

## **RAANZ AGM2015**

### **Technical Report**

Perhaps I shouldn't begin this year's report with "WOW. I can't believe a year has passed already!" which is a line I have used a few times before.

The last twelve months have been an extreme challenge for me personally and also as technical officer of this organisation. We have had an incredible amount of feedback whilst on our IA roadshow which has been very positive.

I certainly enjoyed meeting so many people and being given the benefit of their experience and stories. We have so much to learn.

I wish to express my gratitude to all who assisted and those that made such a great effort to attend.

The challenge that we now face is how to improve and carry out our tasks and responsibilities even better. In reality, the aircraft we are flying are becoming increasingly more sophisticated and the level of expertise to pilot and maintain these aircraft is ever increasingly more demanding.

To add to this, we are also furthering our education and understanding which means that some decisions we made in the past might not necessarily have been totally correct or the best decisions. I myself am a culprit of this and once I have understood these requirements more clearly, I have tried to share this knowledge throughout.

So, if I neglected to do something last time or got something wrong last time, this does not give me licence to continue to make the same mistakes over and over. These acts are never intentional and the job of an inspection authority is a difficult one.

We owe a great debt of gratitude to the IAs out there.

We as IAs and aircraft owners and operators need to ensure that we understand our responsibilities for the airworthiness of microlight aircraft.

We need to ensure that if the manufacturers of the aircraft have a flight manual and or a maintenance manual, that the aircraft is maintained and operated in accordance with these instructions.

This action is required to satisfy rule part 103.207 which states that in order to revalidate a flight permit, any inspection, replacement, overhaul or any other maintenance of the microlight aircraft or its engine or engine components that is considered mandatory by the manufacturers has been complied with.

Also 103.209 states that where a class 2 microlight is modified in any manner that may affect the airworthiness of the aircraft, the operator shall ensure that the aircraft is re-inspected and re-assessed for compliance with 103.207 before further flight.

We need to ensure that before we present our aircraft for annual inspection that these criteria have been met.

We are coming under increased scrutiny by the regulators and need to ensure that our house is in order.

We can no longer hide behind the fact that it was done a certain way last time.

I know that the IAs are trying to upskill and we are most grateful for the great effort these guys are making and have made. On the other hand, we want to keep things as simple and safe as we possibly can.

We have been given the green light for the compilation of our own log books for your aircraft. This is a huge shift for the CAA and we look forward to the implementation.

Your executive has been and still is working on numerous projects with the CAA such as registration and aircraft certification etc. These tasks do not get resolved quickly and require a huge amount of work.

I would like to thank my fellow executive members for their huge support and wish you all the very best for the festive season with fair winds, clear skies and safe flying.

Colin Alexander