

## New Zealand COVID-19 Alert Levels

Unite  
against  
COVID-19

- These alert levels specify the public health and social measures to be taken.
- The measures may be updated on the basis of (i) new scientific knowledge about COVID-19 and (ii) information about the effectiveness of intervention measures in New Zealand and elsewhere.
- The alert levels may be applied at a town, city, territorial local authority, regional or national level.
- Different parts of the country may be at different alert levels. We can move up and down alert levels.
- In general, the alert levels are cumulative, e.g. Level 1 is a base-level response. Always prepare for the next level.
- At all levels, health services, emergency services, utilities and goods transport, and other essential services, operations and staff, are expected to remain up and running. Employers in those sectors must continue to meet their health and safety obligations.

LEVEL	RISK ASSESSMENT	RANGE OF MEASURES (can be applied locally or nationally)
<b>Level 4 - Eliminate</b> Likely that disease is not contained	<ul style="list-style-type: none"> <li>• Sustained and intensive transmission</li> <li>• Widespread outbreaks</li> </ul>	<ul style="list-style-type: none"> <li>• People instructed to stay at home</li> <li>• Educational facilities closed</li> <li>• Businesses closed except for essential services (e.g. supermarkets, pharmacies, clinics) and lifeline utilities</li> <li>• Rationing of supplies and requisitioning of facilities</li> <li>• Travel severely limited</li> <li>• Major reprioritisation of healthcare services</li> </ul>
<b>Level 3 - Restrict</b> Heightened risk that disease is not contained	<ul style="list-style-type: none"> <li>• Community transmission occurring OR</li> <li>• Multiple clusters break out</li> </ul>	<ul style="list-style-type: none"> <li>• Travel in areas with clusters or community transmission limited</li> <li>• Affected educational facilities closed</li> <li>• Mass gatherings cancelled</li> <li>• Public venues closed (e.g. libraries, museums, cinemas, food courts, gyms, pools, amusement parks)</li> <li>• Alternative ways of working required and some non-essential businesses should close</li> <li>• Non face-to-face primary care consultations</li> <li>• Non acute (elective) services and procedures in hospitals deferred and healthcare staff reprioritised</li> </ul>
<b>Level 2 - Reduce</b> Disease is contained, but risks of community transmission growing	<ul style="list-style-type: none"> <li>• High risk of importing COVID-19 OR</li> <li>• Uptick in imported cases OR</li> <li>• Uptick in household transmission OR</li> <li>• Single or isolated cluster outbreak</li> </ul>	<ul style="list-style-type: none"> <li>• Entry border measures maximised</li> <li>• Further restrictions on mass gatherings</li> <li>• Physical distancing on public transport (e.g. leave the seat next to you empty if you can)</li> <li>• Limit non-essential travel around New Zealand</li> <li>• Employers start alternative ways of working if possible (e.g. remote working, shift-based working, physical distancing within the workplace, staggering meal breaks, flexible leave arrangements)</li> <li>• Business continuity plans activated</li> <li>• High-risk people advised to remain at home (e.g. those over 70 or those with other existing medical conditions)</li> </ul>
<b>Level 1 - Prepare</b> Disease is contained	<ul style="list-style-type: none"> <li>• Heightened risk of importing COVID-19 OR</li> <li>• Sporadic imported cases OR</li> <li>• Isolated household transmission associated with imported cases</li> </ul>	<ul style="list-style-type: none"> <li>• Border entry measures to minimise risk of importing COVID-19 cases applied</li> <li>• Contact tracing</li> <li>• Stringent self-isolation and quarantine</li> <li>• Intensive testing for COVID-19</li> <li>• Physical distancing encouraged</li> <li>• Mass gatherings over 500 cancelled</li> <li>• Stay home if you're sick, report flu-like symptoms</li> <li>• Wash and dry hands, cough into elbow, don't touch your face</li> </ul>

### My fellow aviators ICEMAN (RAANZ President)

You would have all heard about our country being in COVID-19 Alert Level 4.

This means the range of measures include:

- People instructed to stay at home
- Educational facilities closed
- Businesses closed except for essential services (e.g. supermarkets, pharmacies, clinics) and lifeline utilities
- Rationing of supplies and requisitioning of facilities
- Travel severely limited
- Major reprioritisation of healthcare services

Please make sure you follow the government's guidance in regards to hygiene and social distancing. It's tough times ahead for the aviation community and everyone in general so look after each-other.

I urge individual club committees and CFIs, to communicate to their membership and instructors, what the lock down means for your club operations.

If we all play our part, hopefully, we can get back to normal soon.

If the executive committee can help in anyway during this time, feel free to reach out.

## Clarification about private flying

COVID-19 update one/CAA briefing 24 Mar 2020

Stay on the ground while we are at Alert Level 4 unless your flight is absolutely essential.

In introducing COVID-19 Alert Level 4 the Government is severely restricting travel, business operations, and human contact.

Only movement needed for essential activities will be allowed during the four weeks from 2359 hours on Wednesday 25 March 2020. **Very clearly many types of commercial aviation and virtually all private/recreational aviation fall outside the 'essential' category and won't be permitted during this period.**

This is in line with advice being given about other types of transport. For example, Police Commissioner Mike Bush said today that people should "only go out in your vehicle if you need to go and get essential medical supplies, essential food supplies or medical treatment".

Given the many individual circumstances in which civil aviation takes place, it's virtually impossible for us to provide advice via this channel about every possible situation or combination of circumstances involved with air operations. But in the vast majority of cases, private or recreational aviation would not be considered an essential activity.

We are aware, however, of cases where pilots are involved in farming (and are therefore essential workers) and use aircraft to get around their station or between different properties they farm, and to access food and medical supplies.

So long as they're using their aircraft for those purposes, and that they have no passengers (unless they're the people they're isolating with) we would consider their flights would fit the category of 'essential'.

I cannot overemphasise the importance of minimising travel and contact with other people in coming weeks. Isolation is the most powerful tool we have to slow the spread of the virus and make sure it doesn't overwhelm our health system – that's the last thing anyone wants to happen.

For all the official government information, visit [covid19.govt.nz](https://covid19.govt.nz).

## Low flying, minimum heights

### Paula Moore/Team Leader Flight Operations Adventure Aviation

An officer at the Waimakariri District Council has received several complaints from the public about ongoing issues with microlight aircraft flying low level along Waikuku Beach scaring the beach goers, dogs, horses and birdlife. The council also received photos for one of the latest incident late February, which involved three aircraft, and submitted an aviation related concern.

One of the complainants to the council at the beginning of March stated "*He's hanging about most weekends. It can be really distressing for animals. He just flies it back and forwards making a general nuisance of himself.*"

From the February occurrence CAA has identified one of the aircraft will be following up with the owner as it is not the first time a complaint of a similar nature has been received, though at a different location, involving this aircraft. If the pilot is identified and enforcement action is taken,

RAANZ will be notified if the pilot is a member.

...<snip>...

While these concerns are at one location, there have been others raised in the past about this type of activity at beaches around New Zealand, mainly involving the weight-shift trike microlights and powered paragliders.

As part of education follow up to try and prevent further incidents of this nature, CAA requests RAANZ to remind their members of their obligations under 91.311:

- be at or above 1000 ft within 600m of, but not over, a congested area; and
- be at or above 500 ft AGL, or any obstacle, person, vehicle, vessel, or structure within 150m radius of the aircraft, unless landing or taking off; or
- operating in accordance with 103.153 and practising or participating in a competition.

Pilots should also note that at some locations, council by-laws prohibit aircraft from taking off or landing, so all flights should be at or above 500 ft AGL within these areas.

Your assistance in this matter would be appreciated.

## **OPS report**

### **Rodger Ward/RAANZ OPS**

I hope you are all bearing up under the current climate and getting a few things ticked off that list. Who knows what the landscape will look like on the other side of the tunnel.

On the assumption that we will still be able to enjoy the amazing privileges we have, this enforced flying downtime may be an ideal opportunity to refresh yourself with some of the knowledge requirement aspects of our sport. Our website includes quite a bit of material needed for the safe operation of our Aircraft. Maybe having a refreshing read and even trying some of the practice exam questions would be beneficial.

We are in the process of reviewing our written material and adding to our question database so any comments on what we have already have would be welcome. Also included in our knowledge requirements are quite a few CAA Rules.

One in particular that is causing CAA some grief at the moment is the Rule regarding minimum safe heights. Unfortunately a very small number of aviators either don't know these rules, have forgotten these rules or are deliberately disregarding these rules at some times.

The minimum safe height requirements are included for your review.

### **91.311 - Minimum heights for VFR flights**

(a) A pilot-in-command of an aircraft must not operate the aircraft under VFR—

- (1) over any congested area of a city, town, or settlement, or over any open air assembly of persons at a height of less than 1000 feet above the surface or any obstacle that is within a horizontal radius of 600 metres from the point immediately below the aircraft; or
- (2) over any other area—
  - i. at a height of less than 500 feet above the surface; or

- ii. at a height of less than 500 feet above any obstacle, person, vehicle, vessel, or structure that is within a horizontal radius of 150 metres from the point immediately below the aircraft; and
- (3) for any operation, at a height less than that required to execute an emergency landing in the event of engine failure without hazard to persons or property on the surface.

(b) Paragraph (a) does not apply to a pilot-in-command of an aircraft—

- (1) conducting a take-off or landing; or
- (2) conducting a baulked landing or discontinued approach; or
- (3) taxiing.

(c) Paragraph (a)(2) does not apply to a pilot-in-command of an aircraft if the bona fide purpose of the flight requires the aircraft to be flown at a height lower than that prescribed in paragraph (a) (2), but only if—

- (1) the flight is performed without hazard to persons or property on the surface; and
- (2) only persons performing an essential function associated with the flight are carried on the aircraft; and
- (3) the aircraft is not flown at a height lower than that required for the purpose of the flight; and
- (4) the horizontal distance that the aircraft is flown from any obstacle, person, vessel, vehicle, or structure is not less than that necessary for the purpose of the flight, except that in the case of an aeroplane, the aeroplane remains outside a horizontal radius of 150 metres from any person, vessel, vehicle, or structure that is not associated with the operation.

(d) Paragraph (a)(2) does not apply to a pilot-in-command—

- (1) who is the holder of, or authorised by the holder of, a current instructor rating issued under Part 61 and who is conducting flight training or practice flights consisting of—
  - I. simulated engine failure after take-off commencing below 1000 feet above the surface; or
  - II. simulated engine failure commencing above 1000 feet above the surface provided that descent below 500 feet above the surface is conducted within a low flying zone in accordance with 91.131; or
- (2) who is the holder of a current instrument rating issued under Part 61 and who is conducting IFR training, testing, or practice flights under VFR, but only if the pilot-in-command conducts the flight in accordance with 91.413, 91.423 and 91.425; or
- (3) operating an aircraft within a low flying zone in accordance with 91.131; or
- (4) operating an aircraft at an aviation event in accordance with 91.703.

I have always said that we have one of if not the best regulatory framework in the world for the operation of our type of aircraft. It is a privilege not a right and the actions of a very very small minority could have an adverse flow on effect for the majority.

Another potential area of concern is the operation of single seat machines.

We have renewed interest in the operation of the earlier type of microlight. Transitioning onto any new aircraft requires a process to be followed. Single seaters of any vintage are probably a little more difficult but there is a process and these particular types require a great deal of patience on behalf of the Student and Instructor.

Our Procedures manual includes the following regarding Type Ratings.

## 2.24 Type Ratings

- All Microlight Aircraft require a specific type rating.
- There are no group ratings, such as low performance, with coverage of a different types.
- Aircraft will be considered different types if any of the following are true :
  - The manufacturer assigns them as different aircraft
  - Their airframes are structurally or functionally different
  - They have different power plants or propeller control systems
  - They have different controls or systems
- Instructors need to assess if a pilots basic certificate level is appropriate for the aircraft to be rated on especially for an Advanced Local being rated on a cross country capable machine it may be prudent to upgrade to an Advanced National.
- When ratings are being sought on single seat machines and no Instructors are available with experience on type Instructors may need to take advantage of experienced Pilots on type to do joint briefings
- After completing the rating and demonstrating competence the pilots logbook will be endorsed by the instructor for the type of microlight aircraft.
- Generally everyone needs to gain a type rating from an Instructor who holds a rating on that type.
- RAANZ recognises any type rating given by a duly authorised person recognised by CAA or other regulatory aviation authority as being valid, as long as the person issuing the rating records their authority with the rating in the candidates logbook
- Note : Flight tests conducted on single-seat Microlight Aircraft shall include all elements of the flight test syllabus. The applicant shall be briefed by the examiner to carry out the various manoeuvres to a sequence in an area in the examiners field of view.

Safe flying when it happens and hopefully soon.

### From the RAANZ exec

The COVID-19 lock-down has not stopped us- ZOOM video meetings are proving useful and productive. Some items from our last meeting:

- We are seeking a grace period for catchup on certificates and inspections that fall due during the lock-down, similar to that which applies to Part 61 and commercial operations. Not there yet, but we aim to have it in place before relaxation of the lock-down
- Work is being done on upgrading the navigation and flight planning study material and exam questions.

### Exams during lock-down

A good time to catch up on study and exams, but our online exam system requires the Instructor to be present to both initiate and sign off the exam. This is to confirm the bona fide of the candidate and exam conditions- ie no cheating.

Clearly this is not possible during lock-down, so we will temporarily remove the instructor sign-in/out requirements. Just notify [admin@raanz.org.nz](mailto:admin@raanz.org.nz) a day or so ahead of the planned exam date to get temporary access enabled.

# ROTAX CARBURETTOR DIAPHRAGM ISSUES WITH NPD 100 PLUS FUEL

I operate a gyrocopter with a Rotax 914 and for the last 500 hrs have been using 95 and occasionally BP 98 fuel. Several months ago I came across NPD 100 Plus. What captured my attention other than the 100 octane was its storage life of six months and maybe out to twelve with little or no decrease in octane level. It seemed to have most of the advantages of 100LL Avgas without the lead issues.

I contacted NPD as there is a warning on the pumps saying it is not suited for all engines. They informed me the main issue was it could discolour plastic components like fuel tanks, especially if then exposed to UV. This did not concern me as my tank is fibreglass. On asking if it had any negative effect on rubber components they said not to their knowledge.

I then used it for the next 40 hours. The engine seemed to run well and delivered expected power.

While then carrying out the needle circlip change as per the recent Rotax bulletin I found the carb diaphragms very oversized and baggy. They were removed two days after the last flight. After being out and on the bench for 12 hours they then returned to near original size.

I contacted NPD again and their thoughts were it was not being caused by the fuel.

I then did some extreme testing and immersed diaphragms in various fuels. The results can be seen in the pics.

The diaphragms play an important role in the carburettor. So with new diaphragms fitted and returning to running 95 I have now flown a further 100 hrs and on inspection they are fine.

Note, NPD 95 tested fine it was only the 100 Plus that caused the issue.

Just wanted to get this out there as it may save someone some grief in the future.

Peter Avery.  
Haast



## Membership changes

Bruce Turner	Mercury Bay Aero Club	Advanced Local	Upgrade
David Horner	Parakai Aviation Club	Senior Flight Instructor	Upgrade
Steven Wollenweber	Associate	Advanced National	Upgrade
Bryn Atkin	Canterbury Recreational Aircraft Club	Advanced National	Joined
Dale Gunn	Fiordland Aero Club	Advanced Local	Upgrade
Ryan Humphries	Associate	Novice	Joined
James Gell	Parakai Aviation Club	Novice	Joined
Alan Graham	Opotiki Aero Club	Advanced National	Joined
Graeme Wilton	Mercury Bay Aero Club	Novice	Joined
Lloyd Fitzsimons	NZ Autogyro Association	Intermediate	Joined

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