



Part 103 On-Condition Program update

RAANZ invited CAA to provide an update on the status of our Exemption Petition for this program. Their reply is as follows...

The Civil Aviation Authority is committed to working with microlight associations, including the Recreational Aircraft Association of NZ (RAANZ), to ensure that appropriate safety and maintenance standards are maintained for microlight aircraft.

New Zealand has one of the simplest and most flexible regulatory systems in the world for microlight operators, with delegated organisations such as the Recreational Aircraft Association of NZ having oversight of the sector. As part of its delegated authority, the Association has a responsibility to ensure its members are properly adhering to Civil Aviation Rules. It is especially important that rules which relate to the maintenance of aircraft engines are fully adhered to by its members.

Under current Civil Aviation Rules, the operators of microlight aircraft must ensure their engines are maintained in accordance with the requirements laid out by the engine manufacturer ref Pt103.217(b). These rules have been in place for many years and there has been no change in the Authority's interpretation of these rules.

The Authority has been working with RAANZ and other industry bodies for a number of years on developing an alternative programme for engines that reach the manufacturer's calendar time before overhaul (TBO) limit. This "on condition" approach could allow for some microlight aircraft which meet specific engine maintenance requirements and can demonstrate that the engine is in good condition to be able to operate beyond the TBO requirements set by the manufacturer.

The proposed change is currently making its way through the formal process for making changes to Civil Aviation Rules. RAANZ had initially requested a general exemption to this rule however due to the formal process of the request for change being in progress the exemption was declined until formal approval had been granted to change the rule. RAANZ had been informed that this was the reason an exemption had not been issued and that it was not because of the 'current political climate surrounding and within the CAA'. RAANZ had also been told that an exemption may still be issued as an interim step prior to any Rule change, but only once we have had the opportunity to fully review the safety risks and benefits. Until any new rule change is in force, **or** an exemption issued, operators must adhere to the existing rule and comply with the associated maintenance requirements.

The CAA has been clear that we have no desire to prevent an appropriate "on

condition” programme for aircraft engines that meet the necessary entry requirements, but safety of the aircraft must remain our absolute priority. To help ensure the Authority is on the same page as the Association on these changes a meeting will be organised between senior representatives of both organisations.

Jon Mayne

Manager Special Flight Operation & Recreational Aviation

We have a further meeting with CAA to discuss this and other current issues scheduled for next Friday September 6.

Flight following services

From Andy Drain/CRAC

You may like to add to the flight following the use of Google location sharing function. Provided you hit cell phone coverage occasionally the person you are sharing with can keep track of your position. My wife uses it whenever I fly alone.

[See here.](#)

Share your real-time location with others


You can choose who can see where you are on a continuing basis and for how long using Google Location Sharing.

Note: Other Google products may also allow you to share a one-time location with others.


[Android](#) [Computer](#) [iPhone & iPad](#)

Note: You cannot share your location in Maps Go. [Learn more about Maps Go features.](#)

If they have a Google Account

1. If you haven't already, add their Gmail address to your [Google Contacts](#) .
2. On your Android phone or tablet, open the Google Maps app  and sign in. [Learn how to sign in.](#)
3. Tap Menu ≡ > Location sharing > Add people +.
4. Choose how long you want to share your location.
5. Tap Select People.
 - If you're asked about your contacts, give Google Maps access.
6. Choose who you want to share with.
7. Tap Share.

If they don't have a Google Account

1. On your Android phone or tablet, open the Google Maps app  and sign in. [Learn how to sign in.](#)
2. Tap Menu ≡ > Location sharing > Add people +.
3. Tap More ... > Copy to clipboard. People with this link can see your location for as long as you choose, up to 72 hours.

Safety message from CAA

Colin Grounell/CAA Safety Investigator

The Civil Aviation Authority has just released a safety message titled *Non-conformance with uncontrolled or unattended aerodrome circuit procedures can be fatal.*

The safety message has been produced in response to a recent fatal mid-air accident at an uncontrolled aerodrome and also a number of other incidents which have been reported to the CAA.

The safety message has been put on our web site [Safety Message](#) and I have also attached a copy for you.

To assist us in reaching as many participants as possible, I would like to ask that RAANZ distribute the safety message as widely as possible to your participating clubs and members.

See last page- worth printing out and posting on your club noticeboard.

Warbirds over Wanaka 2020 fly-in?

Ivan Krippner/Wanaka

Giddy guys and gals, just a thought but....

Having just come back from Oshkosh I pitched an idea to Mandy Deans of the Wanaka airshow and it seems like she open to it.

Running at the same time as the Wanaka airshow, a fly inn at the Cromwell race course airfield, promoting on airfield camping, caravans and RV's like at Osh. Mandy was open to the idea of running buses to and from, and a discount on ticket sales of those participating.

As a bonus, people who don't fancy on field accommodation, Cromwell have ample Hotels and Motels, and it also takes out the problems of Wanaka aircraft arrivals apprehension and timing.

Now Mandy has limited time to put to this so delegation to the Cromwell council was the answer. Have a think, and if it is something that is of interest please give Mandy a call or email.

Ivan/Southern Lakes Learn To Fly Ltd/www.nzlearntofly.com/64 (0)27 274 1908

Membership changes

Jayden Foster	Kaitaia Aero Club	Advanced National	Upgrade
Marco Siebert	Opotiki Aero Club	Advanced Local	Upgrade
Craig Ruane	Canterbury Recreational Aircraft Club	Advanced National	
Rebecca Clark	Wairarapa Aero Club	Novice	Joined
Tui Rutherford	Parakai Aviation Club	Novice	Joined
David Bloom	Waikato Microlight Club	Novice	Joined
John Stokes	Parakai Aviation Club	Novice	Joined
Juan Rossi	Associate	Novice	Joined
Arvind Dayal	Mercury Bay Aero Club	Novice	Joined
Kerry Ryan	Stratford Sport Fliers Club	Novice	Joined
Luke Venables	Stratford Sport Fliers Club	Novice	Joined
Sam Boal	Geraldine Flying Group	Novice	Joined
Luke Saunders	Canterbury Recreational Aircraft Club	Novice	Joined
Joel Curtain	Canterbury Recreational Aircraft Club	Novice	Joined

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FLYING SINCE 1929



90th

ANNIVERSARY

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- Saturday night formal dinner and dance.
- Sunday breakfast.

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Or email wairarapaaeroclub@gmail.com

Safety Message



Non-conformance with uncontrolled or unattended aerodrome circuit procedures can be fatal

Issued 12 August 2019

A recent spate of incidents and accidents, including the loss of life at an uncontrolled aerodrome, has prompted the Civil Aviation Authority to issue this safety message.

Pilots operating at an uncontrolled or unattended aerodrome must comply with the published circuit directions and procedures in the NZAIP Volume 4 for that aerodrome.

These procedures are established to ensure the greatest possible safety for pilots when they are joining or vacating an uncontrolled or unattended aerodrome.

Advising local traffic via a radio call that you are joining or vacating 'non-standard' is not acceptable and does not absolve the pilot from complying with the published circuit direction. This applies to operations of all types, however, some agricultural and helicopter operations may be exempt under certain conditions.

Adherence to the rules, coupled with the use of standard radiotelephony procedures and a good lookout scan, is essential to ensure flight safety. Never assume that you are the only aircraft in the vicinity of the aerodrome, even if no other radio communications from aircraft have been heard.