November / December 2005

CAA NEWS

Informing for Safer Aviation

Fly Safely This Summer

From the Enforcement Files

Young Eagles

Portable Electronic Devices – What Are the Rules?

CAA
CIVIL AVIATION AUTHORITY OF NEW ZEALAND

FLY SAFELY THIS SUMMER

Over the next few months, the four units that make up the CAA's General Aviation Group will be carrying out summer safety initiatives as part of its fifth "Fly Safely this Summer" campaign.

In November 2005, the Fixed Wing Unit will focus on multi-engine aircraft operations, both private and commercial. They will be looking closely at pilot licences, medicals, type ratings and proficiency. They will be checking for appropriate documentation, aircraft serviceability, and the avionics equipment required for the type of operation being conducted. Spot ramp checks at aerodromes will be targeting unapproved modifications or role equipment. Although this nationwide programme is specifically targeting multi-engine aircraft, single-engine operations will also be inspected wherever possible.

The Rotary Wing Unit is using this summer's campaign to address the disproportionate number of accidents and incidents occurring in the private sector of the helicopter community. They will be taking the opportunity to talk to and/or visit helicopter owners that do not normally come under the certification spot light. The timing of this initiative will coincide with the traditional increase in recreational flying over the summer period. The Rotary team have also been continuing their surveillance of night VFR frost protection operations this year.

The Airworthiness Unit will be assisting both the Fixed Wing and Rotary Wing Units with their summer campaigns.

The Sport and Recreation Unit is planning two ACE (Airmanship, Confidence, Experience) days for February 2006. Dates and locations will be advertised in the January/February 2006 issue of *Vector*.

This issue of *Vector* has two articles to help you "Fly Safely this Summer", so make sure you check out *Need a drink?* and *What are the Odds?*.

Dead rats and nesting material being extracted from one of Gliding Hutt Valley's aircraft. This pile of foreign material would have been a serious threat to flight safety if left undiscovered.

Rats Eat Gliders

It is not only pilots that hibernate over winter. Before you take to the skies this summer, it is important to check that your aircraft hasn't become someone else's winter abode.

During a routine inspection in July 2005, Gliding Hutt Valley President and glider rated engineer, Wayne Fisk, noticed foreign material inside the starboard wing of one of the club's Schleicher K13 gliders. A closer examination revealed two dead rats, one of which had died recently, and a large amount of straw, plastic, and rags that the rats had dragged into the wing to build nests.

An inspection of all club aircraft discovered a second glider, a Schleicher Ka7, with three rat carcasses and nesting material in the port wing. Both aircraft were de-rigged and the wings placed on stands. Once the nesting material had been removed and the affected areas vacuumed clean, a miniature CCTV camera was used to closely inspect the internal structure for damage. Chief tow pilot, Tom Clarke, saved club engineers Wayne Fisk and Bob Lock many hours of work by using his expertise to create the camera system for inspecting the gliders. This meant the club could avoid unnecessary 'surgery' on the aircraft structures.

Most of the contamination in the Ka7 was removed through the control rod opening, but the camera revealed a second nest at the junction of the main and diagonal spars. A small access hole was made in the top surface to remove the nest and clean the surrounding area. The camera also showed that a quarter-circle gusset had been chewed by the rats, and this required replacement.

The straw, plastic and rags introduced by the rats created a considerable hazard, because the potential for foreign materials to interfere with the operation of control systems was very high.

The rat poison used by Gliding Hutt Valley had been recommended because it was designed to make rats seek out water, therefore prevent them from dying in the aircraft. The club would like to make other operators who use a poisoning regime aware of the danger that rats can still die inside aircraft when using poison designed to prevent this. The club has now moved to trapping rodents instead of poisoning, and they have reorganised their aircraft storage to minimise access possibilities for rats. These steps have avoided a recurrence.

Any sign of unusual debris and stains or discoloration on an aircraft should be investigated, especially after a long period in storage. ■

Portable Electronic Devices – What are the Rules?

The Civil Aviation Rules determine which portable electronic devices (PEDs) can and cannot be used on board aircraft that are operated under Instrument Flight Rules (IFR). There are two different types of portable electronic devices, those that transmit electromagnetic energy, and those that do not. This is an important distinction when examining the Rules about PED use on aircraft.

Cellphones, and any other devices designed to transmit electromagnetic energy, may not be operated at any time during a flight under IFR.

CAR 91.7 (a) states that no person may operate a cellphone, or any other portable electronic device that is designed to transmit electromagnetic energy, on any aircraft that is operating under IFR. This means that cellphones must be switched off at all times during a flight under IFR. Cellphones (cellular, portable or mobile phones) with 'flight' or 'plane safe' mode must also be switched off. These are classified as portable electronic devices designed to transmit electromagnetic energy and the Rule prohibits the operation of any device that is "designed" to transmit. Just switching off the transmitting function does not meet the requirements of the Rule.

This Rule also prohibits the use of personal computers equipped with built-in or plug-in network devices capable of connecting to cellular networks external to the aircraft, or other area networks within the aircraft, for example networkable laptops or portable digital assistants with this capability. Two-way pagers, satellite phones, two-way radios and any other radio transmitters and remote control equipment, including toys, are also prohibited as these types of devices are designed to transmit electromagnetic energy.

The CAA is considering a general exemption for the use of cellphones with 'flight' or 'plane safe' mode. It will require considerable research, however, before such an exemption could be granted. The CAA is taking a safety-minded approach and continuing to prohibit their use until a general exemption is granted. As a result of this stance, there are no current moves to change the Rule. Further information on wireless Internet equipped laptops in flight can be found in the May/June 2005 issue of *Vector/CAA News*.

Cellphones with 'flight' or 'plane safe' mode must be switched off. Just switching off the transmitting function does not meet the requirements of the New Zealand Civil Aviation Rules.

CAR 91.7 stipulates that portable electronic devices, including those that do not transmit, cannot be used on an aircraft flying under IFR during an instrument approach or departure procedure or during any other critical phase of flight, with the following exceptions: hearing aids, heart pacemakers, portable voice recorders, electric shavers, and electronic watches can be used at all times. The operator of an aircraft flying on air transport operations can allow other portable electronic devices to be used, in addition to those listed, if they have determined that they will not cause interference with any aircraft system or equipment in the aircraft. For aircraft not flying on air transport operations, the decision to allow additional devices may be made by the pilot-in-command or the operator.

Plug-in network devices must be removed from laptops before they can be used in flight. The use of laptops with built-in network devices is prohibited.

So in plain terms, electronic devices such as ipods, portable CD and DVD players, video recorders, cameras, and hand-held electronic games cannot be used during takeoff and landing, but can be used during the cruise phase of flight. Items on the specified list such as hearing aids and pacemakers can be used at all times. The prior approval of the aircraft operator is required for any other item a passenger may wish to use during takeoff and landing, for example other personal life support equipment not specifically listed in the Civil Aviation Rules. Cellphones, and any other devices designed to transmit electromagnetic energy, may not be operated at any time during a flight under IFR. These Rules apply to all aircraft operating to, from, and within New Zealand. ■

From the Enforcement Files

Microlight operator fined $8000 plus costs

On 6 October 2005 at the Manukau District Court a microlight operator was sentenced for a series of civil aviation offences and ordered to pay a total of $8000 in fines, plus $1030 in costs.

Civil Aviation Rules require people who fly microlight aircraft to hold a Pilot Certificate issued by one of two certificated aviation recreation organisations, or hold a Part 61 licence issued by the Director of Civil Aviation. Microlight aircraft are required to be registered and must meet airworthiness requirements. They must also be operated within the Civil Aviation Rules and the operating procedures of the Part 149 certificated organisations.

An investigation by the CAA Law Enforcement Unit was begun after a Quicksilver Enterprises Incorporated Sprint II Class 2 Microlight was witnessed flying approximately 40 feet above a farmhouse in the Port Waikato area on 29 August 2004.

It was discovered that the operator of the aircraft had been flying microlights for about 20 years but had never held a microlight pilot certificate or a Part 61 pilot licence. He was found guilty of six charges of operating an aircraft without a microlight pilot certificate on various dates between January 2004 and September 2004.

The operator's microlight had been issued with a "Permit to Fly for Microlight Aircraft" by the Ministry of Transport, Civil Aviation Division on 29 September 1989 which was valid until 28 September 1990. The permit was never revalidated after that date, nor was it transitioned into a non-terminating permit to fly. As a result, the operator was found guilty of six charges of operating an aircraft without a flight permit.

Civil Aviation Rule 91.112 requires the operator of an aircraft to keep accurate daily flight records. The operator's aircraft flight log contained no entry for 29 August 2004, the date on which he was witnessed flying low over the Port Waikato area. He was found guilty of one charge of failing to make accurate entries in a record.

As a result of the witnessed low-flying incident, the operator was found guilty of three further charges which were: operating an aircraft under visual flight rules at a height of less than 500 feet above the surface, operating an aircraft under visual flight rules at a height of less than that required to execute an emergency landing without hazard, and operating an aircraft in a manner which caused unnecessary danger to people or property.

This type of multiple offending is a rare event within the sport and recreation sector, but, by making this judgement the court has signalled to pilots how seriously this type of offending is taken. If anyone is unsure of the requirements they must meet to operate their aircraft safely and in accordance with Civil Aviation Rules, then please feel free to email info@caa.govt.nz for advice or call the CAA on 0–4–560 9400 and our receptionist will find the best person to help you. ■

Don't Push It

Every year, the CAA receives numerous complaints from the public about low-flying aircraft. Most of these are referred to the Law Enforcement Unit. In some cases, enquiries disclose no actual rule breach; in others it is obvious that the pilots concerned are operating well below the minimum heights for VFR flight in bad weather conditions.

Regulation 38 of the revoked Civil Aviation Regulations 1953 provided for low flying "through stress of weather encountered en route", but the intention of this was never to permit pilots to take off and cruise in known bad weather.

Rule 91.311 *Minimum heights for VFR flights* was drafted with this in mind, as there is no provision for "stress of weather" being a reason for low flying. The *bona fide* reasons in 91.311(c) for operating below the minimum specified altitudes do not include "stress of weather" and this was done deliberately.

Apparently, there are pilots who think that the old 'out' in Regulation 38 still applies. Let us be quite clear – **it doesn't**. There will also be, inevitably, pilots who think that the Rules don't apply to them. They should consider this: the Civil Aviation Rules prescribe the minimum standards to be met, and any buffer between the minimum standard and reality is a safety margin that might make all the difference between safe flight and an accident.

Helicopter pilots may be tempted to fly low in bad weather because of the unique characteristics of helicopters but the risks of loss of control through spatial disorientation and collision with objects or terrain in reduced visibility are just as real to the helicopter pilot as to their fixed-wing colleagues.

The only 'out' available under current legislation is in Section 13A of the Civil Aviation Act 1990. This acknowledges that rule breaches may occur in emergency situations – but also limits the scope of such breaches and requires that any rule breach in an emergency **must be reported** to the Director as soon as practicable.

What happens if you inadvertently get caught in bad weather that you had every intention of avoiding, or didn't know about? There is no set answer, and this is why bad-weather low flying is included in training and flight test syllabuses. You are in an **emergency situation** and the best advice is the old maxim: "*Aviate, Navigate, Communicate*".

For those who continue to push the limits, be aware that an enforcement investigation of a reported low-flying incident may lead to, in the worst case, prosecution under the Civil Aviation Act Section 43 *Endangerment caused by holder of aviation document* or 43A *Operating aircraft in a careless manner*, instead of an infringement of 91.311. Seldom is it necessary to proceed this far, but as we said, this is the worst case – that is, if the pilot has survived the encounter with bad weather. ■

Young Eagles News

When the Young Eagles programme was introduced by the RNZAC in the early 1990s, it was decided that, unlike Young Eagles in the United States, New Zealand Young Eagles would continue their association with their aero club for some time. Aero clubs at the time did not realise the impact this would have on some of the young people who joined the movement. Here is one Young Eagle who has been bitten by the flying bug.

Andrew Stewart

South Canterbury Aero Club

Andrew Stewart

Andrew joined Young Eagles in 1998 at the tender age of seven – and is still going strong. He is very much like one of those kids who turned up at an airfield and hung around until someone took him for a flight – sometimes just to get him out of the way! Since his introductory flight with club pilot Ian Hart in December 1998, Andrew has logged forty-five flights in sixteen different aircraft, including Catalina, DC3, and Harvard.

His most memorable flight was with Grant Bissett, when the pair did aerobatics at Wanaka, "It was so fun!", exclaimed Andrew. His longest flight was when South Canterbury Aero Club pilots took a group of Young Eagles from Timaru to the New Zealand Fighter Pilots' Museum at Wanaka.

As a Young Eagle, Andrew has learnt a great deal about the theory of flight and is looking forward to a possible career in the RNZAF. "I like helicopters," he says. "Perhaps one day I will be flying one in Antarctica."

Here is one lad who is totally hooked on flying, and it looks like he will stay that way.

Contributed by Graeme McCleary, South Canterbury Aero Club.

Photo Competition

There is always plenty going on at the South Canterbury Aero Club to keep their Young Eagles, like Andrew (left), interested. They recently ran a Young Eagles photo competition, and the standard of entries received was very impressive. Some of the young entrants achieved almost professional results with their photos.

The overall winner was Matthew McTague. His shot of the RNZAF Red Checkers was taken at a "Wings and Wheels" display held at Wigram aerodrome.

The best air-to-air photograph was taken by Andrew Stewart, and the best air-to-ground photograph was taken by Scott Pearce.

Matthew and Andrew proudly showing their certificates.

Matthew's winning photograph.

International Recognition for Pam

Pam Collings has received The Ninety-Nines' Award of Inspiration. The Ninety-Nines is an international organisation of women pilots from 35 countries. The Ninety-Nines' Board of Directors recognised that Pam "has been an inspiration and mentor to many women through her involvement in the New Zealand Association of Women in Aviation and The Ninety-Nines. She has encouraged and promoted women in aviation consistently and positively throughout her own career and continues to stimulate others to chase their aviation dreams."

Pam was The Ninety-Nines 2005 International Conference Convenor. This event was held in Christchurch during August 2005, and hosted 225 women pilots from around the world.

Pam gained her PPL in 1965. After watching the World Aerobatic Championships in 1975, Pam did a 10-hour advanced aerobatics course with Bill Thomas, a member of the US aerobatic team. She then bought a Pitts Special and spent 10 months training and competing in the United States, before travelling to Kiev, Russia to compete in the 1976 World Aerobatics Championships. Pam competed in the World Champs again in 1980, at Oshkosh in the United States, and was awarded a trophy for sportsmanship. Pam also initiated the first New Zealand Precision Flying Team, and travelled with them as coach, to the World Precision Flying Championships in the USA in 1985.

Pam established the New Zealand Section of the Ninety-Nines in 1980, and she has been an active member of the New Zealand Association of Women in Aviation since 1966, serving as President between 1995 and 1998. In the 2001 New Year Honours List, Pam was made a Member of the New Zealand Order of Merit, for services to aviation. Pam has also been awarded: The Nancy Bird-Walton Trophy by the Australian Women Pilots' Association, for the most noteworthy contribution to aviation by a woman of Australasia, in 1992; The Fédération Aeronautique Internationale Paul Tissandier Diploma for services to Aeronautics and Airsports, in 1993; and the RNZAC Notable Achievement in Aviation in New Zealand in 1981.

Pam joined the Ministry of Transport, Civil Aviation Division in 1984 as an Investigating Officer Flight Operations, in 1989 she became a Safety Information Officer, working on the CAA's safety publications and videos. Today, Pam is a Senior Education Adviser and an important member of the Communications and Safety Education Team at the CAA. ■

Missing Aircraft Operator

The CAA needs to keep an up-to-date record of contact details for aircraft operators on the Civil Aviation Register. To do this, we need clients to let us know when their address or phone number changes. Occasionally we lose a client, and all attempts to make contact fail. If a client cannot be found, the aircraft will be deregistered.

Currently lost:

Client Name	Reg. Mark (ZK)	Aircraft Model
Allister Gillanders	MXU	Quicksilver MXII

If this is you, or the name of someone you know, please contact Aircraft Registrar Linda Bosher, Tel: 0–4–560 9575, Email: bosherl@caa.govt.nz.

Vector/CAA News for Pilot Certificate Holders

With this issue of *Vector/CAA News* we welcome many new readers who hold pilot or parachutist certificates issued by Part 149 certificated organisations.

The form to subscribe to *Vector/CAA News* is on the CAA web site, www.caa.govt.nz, under "General Aviation – Sport and Recreation". We recommend that Part 149 organisations download this form and ask new pilot/parachutist members to complete it when joining the organisation.

If you have any inquiries about *Vector/CAA News*, please email info@caa.govt.nz. Don't forget to tell us when you change address. ■

Don't Spread Didymo

Are your helicopter operations spreading Didymo?

That's the question Biosecurity New Zealand wants helicopter operators to consider as it works with freshwater river and lake users to limit the spread of this invasive alga. Didymo was first identified in Southland in October 2004, and confirmed in several South Island rivers in September 2005.

"Helicopters operating into freshwater areas pose a risk for spreading Didymo. Any item that contacts water and is not cleaned or remains damp could transport Didymo between waterways. This applies mostly to the occupants and their equipment, but potentially, also the helicopter itself, especially if there's rotor-wash. You must clean all potentially contaminated equipment in between waterways," says Didymo response manager Kerry Bodmin.

When it blooms, Didymo forms large mats which clog waterways and affect sources of food for fish. It has no human health impact, but makes recreation an unpleasant experience.

Limiting the spread of Didymo is crucial, because there is no known way to eradicate it from waterways. Because it is microscopic until it blooms, the risk of spreading it will not always be apparent. It can, however, be cleaned from equipment (including the helicopter, and especially the skids) by soaking, scrubbing or spraying equipment for at least one minute in a 2% solution of bleach or a 5% solution of salt, nappy cleaner, antiseptic hand cleaner or dishwashing detergent. Spray bottles or garden sprayers may be used on materials that are not water-absorbent.

For more information visit **www.biosecurity.govt.nz/didymo**

Didymo on a branch.

Aoraki Mount Cook Ski Planes 50th Anniversary

Aoraki Mount Cook Ski Planes celebrated their 50th anniversary (1 October 2005) of the first landing by a ski plane on the Tasman Glacier. The commemorative weekend was celebrated by 300 people at Mount Cook aerodrome with the unveiling of a plaque to mark the occasion of Harry (later Sir Harry) Wigley landing a single-engine Auster on the Tasman Glacier, 22 September 1955. At the open day, the Director of Civil Aviation John Jones, spoke about the success of the company as a result of its high safety standards and culture. He also congratulated the company on receiving the 2005 Director's Award for an organisation.

Pilatus Porter descending over the Tasman Glacier.

Around 300 people celebrated the 50th anniversary at Mount Cook aerodrome. It was also a special reunion of former ski plane pilots, staff, and their families.

A formal dinner was held at the Mount Cook Hermitage, which included a special video message of congratulations from Sir Edmund Hillary, who flew with Harry on the third flight of the historic day. ■

RULES DEVELOPMENT

Rules Review Implementation (RRI) Project

Last Project Update

In November 2003, the RRI Project was begun by the CAA to implement the 17 recommendations outlined in the Scholtens Report. The RRI Project is now drawing to a close, so it is an appropriate time to consider what has been delivered by the project and what remains to be completed.

A new four-phase rule development process is now in place, complete with documentation and descriptive flow charts, including the CAA's internal procedures for implementing the new process. The four phases are the Trigger Phase, Issue Assessment Phase, Rule Programme Development Phase, and the Rule Project Phase. Documents describing each of the phases are available on the CAA web site, www.caa.govt.nz, under "Rules & more".

The 11-member Aviation Community Advisory Group (ACAG) has been established, and it is ready to participate in the new rule development process alongside the CAA. The previous CIRAG/TSG system has been disestablished. Two other aviation community groups have been designed. They are the Issue Assessment Groups, and Project Working Groups. The roles and responsibilities of the new groups are described in the Terms of Reference documents for each, which are available on the CAA web site.

Additionally, the CAA has prepared an information booklet that describes the rule development process and how interested persons can participate in the new process. To find out how to obtain a copy see page 15 in *Vector*.

The first draft of the guidelines on risk management, specifically designed for use by Issue Assessment Group members, has been completed and is currently being reviewed. The draft guidelines are based on a structure developed jointly with the aviation community at a forum held in March 2005. Following consultation, the guidelines will be published and available for use.

The two remaining projects, Ministry of Transport Projects 15 and 17, will now be completed outside the RRI Project's lifetime. Project 15's recommendation, that the Minister provides an Aviation Safety Philosophy, will be undertaken by a Task Force which will incorporate the requirements of this recommendation into a Transport Sector Strategic Direction document expected to be completed by the end of 2005. To complete Project 17, Funding Review, the Ministry is establishing an inter-agency working party of Rules Managers to develop funding guidelines before the end of 2005. The funding guidelines are expected to be used in the 2006/2007 financial year.

The other 15 individual RRI Projects have been completed within the two-year timeframe that was originally estimated to complete the project.

The CAA Project Team wishes to thank all of the aviation community members who have provided input on the process documentation, thereby contributing to the success of the project. The CAA looks forward to participating with the aviation community in implementing and sharing in the benefits of the new rule development process.

ACAG Election Results

The election of six aviation community members to the ACAG took place on 25 October 2005. Three of those elected had previously served on the Interim ACAG, they were: Paul Drake, Canterbury Aero Club; Brian Whelan, Peet Aviation; and Peter Houghton, New Zealand Warbirds Association.

The other three elected are new members, and they are looking forward to playing an important role in the rule development process. The first new face is Chris Chapman, an aviation lawyer and an independent representative on the ACAG. Chris commented, "I was pleased that the CAA adopted the recommendations of the Scholtens Report, and I am looking forward to working with other aviation community representatives on ACAG and with the CAA in this new rule development process. I will be keen to see the new process achieve its objective of greater aviation community contribution to, and participation in, rule development. I am conscious that I have much to learn about how the ACAG concept will work in practice, so I am pleased to note that a number of the other ACAG members have been members of the interim ACAG."

Another new member is Bob Henderson of Gliding New Zealand. Bob believes "the ACAG should provide an opportunity for the aviation community and the CAA to robustly discuss issues surrounding the regulation of aviation in New Zealand. As a representative of the sport and recreational aviation community, I look forward to being able to work productively with my colleagues, and the CAA, to help assess the need for Rules or whether risks are better managed by some other mechanism."

Mike Groome of the Royal New Zealand Aero Club is the other new member. "The permanent and elected members of the ACAG are representative of all sectors of the aviation community. I believe the ACAG will be a vehicle where the Aviation Community and the CAA are able to express their views on Rules issues. Frank and constructive discussion will take place, so that the Rules become easily understood and, more importantly, workable," said Mike Groome.

The ACAG has a total of 11 members, the other five permanent organisation members are: John Funnell, AIA; Hugh Faris, NZALPA; John Pearce, NZAF; Errol Burtenshaw, Air New Zealand; and John McConway, Airways Corporation of New Zealand.

Attitudes, Airmanship, and Accidents

Hazardous attitudes – what role do they play?
Situational Factors in aircraft accidents

Put a circle on your calendar to mark the next series of CAA AvKiwi Safety Seminars. *Attitudes, Airmanship, and Accidents* will be an interactive seminar that focuses on the roles that pilot attitudes and situational factors play in aircraft accidents.

The seminars will be presented by Jim Rankin, RNZAF Instructor, or Carlton Campbell, CAA Training Standards Development Officer.

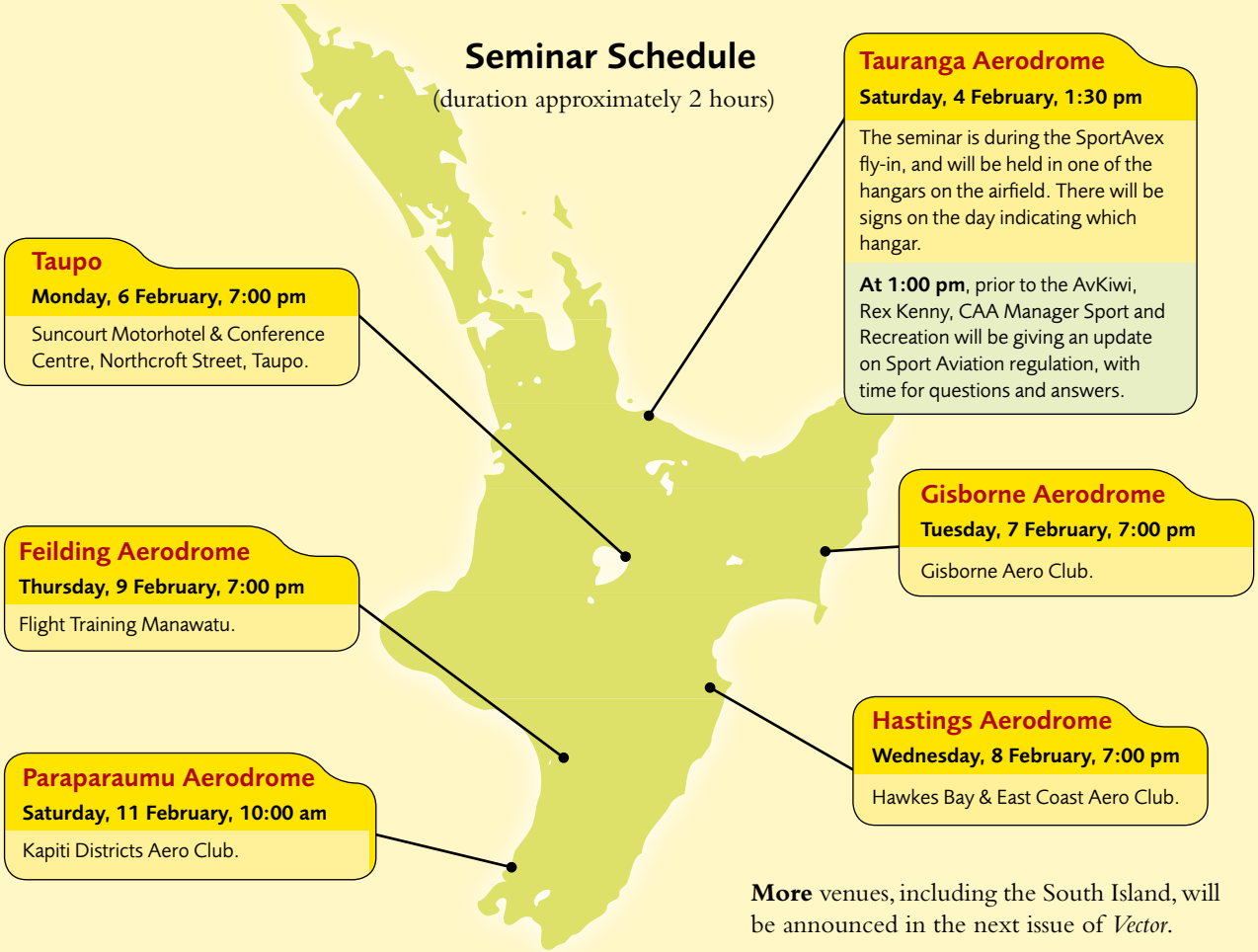
Spot Prizes

There will be a spot prize given away at each seminar – a full set of the current VNCs, effective 25 November 2005, **or** an *AIP Vol 4*, with a 12-month amendment subscription (compliments of Airways New Zealand).

Check out the CAA web site for further information, www.caa.govt.nz, see "Safety information – Seminars".

Seminar Schedule

(duration approximately 2 hours)



Tauranga Aerodrome
Saturday, 4 February, 1:30 pm
The seminar is during the SportAvex fly-in, and will be held in one of the hangars on the airfield. There will be signs on the day indicating which hangar.

At 1:00 pm, prior to the AvKiwi, Rex Kenny, CAA Manager Sport and Recreation will be giving an update on Sport Aviation regulation, with time for questions and answers.

Taupo
Monday, 6 February, 7:00 pm
Suncourt Motorhotel & Conference Centre, Northcroft Street, Taupo.

Gisborne Aerodrome
Tuesday, 7 February, 7:00 pm
Gisborne Aero Club.

Feilding Aerodrome
Thursday, 9 February, 7:00 pm
Flight Training Manawatu.

Hastings Aerodrome
Wednesday, 8 February, 7:00 pm
Hawkes Bay & East Coast Aero Club.

Paraparaumu Aerodrome
Saturday, 11 February, 10:00 am
Kapiti Districts Aero Club.

More venues, including the South Island, will be announced in the next issue of *Vector*.

Aviation Law Association of Australia and New Zealand

The ALAANZ Annual Conference will be held in Auckland 5 to 7 April 2006, at the Hyatt Regency Hotel. The theme of the conference is "The Changing Role of Government in Civil Aviation".

For further information visit the ALAANZ web site, www.aviationlaw.com.au, or contact Kim Murray, email: kim@lawchambers.co.nz, or Stephanie Winson, email: winsons@caa.govt.nz.