

Certainly 2020 will indeed be a year to remember.....unfortunately for all the wrong reasons. But like most other organisations we have continued to function and tried our best to deal with issues as they are presented to us. Perhaps the most challenging regulatory issue has been the on-going negotiations with CAA to address our need for an appropriate 'on condition' program to apply to microlight aircraft and engines that have either time or calendar expired components. I would also like to acknowledge that the progressing of this process has to a large degree been due the effort and expertise that Colin Alexander has brought to the program. Colin will step down as Technical Officer this year and while we are very appreciative that Stan Hyde has accepted the position of Technical Officer, we are certainly very appreciative of Colins many years of service to our members. Not only just relating to aircraft maintenance issues either – Colin has always offered his wise counsel on all things aviation and this has been a valuable contribution to the executive committee and its deliberations.

Going forward there is a need to pay attention to several regulatory issues to enable continuing compliance with our part 149 exposition.

- Our 'On Condition' program so far has been a 'provisional' exercise only and early next year we will need to negotiate with CAA a process to progress this status to a more 'final' promulgation.
- Next year also CAA will conduct its 5 yearly Audit of our organisation before deciding if we comply with all those matters required before allowing the certification of re-entry as a part 149 Organisation. During this process it will be the task of all our Senior Persons to convince CAA that RAANZ complies with all those matters that make up our Exposition – and if not why not?
- Some of you may be aware that 'Flight over a built up area' is moving towards an entrenched position within CAA that may prove difficult to negotiate our way forward - if common sense doesn't prevail. This is not a new issue. We have several airfields in NZ that have always been impossible to access for take-offs or landings without our aircraft flying over a built up area in that process. In the past CAA have accepted that as long as our aircraft have access to a safe landing within gliding distance during the landing or take-off phase that this broadly meets their safety provisions. Of course we will argue strongly that our aircraft and in particular our engines and propeller combinations are so much more reliable than they were previously, that the perceived risk has diminished over time. There just has to be a sensible solution that makes sense, or there could be a large number of pilots adversely affected