



Recreational Pilot e-zine

Issue 51
October 2011

From the RAANZ office

AGM 2011 Advance Notice

The RAANZ AGM is to be held at **Rangiora Airfield, November 19/20**, hosted by the CRAC guys.

Details are still to be finalised, but the plan is for the AGM to be held on Saturday morning starting about 1100, as part of a fly-in with associated flying, eating and social activities Saturday afternoon and Sunday morning.

The CRAC guys know how to put on a good event, so put this in your calendar. More details to follow as they are firmed up.

AGM 2011 Executive vacancies/nominations

There will be a number of vacancies on the executive due to current members either retiring or completing their term.

This is an opportunity for your club to nominate a candidate to represent yours and the wider microlight community's interests on the exec.

It is important that your nominee has the full support of your club, and is prepared to actively contribute on the executive. Most of the exec work is done via email on the exec forum, requiring candidates to have a computer with email and web access, and prepared to spend about 30 minutes once or twice a week attending to the current issues under discussion on the forum.

A nomination form is attached at the end of this newsletter.

AGM 2011 remits

The AGM is also an opportunity for your club to put forward new ideas and initiatives for discussion and voting.

You can send remits to office@raanz.org.nz ahead of the AGM, and we will add them to the list to be sent to all members prior to the AGM, or bring them on the day. It helps to have the remits ahead of time, so other clubs can discuss and decide before the AGM rather than go in cold.

A remit form is attached at the end of this newsletter.

We in the exec have also been looking at a tidy-up of our Constitution to better reflect the real world and the way we do things. These remits are listed below for your club to consider.

RAANZ AGM 2011 Remits

1 Executive nomination procedure

Proposer- RAANZ exec

Change clause 11.1 of the Constitution from

No person shall be elected to office unless that person is present at the Annual General Meeting at which he or she is to be elected, or has previously signified his or her willingness to accept nomination.

To

No person shall be elected to office unless that person **has been formally nominated by their Club, and** is present at the Annual General Meeting at which he or she is to be elected, or has previously signified his or her willingness to accept nomination. **The candidate shall declare**

his/her relevant background, affiliations and intentions to the AGM, either in person or by written declaration.

Discussion

This change is intended to recognise and reinforce the involvement of clubs in identifying and promoting candidates to best represent their interests on the executive, and to avoid ad hoc gap-filling nominations from the floor. The candidate declaration is intended to provide the AGM with sufficient information to make an appropriate assessment of the candidate before voting.

2 Tenure of office

Proposer- RAANZ exec

Change clause 19.1 of the Constitution from

The tenure of office of all members of the Executive Committee, with the exception of the office of Immediate Past President, shall terminate on the appointment of their successor. Any member of the Executive Committee being absent for three consecutive meetings without leave of absence shall, unless otherwise resolved by majority of the Executive Committee, cease to be a member of the Executive Committee.

To

The tenure of office of all members of the Executive Committee, with the exception of the office of Immediate Past President, shall terminate on the appointment of their successor. Any member of the Executive Committee being **non-contributing for three consecutive current agenda items** without leave of absence shall, unless otherwise resolved by majority of the Executive Committee, cease to be a member of the Executive Committee.

Discussion

The executive conducts its business via email on the RAANZ forum, rather than face to face meetings. This change is to reflect that fact and clarify expectations for active involvement in the online issues under discussion.

3 Merge the responsibilities of the Administration Liaison and Administration Officer.

Proposer- RAANZ exec

Change all references to 'Administration Liaison' to 'Administration Officer' in 7.2, 7.6, 10.1.2, 10.1.5 (delete Admin Liaison), 11.4 (delete Admin Liaison), 12.1, 18.1.1 (delete Admin Liaison), 23.1, 24, 24.1, 24.2 (remove clause), 26.2.

Discussion:

In our Constitution and Exposition we have an Admin Liaison role. This was originally to cover the situation where the Admin Officer was purely clerical, and there was a need for a higher level link back to the Exec. Reality is that with a small organisation the Admin role is more aviation specific, is directly represented on the Exec, and there is no need for a separate Admin Liaison position.

The changes are straightforward, and just reflect what we are doing right now.

4 FAI/CIMA membership

Proposer- RAANZ exec

That RAANZ resign from membership of the FAI and CIMA sub-committee.

Discussion:

RAANZ is the NZ participant in CIMA (Microlight Commission of the FAI). We pay an annual fee of \$800 to this organisation. CIMA's main business is the promulgation of standard competition rules; maintenance of microlight flight records; management of the Colibri awards for microlight flying; and organisation of the annual World Airgames.

At present members do not make use of these services, and RAANZ itself could provide any required services at an NZ level.

Preparing for your BFR

There are a few things you can do to make your BFR easier for both you and your instructor, and get everything sorted in one clean sweep.

- Bring your **current medical** declaration.
- Bring your **logbook**, up to date and with all flight times totaled up.
- Bring your RAANZ **pilot certificate**.
- Bring proof of **current membership** (your old CMV or receipt from RAANZ), or a cheque to cover membership for the duration till the next BFR.
- Don't just turn up. **Prepare** with a bit of airtime brushing up on the basics- steep turns, stalls, forced landings, etc. And if you find some are a bit rusty, make use of the instructor and check flight to sharpen up those skills and extend the boundaries of your flying.

Airworthiness Directives

Continuing Airworthiness Notice – 34-004: Microair Avionics T2000SFL Transponders

23 September 2011

Issued by the Civil Aviation Authority of New Zealand in the interests of aviation safety. A Continuing Airworthiness Notice (CAN) is intended to alert, educate, and make recommendations to the aviation community. A CAN contains non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). The inspections and practices described in this CAN must still be carried out in accordance with the applicable NZCAR Parts 21, 43 and 91.

The contents of this notice are ADVISORY ONLY and are NOT MANDATORY.

CAN numbering is by ATA Chapter followed by a sequential number for the next CAN in that ATA Chapter.

Applicability:

All maintainers and operators of Microair Avionics T2000SFL Transponders.

Purpose:

This Continuing Airworthiness Notice (CAN) is issued to highlight the potential problems associated with Microair Avionics T2000SFL Transponders embodied with software prior to revision 8.

Transponders prior to revision 7 may generate intermittent replies to interrogations from Mode S Secondary

Surveillance Radar (SSR), or stop replying and default to a non-reply mode. Furthermore, Microair Avionics have advised that the QNH compensation in software prior to revision 8 work backwards. In 2010 Microair Avionics released new firmware at revision 8 which corrected the QNH compensation.

Background:

The CAA is aware of incidents with certain T2000SFL Transponders where intermittent or complete loss of detection has been experienced in New Zealand by Mode S SSR interrogators. The CAA has received reports that the QNH compensation in some T2000SFL Transponders work backwards. A safe navigation environment in transponder mandatory airspace relies on accurate and reliable surveillance information transmitted by Mode S transponders. Incorrect or missing transponder data can result in increased controller and/or flight crew work load which may develop into a hazardous situation.

With the Australia Airservices plan to roll out Mode S SSR interrogators in Australia, CASA issued Airworthiness Bulletin (AWB) 34-010 issue 1, dated 17 September 2007.

Recommendation:

For the reasons described above the CAA strongly recommends maintainers and operators upgrade Microair Avionics T2000SFL Transponders to revision 8 or later to correct the potential problems identified in this CAN. For further advice on T2000SFL Transponders upgrade options Microair Avionics can be contacted at info@microair.com.au

The following documents provide further information about the contents of this CAN:

- Microair Avionics Advisory Bulletin AB-001 dated 21 July 2008 provides information about QNH compensation problems with Microair Avionics T2000SFL Transponders.
- Microair Avionics Service Bulletin T2000SFL-SB-06 dated 14 September 2009 introduced the revision 7 upgrade for Microair Avionics T2000SFL Transponders.
- Further information about T2000SFL Transponder revision 8 firmware and copies of Microair Bulletins can be obtained from Microair Avionics at info@microair.com.au
- A copy of CASA AWB 34-010 issue 1, dated 17 September 2007 can be obtained from: http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_90516

Furthermore, if you become aware, or are notified of a transponder deficiency affecting your aircraft, the CAA recommends that you initiate an unscheduled maintenance action to correct any deficiencies.

Enquiries:

Enquiries with regard to the content of this CAN should be sent to:

Owen Olls

Airworthiness Specialist

Email: ollso@caa.govt.nz

Phone: 04 560 9569

Continuing Airworthiness Notice – 23-001 Rev 1: 406 MHz Emergency Locator Transmitters (ELT) – Battery Replacement

23 September 2011

Issued by the Civil Aviation Authority of New Zealand in the interests of aviation safety. A Continuing Airworthiness Notice (CAN) is intended to alert, educate, and make recommendations to the aviation community. A CAN contains non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). The inspections and practices described in this CAN must still be carried out in accordance with the applicable NZCAR Parts 21, 43 and 91.

The contents of this notice are ADVISORY ONLY and are NOT MANDATORY.

CAN numbering is by ATA Chapter followed by a sequential number for the next CAN in that ATA Chapter.

Applicability:

All 406 MHz Emergency Locator Transmitter (ELT) beacons.

Purpose:

To advise the CAA requirements regarding ELT battery replacement.

Background:

Following the requirement to install 406 MHz ELT many will be becoming due for routine battery replacement.

CAA Rule 43.53 prescribes the requirements for persons performing maintenance.

CAA Rule 43.54 prescribes what maintenance is required under Part 145, the maintenance requirements in regard to components, including the requirement for the use of test apparatus.

Requirement:

Maintenance providers proposing to carry out battery replacements must:

1. Have access to and be familiar with any test equipment required by the ELT manufacturer.
2. Have access to the manufacturer's current Technical Data.
3. Have any specialised tooling required.
4. Be trained, experienced, current and familiar in carrying out the task.

In carrying out ELT battery replacement the instructions as detailed by the manufacturer must be fully understood and complied with.

The above criteria need to be considered before maintenance providers can demonstrate they meet the requirements to carry out battery replacements in accordance with the applicable manufacturer's instructions and CAA Rules.

Enquiries:

Enquiries regarding the content of this Continued Airworthiness Notice should be made to:

John Bushell

Airworthiness Co-ordinator

Email: John.Bushell

Incident/defect reports

Members- to notify incidents or defects, [use our reporting forms](#).

None received

What's on

IA / aircraft owners / others roadshow

The 2011 RAANZ IA South Island roadshow will be held over the weekends October 8/9 and 15/16- **see the notice at the end of this e-zine**. North Islanders- your turn later this year.

Some comments from our Technical Officer (Colin Alexander)-

I am eagerly looking forward to meeting all IAs, on the Instructors and Aircraft owners on our tour of the country. The format of the meeting will be interactive so all your ideas, defects noted and concerns can be aired for the benefit of the entire country. Any examples of defects would be most useful for demonstration.

The intention is that we will all leave the meeting with a great deal more knowledge than when we arrived. We will be covering our responsibilities as aircraft owners, inspectors and instructors.

I am sure that our discussions will be stimulating and constructive so please encourage the folk in your area to participate.

Opotiki Spring Fly-in

Now postponed till **8/9 October 2011**. Opotiki Airfield. See poster at end of this newsletter.

CAA Christchurch Instructors Seminar

This is a notification that the Christchurch Instructor Seminar has been postponed from 16 August 2001 to **Tuesday 11 October 2011** (venue remains the same).

For more information: http://www.caa.govt.nz/safety_info/seminars/Flight_Instructor_Seminars.htm.

Membership changes

Richard Ryan	Bay of Islands Aero Club	Advanced National	Upgrade
Peter Kempthorne	Southern Recreational Aircraft Club	Advanced National	Upgrade
Graham Wall	Southern Recreational Aircraft Club	Intermediate	FRTTO
James Hamilton	Bay of Plenty Microlight Assn	Novice	Exam
Lewis Batt	Wairarapa Ruahine Aero Club	Intermediate	Upgrade
Timothy McLeod	South Canterbury Microlight Club	Novice	FRTTO
Anthony Turner	NZ Autogyro Association	Advanced Local	Upgrade
Mark Revill-Johnson	Wairarapa Ruahine Aero Club	Novice	Joined
Anthony Greenwood	Canterbury Recreational Aircraft Club	Novice	Exam
Esira Donu	Associate- no club affiliation	non-flying	Joined
Colin Titcomb	Canterbury Recreational Aircraft Club	Novice	Joined
Barrie Fraser	Waikato Microlight Club	Advanced National	Upgrade
Perry Shepard	Canterbury Recreational Aircraft Club	Novice	Joined
Ian Dittmer	Wairarapa Ruahine Aero Club	Advanced National	Joined
Brian Mitchell	Canterbury Recreational Aircraft Club	Novice	Joined
Victoria Mitchell	Canterbury Recreational Aircraft Club	Novice	Joined
Mark Wilson	Wairarapa Ruahine Aero Club	Novice	Joined
Peter Garlick	Southern Recreational Aircraft Club	Flight Instructor	Joined
John Wordsworth	Bay of Plenty Microlight Assn	Advanced National	Joined
Steven Duncan	Canterbury Recreational Aircraft Club	Novice	Joined

NOW 8-9th OCTOBER

Opotiki

Spring Fly-in

1 – 2 October 2011

Given the success of last year's fly-in, Chev and Terry at Opotiki are keen to offer the experience all over again. An invitation is therefore extended to all flyers everywhere to join with them again this year for the 2011 Opotiki Spring Fly-in.

It's always an excellent way to dust off the winter blues and to kick off the summer flying season. So throw those dust covers from off your flying machines, tickle the engines into life, clear the calendar of all things less important and wing your way over to the Eastern Bay.



The usual draw cards will await you:

- *Completely un-programmed weekend – come and go as you please and fly off to where-ever you want with who-ever you want.*
- *Heaps of scenic flight opportunities (last year groups did the Gisborne / East Cape loop, while others went to White island, or toured the scenic Ohiwa harbor, etc)*
- *Unrestricted airspace and great flying conditions*
- *No landing fees ☺*
- *Plenty of good food and bevs*
- *Comfy accommodation in town for the overnights. We will provide a \$2pp shuttle to and from the field.*
- *Slightly less salubrious accommodation on field for the hardier ones, but still excellent toilet, shower and kitchen facilities.*
- *And of course, the great hospitality*

Arrive in time for BBQ lunch on Saturday

Stay Saturday night for a repeat of last year's outstanding hangi/bbq dinner, followed by drinks etc around the open fire (byo or we'll shuttle into the bottle shop).

Stay overnight, and don't leave for home in the morning before you've re-fortified with a classic bacon and egg brekkie on the barbie Sunday morning

Where can you find us?



Opoitiki township viewed from the coast, looking south-east. Location of airfield is shown.

Scenic flights to take while you are in the area.

- | | |
|------------------------------------|-------|
| • Whakatane / Ohiwa Harbour return | 40nm |
| • White island return | 60nm |
| • Matahina Dam / Galatea return | 70nm |
| • Mount Tarawera return | 80nm |
| • Gisborne return | 100nm |
| • East Cape / Te Araroa return | 140nm |
| • Gisborne / East Cape Loop | 200nm |

Bring your partner / spouse / friend and come for a day or for the weekend.

If you want to stay overnight you can either camp with you plane on the field or in the clubrooms – we have toilet and kitchen facilities available - or you can stay in one of the areas friendly motels – see the list of accommodation options on the next page.

The Saturday evening meal, and other food priced have yet to be sorted out. As soon as we have done so we will let you know, but it won't be enough to stop you coming along. ☺

***If you're keen to join us for the day or the weekend,
give us a call or email so we know how many to cater for.***

Martin Taylor - ph 07 307 1975 evenings, or email kiwiflyer@hotmail.co.nz

If the weather forecast is crap we will postpone to the next fine weekend.

Opotiki Accommodation

Masonic Hotel

An historic New Zealand country pub in the equally historic, seaside, Rooms from \$30, Irish Bar with courtyard and Restaurant, Flames Bar, TAB and Gaming Room and Super Liquor off License for all of your takeaway requirements. Church Street, Opotiki.

We have pre-booked the 6 rooms at the Masonic, based on last year's popularity, so if you want to stay there, let us know.

Email: masonicsuperliquor@ihug.co.nz. Phone: 07 315 6115

Central Oasis Backpackers

Relax on the sunny verandah of our Kauri Villa, close to town services. 30 King St, Opotiki

Email: centraloasis@hotmail.com. Phone: 07 315 5165

Magnolia Court Motel

13 Modern spacious units, sleep 2-6, SKY TV, Microwaves, cooked or continental breakfasts available.

Hosts: Roger & Hayley. Corner Bridge & Nelson Streets, Opotiki.

Email: magnolia.crt.motel@xtra.co.nz. Phone: 07-315 8490

Opotiki Cottage

Step inside to the peaceful ambiance of yesteryear. A simply furnished 1920's house that can be booked on a bach basis for a family holiday by the Wharf. 40 Potts Avenue, Opotiki.

Email: reaf@xnet.co.nz. Phone: (07) 315 5831

Opotiki Holiday Park

Right on the river. Beach 3km. SKY TV in Park Motel and Self-contained units. Cabins, powered and non-powered sites. Children's playground, swimming pool, Kayak and fishing rod hire. Town with bars & restaurants within 200m. Book online at: www.opotikiholidaypark.co.nz. Phone your friendly hosts Jane & John Tiverton. Potts Ave, Opotiki

Email: opotiki.holidays@xtra.co.nz. Phone: 07 315 6050

Opotiki Hotel

Honeys Bar & Restaurant, Accommodation. Garden Bar, Gaming Room, Sports Bar, Drive-in Wholesale. Come in and enjoy our local hospitality. Church Street, Opotiki

Email: opotikihotel@xtra.co.nz. Phone: 07-315 6173

Ranui Motel

10 family and studio units. Affordable rates. Home cooked meals. 36 Bridge St, Opotiki

Phone: 07 315 6669

Riverside Backpackers

1 double/dorm. Guide for Bush/Hunting/Photos. 169 Bridge St, Opotiki

Email: geoffnash@slingshot.co.nz. Phone: 07 315 6166

Royal Hotel Hunters Backpackers

Old hotel rooms refurbished to provide excellent backpacker type accommodation. Corner Church and Kings Streets, Opotiki

Email: huntersbackpackers@xtra.co.nz. Phone: 07 315 5760

**RAANZ AGM 2011
Nomination form**

Nomination:

The Committee of the _____ club

nominate _____

as a candidate for election to the RAANZ executive.

Club President signature	
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Date	
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Candidate acceptance:

- I am a current RAANZ member.
- I accept the nomination and am prepared to stand as a candidate for election to the RAANZ executive.

Candidate signature	
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Candidate declaration:

- Please list all aviation related interests, activities and affiliations, plus any specific initiatives the candidate intends to promote as a member of the executive.
- This may be presented in writing, or in person at the AGM.
- The purpose of this declaration is to provide the AGM with sufficient information to vote appropriately.

RAANZ AGM 2011
Remit form

We submit the following remit for consideration at the RAANZ AGM:

Background/discussion supporting the remit:

Submitting club	
Club President signature	



RAANZ IA ROADSHOW 2011

Time to take the show on the road and for our Technical Officer (Colin Alexander) and others to catch up with IAs and others around the country.

The first phase of the roadshow is around the South Island-

- **Saturday Oct 8th. at 10.00am:** Russell Brodie's airfield at **Rangitata Island airfield**. (Contact Russell 03 6938675)
- **Sunday Oct 9th. at 9.00am:** Gore Aero Club rooms at **Gore airfield**. (Contact Bradley Yorke 03 2064261)
- **Saturday 15th. at 11.00am:** Motueka Aero Club rooms at **Motueka airfield**. (Contact Bob Wagner 03 5442831)
- **Sunday 16th. at 10am:** CRAC clubrooms at **Rangiora airfield** (Contact Mike Sheffield 03 3276448)

Our Tech Officer (Colin Alexander) and CEO/President (Evan Gardiner) will be running these workshops.

Colin will have a Power Point presentation relating to aircraft maintenance issues and there will be some RAANZ IA specific issues to present and discuss. But we expect the majority of the workshop will be quite interactive and will focus on the interests of the participants. We expect each one will run for about 4 hours, or even longer if there is sufficient time and interest from those attending.

We will also be including some content of value and interest to Instructors.

Important to note that these workshops are open to all IAs, Instructors, and any microlight aircraft owner/operators from RAANZ, SAC and NZAC. In fact the workshops will be promoted so that anyone with an interest in microlight aircraft operating or maintenance issues is very welcome to come along.

RAANZ will provide a light lunch at no cost to the participants.

North Islanders- your turn will come later this year.

Enquiries:

RAANZ Office: Stuart Parker	07 825 2800	office@raanz.org.nz
Tech Officer: Colin Alexander	07 574 7973	tech@raanz.org.nz
CEO/President: Evan Gardiner	03 312 8603	ceo@raanz.org.nz

A 810 10

CLASSIFICATION: Unclassified

15 September 2011

Dear Sir/Madam

Special Notice: 2011/01

Security Advice to General Aviation Operators and Flight Training Institutions

Introduction

The current Rugby World Cup (RWC) is attracting large interest in New Zealand and overseas. Past events involving the misuse of light aircraft highlight the need for the ongoing application of appropriate security controls for general aviation aircraft. This Special Notice has been reissued to remind industry of this need and offer advice in the form of suggested measures to minimise risk.

Background

As past events have demonstrated, the potential misuse of light aircraft is not confined to events of a terrorist nature. Historically within New Zealand and overseas, light aircraft have been used for illegal purposes in a range of situations. The Civil Aviation Authority (CAA) recognises that the theft or misuse of an aircraft is of great concern to pilots, owners and operators. The threats of personal hazard and financial loss alone provide a strong motivation to ensure that these acts are prevented. It remains in the best interests of owners and operators that they devise and implement measures that will prevent misuse of their aircraft.

After the 2008 Domestic Security Review, government directed that the CAA and the Aviation Security Service (Avsec), with the assistance of Airports Council and identified regional aerodromes, established regional security committees. These were well received.

Just prior to the RWC, a senior Avsec Officer travelled through New Zealand to several other smaller general aviation aerodromes and liaised with operators, tenants and stakeholders where security awareness was discussed as well as highlighting the security of aircraft.

The diverse nature of the general aviation environment and the range of security risks that may arise, make reliance on any one particular form of security control impractical. In addition risks are not confined to any one industry sector and may also vary in nature across these sectors.

Accepting this, there is a range of measures that, when applied in a practical and common sense manner, can serve to mitigate potential risks.

Suggested Security Measures

These measures are not requirements and are offered as suggested means to address potential risks. It is accepted that not all may be relevant and practical in any one situation having regard to the nature of the operations concerned and the type of aircraft involved. They are offered for consideration by owners and operators.

- Establish the identity of an individual hiring or leasing an aircraft by means of photo ID unless aware of the hirer's identity.
- Examine pilots' licences and medical certificates for any indication of tampering or falsification.
- Require medical certificates (for positive identification purpose) prior to a student commencing a continuous course of training, i.e. after trial flights.
- Ensure aircraft keys are removed and placed in secure storage while the aircraft is not in use or when unattended (if practicable). When stored, keys should be placed in a separate lockable container to prevent them from being readily available to any person illegally entering a building.
- Ensure aircraft are appropriately secured when not in use and unattended so as to prevent flight by unauthorised persons. Suitable measures may include:
 - Wheel locks or clamps; or
 - Lockable control locks; or
 - The aircraft being chained or padlocked to a permanent tie down point; or
 - The aircraft being inside a locked hanger.

CAA acknowledges that the specific measures suggested above may not be suitable or practicable in all cases. In addition any measures that may be considered appropriate by owners and operators will need to be clearly visible and implemented in such manner that safety is not compromised.

- In relevant cases consider your organisations' access policy if airside access is gained from your premises. For example:
 - Has your organisation established a policy;
 - Is access controlled and monitored sufficiently;
 - Are personnel aware of the policy and security issues and prepared to challenge strangers attempting to gain access through your premises?
 - Encourage proactive participation in aircraft security and heightened awareness measures. In relevant cases this should include encouraging any staff under your control to 'query' unknown persons on ramps, near aircraft, etc.
 - Be aware of suspicious persons, behaviour and incidents. These may include but are not limited to:
 - Persons loitering for extended periods in the vicinity of parked aircraft, or other areas deemed inappropriate;
 - Pilots who appear to be under the control of another person;
 - Persons wishing to hire aircraft without presenting proper credentials or identification;
-

- Persons who present apparently valid credentials but who do not display a corresponding level of aviation knowledge;
 - Any pilot who makes threats or statements inconsistent with normal uses of aircraft;
 - Events, circumstances or behaviour that does not fit the pattern of lawful, normal aviation activity.
- Ensure that any suspicious situations are promptly reported to your nearest Police Station.

Any persons seeking further information or guidance should contact the CAA Security Regulatory Unit on (04) 566 5271.



Murray (Hugo) Porter
Acting Manager Security
for Director of Civil Aviation