4-560 9472 • Fax: 0-4-560 9611

Email: [eltonp@caa.govt.nz](mailto:eltonp@caa.govt.nz) ■

# Logging Flight Time



Ever get confused about all those columns? Here are a few pointers from the Personnel Licensing Unit to help you log your flight experience correctly.

Flight time accumulated on the same flight may not be counted simultaneously towards meeting the night, cross-country, and/or instrument experience requirements for the issue of any flight crew licence or rating. Pilots must log one category only. The new Part 61 will state this explicitly in rule 61.31.

Instructors teaching instrument flying to PPL and/or CPL students may not log this as instrument time.

Safety pilots who fly with a pilot operating under simulated instrument conditions may not log the flight time. If training is taking place, however, and the safety pilot is an instructor, then the exercise is logged as dual.

For the purpose of meeting the CPL 20-hour cross-country navigation training syllabus, the same route may not be used more than once. A route may, however, be flown once in the reverse direction.

Biennial Flight Reviews are a dual exercise and may not be logged as pilot-in-command by the candidate. Instructors who conduct BFRs are acting as pilot-in-command and must be rated and current on the aircraft type being used for the exercise.

Where provision exists in the rule, co-pilot time may be credited towards a licence or rating only if the aircraft is required to be operated by two pilots in the aircraft type certification data, the aircraft's flight manual, or by an operating rule. Column 16 or 17 (see "New Pilot Logbooks") may be used if pilots wish to record time acting as a co-pilot. This time, however, may not be included in a pilot's total flight experience.

Because time for taxiing, takeoff, approach and landing is carried out visually, time logged as instrument time cannot be equal to the flight time.

Dual and solo entries should not be made on the same line. For example, a student carrying out circuit practice with an instructor, then continuing solo, would log the flight details on separate lines.

Command practice may be logged if the holder of a CPL acts as co-pilot on air transport operations, in an aircraft required to be operated with a co-pilot, and performs the functions of a pilot-in-command. This must be done under the supervision of a pilot-in-command who has been designated for that purpose by the operator, and the co-pilot must take on the responsibilities detailed in rule 61.31(c). Each command practice entry must be certified by the pilot-in-command, and a maximum of 500 hours command practice may be credited towards the 1500 hour total flight time required for the issue of an ATPL.

Pilots who have inadvertently logged time incorrectly should make a logbook entry explaining this, and carry forward the corrected entries to the next logbook page. Should it be necessary to make corrections in a logbook, any incorrect entry must be crossed out with one line and substituted with the correct

information. It is not acceptable to use correcting fluid or any other form of correction that totally obliterates detail of the original entry.

Instructors should stress to pilots under training the importance of filling in their logbooks correctly.

## New Pilot Logbooks

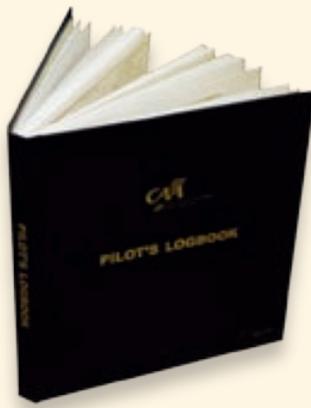
The current Pilot's Logbook is having a face-lift to make it more pilot and flight examiner friendly. This follows requests from private and commercial pilots, students and instructors.

The new logbooks will be available mid-year. There is no requirement to change to a new logbook – existing logbooks can still be used.

Here are some of the improvements:

- The instructions have been written using wording consistent with the upcoming new Part 61, and they clarify points that were not covered by the old instructions. For example, the instructions include:
  - The need for any computer-generated flight records to be inserted permanently into the logbook with appropriately summarised total flight times.
  - Flight time may be recorded in hours and minutes, but is more typically in hours and decimals of hours.
  - Flight time means the total time from the moment an aircraft first moves for the purpose of flight until the moment it comes to rest at the end of the flight, including all associated push back, taxiing and subsequent holding time.
  - When logging cross-country flights for the purpose of meeting the requirements of some licences or ratings, the recording of landings should be indicated. For example, WN-NS NS-WN would indicate a landing at Nelson.
  - An up-to-date, summarised and certified logbook is to be presented when required by the Civil Aviation Rules prior to undertaking any form of assessment or test.
- There is a detailed "Student Pilot Training Record" at the beginning of the logbook for Aeroplane and Helicopter students. The syllabus has been divided into three categories: Ground Training, Basic Training, and Advanced Training.
- A page has been added for listing licences and associated ratings, certifications or authorisations. This essentially summarises a pilot's credentials in one place. For example, a pilot's CPL, Instrument Rating, Instructor Rating, and Night Authorisation would be listed here along with the date of issue.
- The next three pages provide a space for recording details of assessments that have been completed in order to maintain the licences and ratings listed on the previous page. These details must also be entered at the appropriate point inside the main logbook, as is currently done.
- Pages for recording aircraft type ratings have been moved to the front of the logbook.
- A section has been created at the front so that pilots can summarise flight experience from their previous logbook. Details of hours flown in different types of aircraft may also be recorded on this page. At the back, another new section is provided for summarising experience contained within the completed logbook. Use of these pages may facilitate collation of information for a pilot's CV.
- The main logbook pages have been improved by increasing the column width, and shading the columns alternately to help differentiate them to the eye.
- After feedback from pilots an extra column has been added. There are now two spare columns, 16 and 17, for logging experience such as instructor time, or cross-country time. The new logbooks are wider to accommodate this change.

The new logbooks will be available from 0800 GET RULES (0800 438 785), and forward orders are welcome. ■



## Nominations Called for Director's Awards

The annual awards acknowledge those in the industry who have made outstanding contributions to promoting safety in aviation. Nominees, by their conspicuous actions, will have demonstrated a positive attitude to safety.

Two awards are made, one for an individual, and one for an organisation. They will be presented at the annual Aviation Industry Association conference at Christchurch in July.

Anyone can make a nomination for an individual and/or aviation organisation to receive a Director of Civil Aviation Award.

The Director's Awards were first presented in 1995, and they represent a record of achievement in New Zealand aviation in recent years. Details of past award winners are available on the CAA web site, [www.caa.govt.nz](http://www.caa.govt.nz), under "Safety Information".

Last year, the individual award went to Jim Wilson, Chief Pilot of Helicopters New Zealand. The 2004 Organisation Award went to the Auckland Special Event Operators Group – a group of helicopter operators that evolved from the Auckland Airspace Users Group.

Two Director of Civil Aviation Commendations were also presented. One went to Graeme Porter, Editor of *Aviation News*. The other Director's Commendation was awarded to Bruce Brownlie, chairman of Feilding Aerodrome Incorporated.

Everyone is invited to make nominations for the Director's Awards. Nominations close on 20 June 2005 and should be sent to Manager Communications, Bill Sommer (see below), with a few paragraphs on why your nominee should receive an Award.

### Bill Sommer

Email: [sommerb@caa.govt.nz](mailto:sommerb@caa.govt.nz)

Fax: 0-4-569 2024

Post: P O Box 31-441, Lower Hutt ■



# New Binder for AIP Vol 4

A new binder option for *AIP New Zealand Vol 4* will be available from May. It is non-metal, light, durable and easy to carry.

**Existing subscribers to Vol 4 as at 9 June 2005 will receive the new-style binder free, courtesy of the CAA and Airways New Zealand.** The free plastic clip ring and cover set will be sent with the 9 June *AIP* amendment (which is distributed early in May).

Some of you may remember that the *AIP* used to have plastic clip rings several years ago. They were quite brittle and snapped easily. Technology has moved on since those days, and the new binder we are producing is plastic technology at the leading edge, which is very durable.

The manufacturer, Neil McCabe of McCabe Industries, is a pilot who understands exactly how the binder needs to work. This was a huge benefit, as his team of experienced plastics engineers and moulders developed a product based on a plastic clip ring.

From May, new subscribers will have a choice of binder for *Vol 4*. Additional plastic ring binders can be purchased for \$9 (plus delivery). For further information see [www.aipshop.co.nz](http://www.aipshop.co.nz), or contact Airways on 0800 500 045.



## Graeme Harris

### General Manager Personnel Licensing and Aviation Services

Graeme took up his new role as General Manager Personnel Licensing and Aviation Services in September 2004. The role includes responsibility for licensing all individuals in the aviation system, medical certification, aviation security, aerodromes, and

air traffic and meteorological services. Management of the CAA rule exemption process is thrown in for good measure.

Graeme spent a short period with the CAA approximately five years ago as the Team Leader Airline Surveillance in the Safety Audit Unit. He left to take up a position with Mount Cook Airline as their Quality Assurance and Risk Manager. He says that, while he enjoyed his time with Mount Cook immensely, and learned a lot from some very talented and committed people there, he was drawn back to the CAA by the challenge and

diversity of his new role. Graeme describes the current aviation environment as “volatile and intensely interesting”.

“Commercial aviation has seen considerable turmoil in recent years. We have seen airlines struggle to realign their business models and lower their cost structures in order to meet an actual or potential threat of competition from low-cost carriers. The General Aviation sector has worked hard to meet the challenge of certification to Rule Part 135. On top of all that, changes to the Civil Aviation Act late last year have significantly changed the regulatory regime, which will begin impacting on the role of the CAA in the near future.

“I look forward to actively promoting the public interest while striving to improve the CAA’s regulatory performance, and working with stakeholders to ensure improved levels of aviation safety,” says Graeme.

Prior to his first stint with the CAA, Graeme spent time in the RNZAF and with various companies in the high-voltage electrical power industry.



## TOURIST FLIGHT OPERATORS NEW ZEALAND

*Dedicated to Safety and Quality*

Tourist Flight Operators New Zealand's 2005 conference is in Taupo, and they invite you to attend and contribute your enthusiasm and knowledge.

Over the two days, a range of speakers, workshops, and visits to tourism operators will explore issues specific to tourist flying – another step towards maximising the safety and quality of the industry.

Chairman Geoff Ensor says the conference in Taupo will be another important step for the group, and it is vital that operators attend.

“The success of Tourist Flight Operators New Zealand hinges on involvement and unity. Our goal is to maximise safety and quality, but to achieve this we need all operators to contribute their energy, enthusiasm, and experience – that's how we've reached this point.”

Taupo 2005 promises to be another important step toward

## National Conference

Taupo – 7 and 8 July 2005

building a united tourist flying industry. For seminar details and registration forms please contact one of the following:

Geoff Ensor	<i>(Air Safaris)</i>	0-3-680 6880
Russell Baker	<i>(Air Fiordland)</i>	0-3-249 7505
Paul Cooper	<i>(Southern Alps Air)</i>	0-3-443 8666
Keith Miles	<i>(The Helicopter Line)</i>	0-3-442 6034
Andy Woods	<i>(Wanaka Flightseeing)</i>	0-3-443 8787
John MacPhail	<i>(Wings Over Whales)</i>	0-3-319 6580
Mark Young	<i>(Volcanic Air Safaris)</i>	0-7-348 9984
Phill Barclay	<i>(Volcanic Air Safaris)</i>	0-7-348 9984
James McKinstry	<i>(Helipro)</i>	0-4-472 1550
Toby Clark	<i>(Clark &amp; Jolly Helicopters)</i>	0-7-377 8805

or your local CAA Field Safety Adviser (see *Vector* for contact details).



## AIA 2005 Conference

Two special forums will be additional features at this year's Aviation Industry Association (AIA) Conference.

The Education and Research Division of AIA will host the inaugural Aviation Education and Research Forum on Wednesday 20 July. AIA identified a need for a more robust approach to research on key aviation issues, and has invited academics and aviation researchers to present papers to the forum on aeronautics, aviation medicine, engineering, fatigue, law, and transport economics.

The second forum will be a toolkit workshop conducted by the Flight Safety Foundation's CFIT Approach and Landing Accident Reduction (ALAR) task force.

This will include a detailed discussion on each item in the ALAR toolkit, and a presentation on practical applications of the ALAR material.

The AIA Conference is being held at Rydges Hotel, Christchurch from 20 to 22 July 2005. For further information, including registration for the conference, or for each forum see their web site, [www.aia.org.nz](http://www.aia.org.nz).

AIA Conference	20 to 22 July 2005
Aviation Education and Research Forum	20 July
Flight Safety Foundation Workshop	21 July



## 2005

## 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".

Applications to attend these seminars have now closed, but we want to make them available to as many instructors and examiners as possible, so contact John Parker if you want to attend – there may be a place available through cancellation.

All current instructors and examiners are invited to register. 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.

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

### Flight Instructor/Examiner Seminars 2005

Ashburton	– 7 to 8 April
Hamilton	– 11 to 12 April
Masterton	– 14 to 15 April

# RULES DEVELOPMENT

## Part 109 NPRM

A Notice of Proposed Rule Making (NPRM) has been developed proposing a new rule part detailing requirements for air cargo security.

The Part 109 NPRM will be published in March 2005 for public consultation. The purpose of this rule-making proposal is to establish new rules to:

- implement New Zealand's international obligations under International Civil Aviation Organisation (ICAO) Annex 17 to ensure that cargo and mail that is intended for carriage on passenger flights is subjected to appropriate security controls; and
- establish a new Rule Part – Part 109 for the certification and operation of regulated air cargo agents; and
- establish additional rules for air operators to ensure that cargo and mail that is carried on international passenger flights, and on domestic passenger flights when required by the Director, is subjected to appropriate security controls.

This proposed rule will require air operators and regulated air cargo agents to develop practices and procedures to provide the level of security required by Annex 17. The procedures will need to cover the following:

- background checking of persons who carry out the security controls and have access to cargo and mail after the security screening has been carried out
- relevant training and periodic assessments of persons implementing security controls
- preventive security measures for cargo and mail intended to be carried on air transport passenger services



Photo courtesy of Deutsche Post World Net

- measures that ensure cargo and mail remain secure from the point of screening until loaded onto an aircraft
- measures relating to access control of cargo areas (including vehicles) where cargo or mail is stored after screening
- measures that ensure air operators do not accept consignments of cargo and mail unless the security of the consignment is accounted for by either:
  - a regulated air cargo agent, or
  - other appropriate security controls.

These measures are aimed at implementing the standards of Annex 17 that do not permit an air operator to accept consignments of cargo or mail for carriage on an air transport passenger flight unless the cargo and mail has been subjected to security controls.

## Omnibus Rule Project

An NPRM has been drafted to address minor amendments required to a variety of Rule Parts.

The Civil Aviation Rules prescribe requirements for operators engaged in a diverse range of aviation activities.

Since the initial issue of these rules in the early 1990s, several have become out of date in technical data, or have included dates that have since passed. There are also several rules that have editorial or grammatical errors. This NPRM aims to address the majority of these errors in one project. This 'omnibus' project was started in 2003 using the data collected in the CAA Rules Register 'Fix-up File' and from petitions for minor rule changes. The rule fix-up file contained more than 200 entries covering a range of issues.

The Omnibus Project is designed to address only the editorial corrections and minor adjustments to Rule Parts. An analysis of the over 200 entries posted in the fix-up file classified the items into five areas: update, fix-up, clarification, research, and petition. These five categories were reviewed. Some items were found to have been addressed in previous rule projects, some were closed off as they required no action, and others that required further research have been included in an 'Omnibus 2' Project. Some items have been included in present rule projects, including the Part 61 *Pilot Licences and Ratings* and the Part 43 *General Maintenance* projects.

The draft NPRM will be delivered to the Ministry of Transport (MOT) by early April, and it should be published for public consultation in May 2005.

## 2005 to 2008 Rules Programme

The CAA has submitted a draft rules work programme to the MOT that covers the periods 2005/06, 2006/07 and 2007/08. This is the first time that the CAA has been asked to submit a rules programme for more than one year ahead. The Ministry recognises that the draft programme for the 'out years' – 2006/07 and 2007/08 – can be indicative only, and the CAA has presented a programme for these two years in terms of subject areas, pending further work on definition of the issues.

The Ministry will consider the proposed aviation programme in conjunction with programme bids from the other transport sectors, and then make recommendations on an overall programme to the Minister. The Minister may add his own requirements, or alter priorities, before submitting the programme for approval by Cabinet. The CAA Rules Programme is appended to the annual agreement due to be prepared and signed by the Director of Civil Aviation and the Secretary for Transport in June 2005.

The issues that are currently proposed to be addressed in the rules programme for 2006/07 and 2007/08 will be assessed using the new methodology and processes being implemented by the Rules Review Implementation Project. This will include assessment of the issues with the aviation community at an Issues

Assessment Group meeting, prior to their formal inclusion in the programme for that year.

The CAA Rules team maintains an issues register that details items under consideration for inclusion in a rules project. These items come from a variety of sources, including TAIC and Coroner Reports, rule-making petitions, ICAO differences, and the CAA Operating Groups. The list of outstanding issues under consideration for the rules programme, including issues collected but not actioned from previous years, was considered and refined by the Rules team in discussion with the CAA operating groups during the latter part of 2004 and early 2005. The list was presented to the CIRAG Executive at the December 2004 meeting to obtain feedback from the industry on the preliminary priority assigned to each issue by the CAA. This feedback was taken into account when drafting the rules programme that was submitted to the Ministry.

The 2005/06 rules programme includes six new projects, with the remainder carrying over from the current year. It is anticipated that up to eight new projects can be added in each of the two 'out years' as some large current projects are completed. The content of the Rules Programme will be published once the rule agreement has been signed.

## Rules Review Implementation (RRI) Project

### Project Update

The design of the four phases of the new rule development process has been completed, and the next phase, of finalising operational procedures, has begun. The current focus is now on Project 1, which is about developing a summary document for use by the aviation community, and which describes in simple terms the new rule development process. When completed, this document will be produced as a booklet and distributed to the aviation community.

Work is also progressing well with the development of the CAA's internal Operational Procedures document that outlines the in-house technical requirements for the new rule development processes.

The MOT has completed its Projects 13 and 14. The associated descriptive paper for each project has been released, and is available on the MOT and the CAA RRI project web pages.

Project 15, the development of an aviation safety philosophy, has been completed in draft form and is undergoing an internal review before its release.

Project 17, Funding Review, is currently being progressed by the MOT.

### Interim Aviation Community Advisory Group (ACAG)

The aviation community Reference Group has formally accepted the project Steering Group's invitation to become the Interim ACAG. The Interim ACAG has been given the responsibility to develop, with the RRI Project Team, the structures and processes that will enable the ongoing operation and self management of

future ACAGs, and to develop the nomination and election procedures for ACAG.

The first meeting of the Interim ACAG was held on 2 March 2005, and the membership of the Interim ACAG has been confirmed:

Paul Drake (Canterbury Aero Club)  
John Pearce (Aviation Federation)  
Irene King (Air NZ)  
Hugh Faris (ALPA)  
John McConway (Airways)  
Hugh Barclay (BOP Helicopters)  
Derek Edwards (AOPA)  
Brian Whelan (Peet Aviation)  
John King (SAAA)  
Peter Houghton (Warbirds).

The next meeting is planned for Wednesday 30 March 2005.

### Risk Management Forum

A one-day risk management forum is planned for 15 March 2005 at the Duxton Hotel in Wellington. The forum will provide the opportunity for the CAA and the aviation community to meet and jointly develop a suitable Risk Management Guideline for the rule development process, in line with AS/NZS 4360:2004. The Risk Management Guideline is intended to assist the Issue Assessment Groups to identify and assess issue risks during the issue assessment phase of the new rule development process. When completed, the agreed Risk Management Guideline will be put on the CAA web site.