

# CAA NEWS

*Informing for Safer Aviation*

SAFETY OUTCOME TARGETS

2010

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# Safety Outcome Targets for 2010



The Civil Aviation Authority has developed Safety Outcome Targets to be achieved by the year 2010. The new targets came into effect on 1 July 2005. These targets follow on from the current Safety Outcome Targets, which were set for 2005. A report on the 2005 targets will be published once aircraft operating statistics for the first two quarters of 2005 have been received and processed by the CAA.

While it would be highly desirable for aviation activity to be completely safe, it is generally recognised that transport (land, sea, and air) involves some risk, and that when there is risk it is not possible to have absolute safety. The key question, therefore, is how safe should New Zealand aviation be?

The Safety Outcome Targets are a goal for the aviation community to aspire to. They can be reached if all aviation community participants recognise and implement appropriate safety practices. The CAA contributes to this community effort by being an effective safety regulator. It promotes aviation safety by developing and publishing safety rules. It authorises people and organisations



to enter and operate in the New Zealand aviation system, and it requires aviation participants to leave the system if their safety performance is not satisfactory. The CAA also identifies and implements targeted safety initiatives to influence the aviation community's safety outcomes.

The CAA has identified two key benefits of setting Safety Outcome Targets. The targets provide a strategic goal for the CAA and provide links to its Vision of "New Zealand aviation free from safety failure, and contributing to an integrated, responsive, and sustainable transport system." The targets also provide a means of monitoring the success of the aviation community as a whole in influencing safety outcomes. The Safety Outcome Targets enable the Government, the public, and the aviation community to measure safety performance against an appropriate yardstick.



## Consultation

To begin the process of setting Safety Targets for 2010, the CAA used a commercial survey organisation to help gather the views of passengers, people who charter aircraft, and members of the wider community who may be affected by aviation risk. The overall objective was to gain an understanding of general perceptions regarding the level of aviation safety within New Zealand.

Aviation community consultation was also vital to this project. To achieve this, the CAA sent consultation packs directly to 40 organisations that CAA senior managers believed would be interested in expressing their views. All consultation material was posted on the CAA web site, along with an open invitation for interested parties to complete and return the questionnaire. The consultation period finished at the end of January 2005. The analysis of the aviation community's input and the Colmar Brunton survey of the general public are available on the CAA web site under "Safety information – Towards 2010 Safety Targets for the Year 2010".

After consultation, it was decided that the Safety Outcome Targets for 2010 would be set in terms of social cost to the nation, rather than continuing to use accident rates.

## The Social Cost of Accidents

The use of accident rates can be misleading, because each accident has a different economic and social impact. Speaking to the Aviation Industry Association's annual conference, Director of Civil Aviation, John Jones, explained the advantages of using social cost. "At the moment, a minor accident where there is no injury, and a fatal accident where two people are killed, are each recorded as one accident, even though the economic and social consequences are very different." Estimating the social cost of accidents is also a way of determining what the real cost of aviation accidents is to the nation.

The main components of the social cost of accidents are fatalities, serious injuries, and aircraft destroyed in fatal or serious injury accidents. The value to the nation of fatalities (\$2.842 million each) is the value of statistical life (VOSL) estimated by the Land Transport Safety Authority (LTSA) in June 2004 dollars. The value of serious injuries (\$0.2991 million each) is also the LTSA's figure. Aircraft destroyed are valued using estimates of aircraft values made by the CAA on the basis of market prices in a number of developed aviation nations (in 1999 dollars). These values, along with the value of statistical life, will shortly be reviewed and expressed in 2005 dollars.

The total estimated social cost of accidents for the nine 2005 safety target groups and the sport group over the 10 years 1 July 1995 to 30 June 2005 is \$648.59 million (on average \$64.9 million per annum). This represents the cost of 207 fatalities, 105 serious injuries, and 99 aircraft destroyed in fatal and serious injury accidents. John Jones said, "While 96 percent of the aviation activity in New Zealand is undertaken by large and medium airline aircraft, almost 97 percent of the cost of accidents is incurred by aeroplanes below 5,670 kg, helicopters, balloons, and sport aircraft – in simple terms 3.5 percent of the activity is responsible for 97 percent of the social cost".

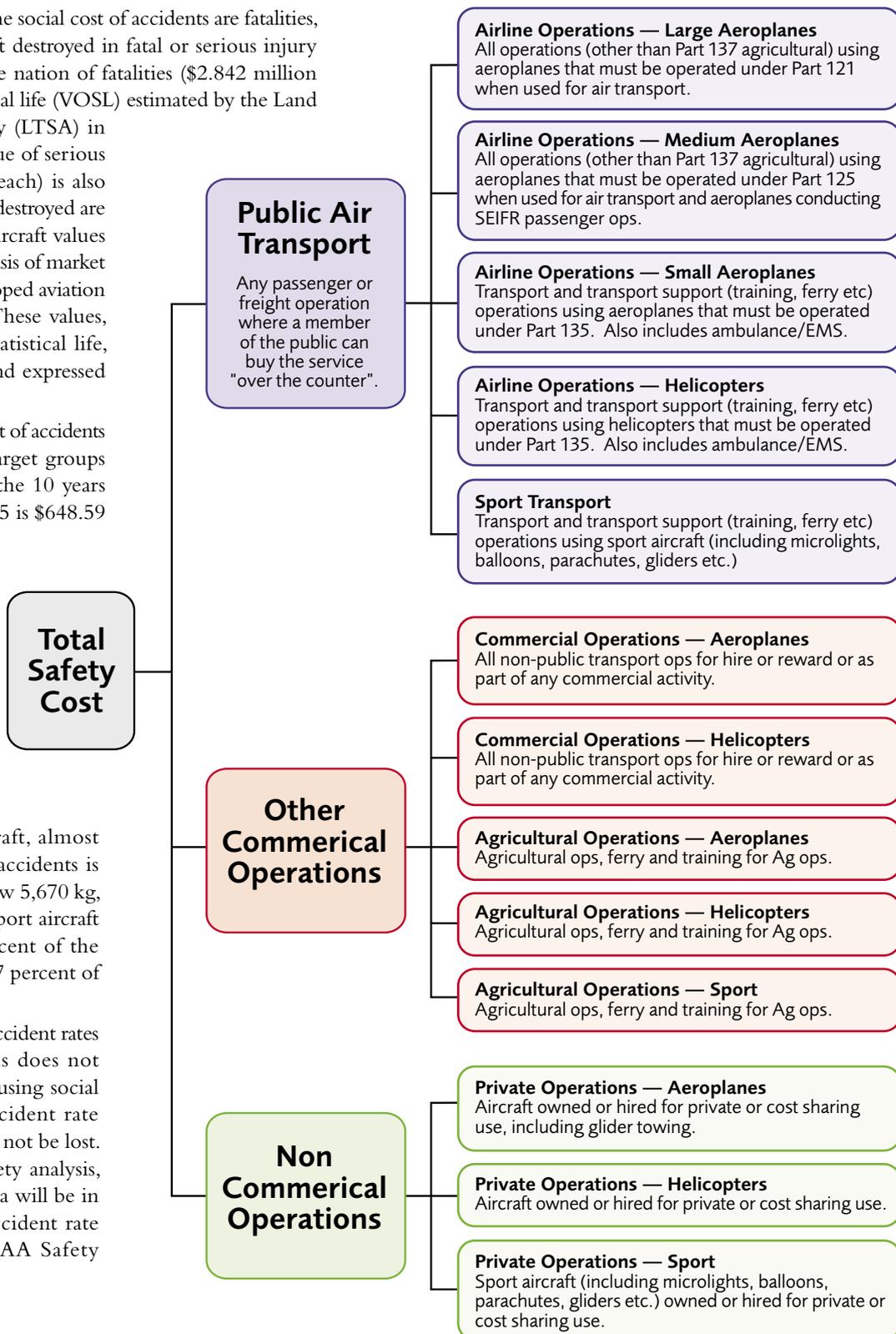
The data used to calculate accident rates will still be collected; this does not change with the move to using social cost for safety targets. Accident rate information, therefore, will not be lost. It will still be used for safety analysis, and the new social cost data will be in addition to the current accident rate data produced by the CAA Safety Analysis Unit.

## Safety Target Structure

The 2005 Safety Target Groups were based on the type of aircraft, weight and the type of operation being carried out at the time of the accident. The 2010 Safety Target Groups will see all New Zealand aviation classified under three broad headings: Public Air Transport, Other Commercial Operations, and Non-Commercial Operations.

Thirteen further sub-groups have been created under these headings to enable differentiation between aeroplanes, helicopters, and sport aircraft, and to allow for different weight groups.

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## Safety Outcome Targets for 2010

Each “target group” has its own target level expressed as social cost per unit of passenger exposure, the unit being per seat hour. For target groups that are not predominantly passenger carrying a surrogate of 500 kg of aircraft weight is used instead of passenger exposure. These outcomes represent the maximum level of social cost considered acceptable for each group.

Historical data indicates that the 13,608 kg and above and 5,670 to 13,608 kg revenue pax and freight groups account for 96 percent of New Zealand aviation exposure units, and have the lowest social cost per seat hour (\$0.13 and \$0.00 respectively). This safety outcome reflects the significance of 6 fatalities in the 13,608 kg and above group, and 0 fatalities in the 5,670 to 13,608 kg group over the past 10 years. An outcome target of \$0.10 per seat hour for the new Public Air Transport – Large and Medium Aeroplanes groups is considered both reasonable, and achievable, representing less than 3 fatalities in these groups over the next 5 years.

Historical data indicates that for the remaining groups the safety outcomes using the new social cost system would have been in the range of \$6.44 to \$174.06 per seat hour. These are several orders of magnitude worse than the outcomes achieved by Large and Medium Transport Aeroplanes. The lower end of this range

(in terms of fatalities per hour of flying) is roughly equivalent to what is being achieved by Part 135 operations in the USA, and accordingly an outcome of \$6.50 per seat hour has been targeted for most New Zealand commercial aviation. It should be noted that research indicates this outcome is almost twice the social cost (on an equivalent exposure basis) associated with the operation of private motor cars in New Zealand.

For non-commercial and some commercial operations, it is unlikely that social costs can be reduced even to these levels in the short term, and accordingly ‘softer’ targets have been set for these groups.

### Starting Point

The table below shows the starting point for the new Safety Outcome Targets. On 1 July 2005 calculations showed that some groups were already achieving or bettering their desired outcome target level, which is very pleasing. This is because there were less fatal and serious injury accidents in the 12 months leading up to 1 July 2005 than the 12-month average for the 5-year period used when the targets were developed. These base line estimates will be confirmed or adjusted when operating data for the January to June 2005 period has been received and processed. The target groups highlighted in yellow are the groups where the major safety improvements need to be achieved. ■

*Reaching targets that the nation should expect as reasonable will be a challenge for all who participate in aviation in New Zealand.*

Safety Outcome Target Group	Type of Injuries						Previous Estimate	Current Estimate	Target
	Fatal Crew	Serious Crew	Minor Crew	Fatal Pax	Serious Pax	Minor Pax			
Airline Operations - Large Aeroplanes*	2	2			1		\$0.13	\$0.03	\$0.10
Airline Operations - Medium Aeroplanes*	2	1		5	1	2		\$0.13	\$0.10
Airline Operations - Small Aeroplanes	2	1		4	1		\$65.18	\$85.91	\$6.50
Airline Operations - Helicopter							\$55.46		\$6.50
Sport Transport							\$113.21		\$13.00
Other Commercial Operations - Aeroplane	1			1			\$6.44	\$21.31	\$6.50
Other Commercial Operations - Helicopter			1				\$36.76	\$0.07	\$6.50
Agricultural Operations - Aeroplane	1						\$141.90	\$109.05	\$14.00
Agricultural Operations - Helicopter		1	1				\$85.44	\$18.45	\$14.00
Agricultural Operations - Sport Aircraft									\$28.00
Private Operations - Aeroplane			2				\$115.51	\$0.22	\$10.00
Private Operations - Helicopter							\$98.31		\$10.00
Private Operations - Sport	2	6	3		2	3	\$174.06	\$137.27	\$20.00

#### Previous Estimate:

This was the estimate of social cost over exposure used during the development of the Safety Outcome Targets.

- For large and medium aeroplane operations 10 years of injury data was considered
- For all other operations 5 years of injury data was considered.

It was not feasible to estimate the previous performance of the new Airline Operations – Medium Aeroplanes target group because it comprises elements from two previously disparate groups.

There is no previous history for the Agricultural Operations – Sport group.

#### Current Estimate:

This is the estimated social cost over exposure during the relevant averaging period.

- For large and medium aeroplane operations 10 years of injury data\*
- For all other operations 1 year of injury data
- The 4 groups with no injuries recorded in the previous 12 months have been left blank.

The current position for the Airline Operations – Medium Aeroplanes group reflects the significance of injury accidents involving aircraft that are now required to be operated in accordance with Part 125. These accidents occurred prior to the development and implementation of the improved standards required by Part 125.

# Robinson Safety Course

**Next Course: 12–13 November 2005, Auckland**

New Zealand's first insurance-approved Robinson Safety Course was held in Queenstown on the weekend of 23–24 July 2005, and was judged a huge success by the organisers, Anne Robertson and Roy Crane of North Shore Helicopter Training. The two-day course was attended by pilots with a variety of experience, who both enjoyed the event and found it to be a valuable reminder of the core skills and competencies required to fly the Robinson series of helicopters.

The course was sponsored by Air BP, CAA, Avsure and Boston Marks. The latter two sponsors announced a combined groundbreaking deal in support of the initiative – safety course attendees who insure R22 or R44 helicopters will be entitled to a rebate of up to \$650 per year on the course fees and subsequent check ride.



The course was run by Rob Rich, Managing Director and Chief Instructor of Aviation Safety Pty and President of the Helicopter Association of Australasia, in conjunction with Anne and Roy, and was supported by a number of local experts. These included Neil Scott, Simon Spencer-Bower, Bob Jelley, and Bill Baird.

Louisa Patterson kindly acted as local host.

Rob's courses are aligned with the factory-run programme, and more than 2500 pilots have attended over the last 12 years, resulting in a 60 percent accident rate reduction since their inception. Topics covered include: wire strikes and their avoidance, unfriendly principles of flight, energy management, local and overseas accidents, and a closer look at "the nut behind the wheel".

The next Robinson Safety Course will be held in Auckland on 12–13 November 2005. Anne and Roy expect that the course will be very popular and suggest booking early. They can be contacted for further details on 0–9–426 8748 or email: [info@helitraining.co.nz](mailto:info@helitraining.co.nz). ■

## CAA Encourages Maintenance Approvals

On the weekend of 30–31 July 2005, 15 Sport Aircraft Association members gathered at the premises of Bay Flight International at Tauranga Airport, to undergo an intensive two days of training. The course was a joint project between the Sport Aircraft Association and the Civil Aviation Authority, covering technical and legal aspects of aircraft maintenance. Half a day was spent on the 'paperwork' aspects, to ensure participants understood their legal responsibilities, and tutorials specific to construction types were presented by specialist instructors.

These were: Brian Farrell (wood and fabric); Tony Schischka (metal); Alistair McLachlan (composites); John Bushell (engines); and Colin Alexander (Rotax 912 engine – Colin is the New Zealand agent). Participants were able to obtain practical maintenance skills in

Colin's workshop, conveniently located right next door to the venue.

The weekend's work culminated in an examination on the Sunday afternoon, with all candidates gaining a pass. With the examination credit and the presenting of an acceptable experience log, builders of specific aircraft will be eligible for a certificate

of approval to maintain their own aircraft.

Rex Kenny, CAA's Manager Sport and Recreation, described the course as highly successful, and said that it is likely to be repeated later in the year in the South Island. The date and venue have yet to be finalised. ■



# Director's Awards

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

The 2005 Organisation Award went to Aoraki Mount Cook Skiplanes. This organisation has been involved in the aviation industry for 50 years. Today, they operate scenic flights using Cessna and Pilatus Porter aircraft. They are the only fixed-wing company making glacier landings in the Southern Alps. The company maintains a UNICOM and flight following service for its staff of 10 pilots, and it provides aircraft arriving at Mount Cook Aerodrome with local weather conditions, aerodrome QNH, and runway in use.

Aoraki Mount Cook Skiplanes have led by example in mountain flying safety. Knowledge of their reputation for safety has spread around the world, contributing to their commercial success. The Director of Civil Aviation, John Jones, said on presenting the award, "This organisation's safety culture is readily apparent from the ticket counter to the cockpit – it is reflected in all activities associated with its operations. Surviving the challenges of operating in a difficult environment for so many years in such a safe and professional manner is an example to all aviation in New Zealand. It is something that the management and all the staff of Aoraki Mount Cook Skiplanes should be immensely proud of."

The award was received on behalf of Aoraki Mount Cook Skiplanes by Alex Miller, "We are thrilled and proud to be recipients of the Director's Award. On taking over the business just over two years ago, there was a great depth of knowledge, skill and experience within the staff, but the company's exposition did not accurately reflect the specialist nature of the operation. We felt compelled to rewrite the entire exposition and manual suite, to more accurately reflect our day-to-day business. We embarked on the task with safety foremost in our minds. All staff were involved in the process, and I am pleased to say that we had complete buy-in from all involved. This has led to a sound, established safety culture.



"As we operate within two National Parks of World Heritage status, we have worked at developing an environmental awareness and policy sensitive to other park users and the environment of the Aoraki Mount Cook and Westland National Parks. We recognise the global significance of this outstanding area, and we are dedicated to working in harmony with the Department of Conservation's vision. We are privileged to have such a workplace.

"As we move into our fifty-first year, the company is in good heart. I believe the award recognises fifty years of excellence of operation, in the high standard of airmanship and the professionalism exhibited in a demanding and unforgiving alpine environment," said Alex.

The Individual Award went to Keith Mackersy, General Manager Aviation Services at MetService. Keith has spent a long and distinguished career providing services that are essential to reducing aviation safety risk, both in New Zealand and around the world.

Keith has been pivotal in establishing a number of global initiatives developed through ICAO, including the International Airways Volcano Watch, to the benefit of aviation safety worldwide. He has been responsible for the development of many products for the heavy commercial end of the aviation market, and he is also largely responsible for keeping a reasonable product available to general aviation when its removal was being dictated by the 'user-pays' ideology of the times.

"His aim to provide a safety risk advantage to the general aviation sector materialised in the development of MetFlight-GA, which has been of immense safety benefit to private pilots and flight training organisations in New Zealand," said John Jones.

In response Keith said, "It is a very great honour to receive this award, as I near the end of a career in the weather and aviation industries, spanning nearly 46 years. I learned very early in my career what Mother Nature is capable of and why pilots need to have a good awareness of the weather. The loss of some close pilot friends has strengthened my

resolve to encourage pilots at all levels to be weather wise. I have been heartened by the fact that MetFlight-GA has been a runaway success. MetFlight is something that I initiated to provide GA pilots and training organisations with a simple, pilot-friendly system offering easy access to good weather information."

This year a new award was created, the Civil Aviation Authority Flight Instructor Award. The inaugural winner was Mark Scott



John Jones and Alex Miller (right)



## ATTTO call for Nominations



Early in 2005, the Aviation, Tourism and Travel Training Organisation (ATTTO) conducted a review of its purpose and the roles of the Board, Training Councils, and Advisory Groups. As a result, the ATTTO Board adopted a new constitution in June 2005.

The new constitution requires that one director from each of the four industry sectors represented by ATTTO (aviation, tourism, travel and museums) be elected to the Board by ATTTO members. The ATTTO is now calling for nominations for these four positions. The election will take place at the 2006 Annual General Meeting, the date of which is still to be determined.

Other changes to the ATTTO's constitution include:

1. There are now two categories of members, voting and non-voting. The incorporated industry associations for each of ATTTO's sectors are the voting members. Any other relevant industry associations will be non-voting members (at the discretion of the Board).
2. The Board will appoint an additional three directors who will bring an independent external perspective.
3. The Board will also appoint an independent Chairperson.

Nominations for Board positions close Wednesday 30 November 2005. Nomination forms, further information, and the new constitution are available on the ATTTO web site, [www.attto.org.nz](http://www.attto.org.nz). ■



John Jones and Keith Mackersy (right)

of the Canterbury Aero Club. Mark gained his PPL in March 1999, CPL in December, C-category instructor rating in May 2000, and his B-category instructor rating in October 2001. He then put in a major effort and gained his A-category instructor rating in May 2004.

John Jones said on presenting the award, "Mark has shown that with dedication and determination, one can gain the highest qualifications and the complete respect of those within the aviation community.

"He is a valued member of his organisation, with a talent that is apparent not just in the cockpit and the classroom, but also in the office and the ops room, where his abilities as a training administrator and manager have been noticed by staff, students, and the regulator. He is an asset to the aviation community and a good role model for junior instructors."

Mark commented, "It was a great honour for me to be awarded the inaugural CAA Flight Instructor Award for 2005. It's very encouraging that CAA have recognised the pivotal role of instructors in implementing and developing standards and safety. I would like to express my thanks to all of the instructors and students who have helped me, and to CAA for their new award." ■



John Jones and Mark Scott (right)

### Vector/CAA News for Pilot Certificate Holders

If you hold a Pilot Certificate to fly a microlight aircraft, glider, hang glider, or a parachutist certificate, you may wonder why you don't receive *Vector/CAA News* like other pilots.

It is because your certificate is issued by an organisation certificated under Part 149, and the details are not entered into the CAA database, unlike Part 61 licence holders. If you hold a current CAA licence, or own a registered aircraft, you should be receiving *Vector/CAA News*.

We are keen to get our safety messages to pilot certificate holders and to do this your organisations will soon be sending you a form to subscribe to *Vector/CAA News*. You will be given a CAA client number, and your information will be entered into the CAA database, but there will be no charges for this.

People who are not active aviation participants but wish to receive *Vector/CAA News* can subscribe for the cost of package and postage through 0800 GET RULES (0800 438 785).

If you have any inquiries about this, please email [info@caa.govt.nz](mailto:info@caa.govt.nz).



# RULES DEVELOPMENT

## Establishment of the First Aviation Community Advisory Group (ACAG)

The CAA's development work to enable the establishment of the first Aviation Community Advisory Group (ACAG) has been completed. The CAA encourages aviation community participants and interested persons to familiarise themselves with the role and functions of the ACAG. These are set out in the Terms of Reference for the ACAG, available on the CAA web site, [www.caa.govt.nz](http://www.caa.govt.nz), under "Rules & more – Rules Review Implementation Project".

### ACAG's Role

The ACAG has an advisory and monitoring role throughout the new rule development process. It facilitates the development of aviation community views on issues and provides aviation community input on the priorities assigned to proposed rule projects by the CAA. The ACAG also provides advice and information enabling the CAA to obtain timely input into the rule development process.

### Background

In December 2002, Mary Scholtens completed the "Review of Participation of Interested Persons in the Development of Ordinary Civil Aviation Rules". The CAA established the Rules Review Implementation (RRI) Project, in November 2003, to implement the 17 recommendations contained in this report. During 2004, the rules process was developed to provide more effective participation by the aviation community. The establishment of an Aviation Community Advisory Group was one of the key recommendations and formed an important part of the CAA project team's work.

A Reference Group was formed from the original 18 submitters to the Project Charter. It undertook a peer review role, providing aviation community input into the CAA processes as they were developed.

In December 2004, the CAA invited the Reference Group to form an Interim ACAG to assist the CAA in finalising the Terms of Reference for the ACAG, and develop the nomination and election procedures to establish the first ACAG.

The Interim ACAG members are:

- Brian Whelan** – Peet Aviation (Convener)
- Peter Houghton** – New Zealand Warbirds Association
- John Pearce** – New Zealand Aviation Federation
- Hugh Faris** – New Zealand Air Line Pilots Association
- Derek Edwards** – Aircraft Owners and Pilots Association
- John McConway** – Airways Corporation of New Zealand

**Irene King** – Air New Zealand

**John King** – Sport Aircraft Association

**Hugh Barclay** – Helicopter Services BOP

**Paul Drake** – Canterbury Aero Club

### ACAG Composition

The Aviation Community Advisory Group will comprise eleven members.

This includes one member nominated by each of the following five permanent member organisations. These organisations have advised their primary and alternate members who are:

#### **Air New Zealand**

Errol Burtenshaw, alternate Bill Hartley

#### **Airways Corporation of New Zealand**

John McConway, alternate Praveen Singh

#### **Aviation Industry Association**

John Funnell, alternate Geoff Eban

#### **New Zealand Air Line Pilots Association**

Hugh Faris, alternate Craig Oliver

#### **New Zealand Aviation Federation**

John Pearce, alternate Derek Edwards

In addition, six members will be nominated and elected from the aviation community. The six elected members will serve a term of three years, with each member being eligible for re-election for a further term.

### Election of Six Aviation Community Members

The Interim ACAG has chosen a forum election, over a postal process, citing support for the forum proposal from the wider aviation community. The nomination and election process is being managed by the Interim ACAG. They have publicised this process through various aviation publications and by email.

Nominations close on 23 September 2005. The election of ACAG members is scheduled for Tuesday 25 October 2005, at the Brentwood Hotel in Kilbirnie, Wellington.

Details of the nomination and election process are available on the Aviation Industry Association's website, [www.aia.org.nz](http://www.aia.org.nz), and enquiries can be directed to:

Brian Whelan, Convener of the Interim ACAG

Tel: 027-248 1080

Email: [brian@peetaviation.biz](mailto:brian@peetaviation.biz)

The establishment of the ACAG signals the completion of an important stage of the new rules process. The CAA looks forward to working with the new ACAG.

## Time to Land Your Ideal Career – Rules Project Manager

Over seven million passengers every year are able to relax and enjoy the safety of their journey – secure in the knowledge that a robust system of rules and regulations ensure this is possible.

As a Rules Project Manager, you will have a good knowledge of aviation standards and requirements, enabling you to develop rules that establish the regulatory safety boundaries for civil aviation in New Zealand. Your analytical ability will be critical in identifying key issues affecting rules, and in researching current safety requirements, including the standards used by other regulatory authorities around the world. Your rule amendments will be integrated within a successful and internationally recognised rules structure. Put simply – you will play a major part in maintaining the safety of our skies.

The role is a challenging and rewarding one – you will be stimulated by working in a small friendly team with a strong sense of purpose. A competitive salary, an environment where the value of a work/life balance is recognised, and a team that are passionate about their work – are just some of the benefits.

If you have the ability to develop and write sound technical proposals, draft clear rule requirements, lead technical teams and guide discussion at industry consultation groups – you may well have landed your ideal career. Project management skills, attention to detail, and the ability to see through long-running and complex projects, will be strengths.

Applications close 30 September 2005 and should quote vacancy number CAA 05/03. To apply please send a covering letter and curriculum vitae to Karyne Wardlaw, Human Resources Adviser, Civil Aviation Authority of New Zealand, PO Box 31 441, Lower Hutt.

Tel: 0-4-560 9400

Fax: 0-4-569 2024

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

Web site: [www.caa.govt.nz](http://www.caa.govt.nz)



## Works at Motueka Aerodrome

During spring and early summer the Tasman District Council will be carrying out major refurbishment works on the main taxiway at Motueka Aerodrome. The work will require the taxiway to be closed for 3 to 4 months. Aircraft can still use the perimeter taxiways to enter and exit both the sealed and grass runways at each end, but aircraft will not be able to cross the main taxiway while the new grass is taking hold. Machinery will be operating on the aerodrome during the refurbishment work, so pilots should exercise caution. A NOTAM will be issued when the start date for the works has been confirmed. Works may require the grass runway to be closed for periods. If runway closures are necessary they will be advised by NOTAM. ■



Former RNZAF psychologist Keith McGregor talking about how an aviator's brain ticks during filming of the latest Aircare DVD.

## Aircare DVD Two Decision Making

Rescue helicopter pilot Sue Dinkelacker, flying a rescue mission to Masterton Hospital in 2003, suddenly saw a tree smashing through her cockpit. From the accident, Sue learnt important lessons about how to improve her decision making. She relates these in the latest Aircare DVD, "An Aviator's Guide to Good Decision Making".

Aviation Industry Association (AIA) President John Funnell says, "Aviators must learn to make good decisions about all aspects of a flight, before they need them, if they are to avoid accidents in the air."

The DVD and its accompanying booklet explain that decision making is a skill that can be vastly improved if pilots abide by a few simple, but potentially life-saving, rules. Copies will soon be mailed to over 14,000 members of the General Aviation (GA) sector.

Well-known presenter and pilot Jim Hickey fronts the DVD. He interviews former RNZAF psychologist Keith McGregor, who explains what happens to the brain under stress, and how pilots can make it work better for them. Several New Zealand GA pilots tell Jim the lessons they have learned.

"No individual has all the knowledge – we need to share ideas, communicate well, and change the way the industry operates for the better," John Funnell says.

The Aircare programme aims to reduce general aviation accidents and injury by 25 percent over the next five years. Aircare is funded by the Civil Aviation Authority, the Accident Compensation Corporation, and the Aviation Industry Association.

The first DVD in the series, "Managing Risk in Aviation", was distributed last year. Up to eight DVDs are planned. Work is starting on the third DVD. To assist with the Aircare programme, if you would like to nominate a company as displaying an exceptional organisational safety management culture, please contact [RogerEstall@aia.org.nz](mailto:RogerEstall@aia.org.nz). ■