

RAANZ President's report 2018

This has been a particularly busy year for RAANZ. Our membership has been steadily growing with a count of just under 700 members and 250 current aircraft on the RAANZ register.

The RAANZ exec has been working hard on a number of issues that benefit our sport and the wider community in general.

To mention a few big-ticket items:

We submitted a proposal to the NZTA for a fuel tax exemption, along with other advocacy groups, as a majority of our aircraft operating on petrol/mogas do not use the roads in a conventional sense and road tax for planes does not make sense, at least not until the flying cars are more commonly available anyway.

If you are an aircraft owner or generally informed you will know about the Part 103 engine calendar life /TBO/On condition issue. A recent interpretation change of a rule part triggered a widespread concern amongst our members. After multiple discussions with CAA and a face to face meeting in collaboration with other Part 149 organisations we have submitted a final draft of a Part 103 on-condition engine escalation program. This will allow our members to operate these aircraft engines on-condition and still be in compliance with the Civil Aviation Rules. A lot of surveys, groundwork, meetings, and preparation went into this submission and I want to acknowledge and thank everyone including the external parties for all their hard work on this front. This is a significant enabler for our fleet of aircraft in New Zealand.

We have been discussing the Automatic dependent surveillance-broadcast requirement and working with the regulator to find ways to make it easier for our members to comply with this regulation. We also conducted a few ADS-B surveys and I'm sure Tech and Ops will have more detail about this in their reports.

An online Instructional techniques course which has been under development for a couple of years was completed and trialed with some instructors from the Canterbury recreational aircraft club this year. This course was developed mainly to support and enable our ATOs and Senior Instructors who currently perform this mentoring role for experienced pilots wanting to become instructors and standardize the techniques across our Instructors. We are finalizing some minor admin details and improvements and this will be available for all our instructors and ATOs. We will look at a demo of this shortly after my report.

We have also been doing some damage control for “bad press” in the background and would like to take this opportunity to remind our members that we are all part of the same team and we represent the group in its entirety when we are in the air. When one of us is misrepresented it reflects badly on the organization as a whole. We are co-operators not competitors and the best result comes to our group with everyone doing what's best for themselves **and the rest of the group.**

It's been an absolute pleasure working with a great team and the support has been overwhelming. I thank you all for the good work.

Lastly, this year our sport has witnessed some tragic events resulting in loss of life. I would like the members present here to stand with me for a moment of silence in remembrance of our fellow aviators who we have lost over the years.

Live Long & Prosper

Thank you

Easwaran ICEMAN Krishnaswamy