



COVID-19 Alert Level 3

From the CAA website...

Recreational Aviation Activity

Please refer to the Ministry of Transport [guidance](#). No recreational aviation activities are permitted at Alert Level 3 with the exception of recreational drone use, which can be undertaken in a limited way. Recreational drone use is permitted providing the activity is undertaken in accordance with all Alert Level 3 restrictions including physical distancing, the limitations on personal movement, and at all times in compliance with Civil Aviation Rules.

Aircraft Maintenance Activity

Please refer to the Ministry of Transport [guidance](#). Aircraft can be maintained according to manufacturers' maintenance instructions. Maintenance on aircraft that would not otherwise be able to fly under Alert Level 3 conditions (i.e. recreational aircraft) that requires a breach of Alert Level 3 conditions (i.e. contact outside of your isolation bubble, any travel beyond that permitted within your local area e.g. going to work, shopping or getting exercise and flying the aircraft), can only be undertaken with CAA approval.

More information on the approval process is available [here](#) and will be updated shortly to reflect the Level 3 conditions.

Are maintenance organisations able to recommence work under Alert Level 3?

Maintenance organisations can undertake all maintenance activity providing their workplace is operating in accordance with the guidelines for operating safely and providing there is no face-to-face interaction or physical contact with customers (except in the case of activity delivering essential services), and providing that the maintenance activity can be undertaken within the constraints of permissible movement of aircraft under Alert Level 3.

Note that recreational flying is not permitted under Alert Level 3, and the movement of recreational aircraft for maintenance must be approved by CAA.

Can I fly to keep current?

Please refer to the guidance on the Ministry of Transport website. No recreational aviation activities are permitted at Alert Level 3. Commercial pilots are able to fly to keep current providing this is being done as part of a business operation.

My currency will lapse, can I conduct flying to remain current?

No recreational aviation activities are permitted at Alert Level 3. This includes flying for currency requirements. Commercial pilots are able to fly to keep current providing this is being done as part of a business operation. Exemption 20/EXE/56 remains in force to 24 June 2020.

Are recreational flight and adventure aviation activities permitted if it can be demonstrated that this can be achieved safely?

No recreational flying, including adventure aviation, is permitted under Alert Level 3. Commercial adventure aviation activities would require face to face contact with customers so are therefore not permitted under Alert Level 3.

Can I conduct a private flight for my own recreation?

No recreational flying is permitted under Alert Level 3.

Can I fly to a maintenance facility for maintenance requirements?

All aircraft can be maintained for continuing airworthiness in accordance with the manufacturer's instructions. Where the flight is necessary to achieve this it is permitted, subject to the necessary approvals for recreational aircraft. In the case of recreational aircraft prior approval from the CAA is required.

More information on the approval process is available [here](#) and will be updated shortly to reflect the Level 3 conditions.

Will pilots be allowed to access aircraft for essential engine servicing and ground runs?

Aircraft can be maintained according to manufacturers' maintenance instructions. If your aircraft is a recreational aircraft, any maintenance activity including flying it for continuing airworthiness that requires a breach of Alert Level 3 conditions (i.e. contact outside of your isolation bubble, any travel beyond that permitted within your local area e.g. going to work, shopping or getting exercise and flying 6 Revision 1: 27 April 2020 the aircraft), can only be undertaken with CAA approval.

More information on the approval process is available [here](#) and will be updated shortly to reflect the Level 3 conditions.

Maintenance on recreational aircraft not required for continuing airworthiness in accordance with the manufacturer's instructions is not permitted under Alert Level 3.

From the RAANZ exec...

Meantime the RAANZ Exec have been holding regular Zoom video meetings- it works well even with 9 active participants, and is proving to be quite productive. The new(ish) way to work post-COVID.

We are aware that during the COVID-19 lock-down there will be pilots whose BFRs fall due, and aircraft whose annual inspections also fall due. We are working with CAA to determine how to recover pilot and aircraft currency on completion of lock-down.

Pilots

We propose modifying our Exposition to provide a 90 day grace period following the removal of lock-down to allow pilots to renew their BFR. During that period they may continue to fly **provided** their medical is current, they meet the 90 day 3 take-off and landings recency requirements before carrying passengers, meet all other requirements appropriate to the certificate level held, and meet any physical distancing requirements in force at the time.

Pilots will be encouraged to renew their BFRs as soon as possible to help maintain flight safety.

Note this is still pending CAA approval- we will advise when it is sorted.

Aircraft

This is more **problematic** as 103.217(c)(1) expressly requires a current annual inspection for flight, making it impossible for RAANZ to over-ride in our Exposition. CAA are looking at the possibility of using either an exemption to the rule or a Part 21 Special Flight Permit.

Again, we will advise once this is sorted.

For those microlight aircraft that are due for their inspection, and **have not exceeded the 12 months**, then the owner may apply under via the CAN05-11 process to obtain approval to fly to a maintenance base to have the inspection carried out. However, there are still the requirements to exercise social distancing etc., so it may be possible if the base is within the region as defined on the COVID site, and someone from their bubble can pick them up, but not if overnight stay is required for further away.

Going 'On Condition'- an aircraft owner's perspective

Peter Steers/Hawkes Bay

I own an Alpi Pioneer 200. It is has just gone "On condition". That is to say that the Rotax engine is more than 12 years old and from now on every year the Annual Inspection is a little more involved. Including more paperwork.

Part 103 from AC43-4 states:-

On condition maintenance is a preventative process that allows deterioration of components by monitoring those components for their continued compliance with a required standard. The continued satisfactory operation of the structure or component may be determined by inspection, operation, or examination in-situ without detailed dismantling. The necessity to service, recondition, overhaul, or repair is made dependent on the condition. On condition maintenance should include the assessment of pilot monitored performance, functional checks, and scheduled maintenance, and use circumstantial servicings to carry out opportunity assessments of components. The circumstantial assessments result from other component failures, routine component replacement due to life limitations, and from accidents.

Note: 'Circumstantial' is understood in this context to be 'unscheduled event-driven maintenance'.

This document contains, on page 9, parameters as a guide to items checked.

So I contacted Stan Hyde, one of the few approved Inspectors, from Fielding to find out what I had to do to comply with the On Condition rules. He was a great help in guiding me through the process.

He stated it was the documentation in the Engine log book that lets most owners down.

We must have ALL the ADs from Rotax, UK MPD ADS, Prop and in my case Alpi ADs listed. There are a lot and all must be itemised in the back of the Engine log book and signed by the operator. All so the History of thorough servicing documented correctly, including what the state of the fuel at the fuel filter and the oil in the oil filter (swarf) was after it was cut open. When completed the Engine log book along with Photos showing the main items Inspected were then sent via registered post to Stan.

As the Inspection process was carried out by Cliff Johnson, our club Lame engineer assisted by myself, this included photos to verify the tests are carried out correctly and all figures entered into engine logbook. As per instructions from Stan the main items were:-

- Gearbox backlash figure, tested.
- Propeller friction tested with spring balance.
- Magnetic plug swarf contamination.
- Cylinder leak down, efficiency test. All four cylinders.
- Oil filter cut open and swarf tested.

- Fuel filter checked for contamination.
- Run engine and check Carburettor balance.
- List Max rpm and idle.
- List both mag drops.
- Along with fuel and Oil pressure duly noted into engine log book along with QNH, Cylinder head temperature, and outside temperature on the day.



All this documentation when entered has to have the approved engineer or Inspectors date and signature. On receiving the documentation Stan rang me to confirm all was good.

All in all the process takes between 3 to 3.5 hours and is a very satisfactory process.

Membership changes

Cassian Steidle	Waikato Microlight Club	Intermediate	Upgrade
Geoffrey Maurice	NZ Autogyro Association	Advanced National	Upgrade
Terry Easthope	Golden Bay Flying Club	Senior Flight Instructor	Upgrade
Craig Fullerton	NZ Autogyro Association	Novice	Joined

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