



DUAL CONTROLS

// WHO CAN CHANGE THEM //

Installation and removal of dual controls is not routine maintenance and cannot be carried out by a pilot under a Part 61 licence.

Well, why not? A dual control is often easy enough to remove. Indeed, they are often designed to be easily removed and installed, as role equipment.

But that, says CAA's airworthiness chief advisor Warren Hadfield, doesn't mean pilots can plunge ahead and do it without regard for safety.

"Changing a dual control is safety-critical maintenance. The potential consequences of getting it wrong include loss of control of the aircraft in flight."

CAA aviation safety advisor John Keyzer has plenty of examples of seemingly simple work on dual controls being done by a pilot – and disaster following.

"Regardless of the aircraft type," says Warren Hadfield, "the simplicity of the control system, or the experience of the person conducting the maintenance, the removal or installation of any dual control must be carried out in accordance with acceptable technical data and be subject to a duplicate safety inspection before being released to service."

That inspection is to confirm that, following maintenance, the control system functions correctly, and is correctly assembled and locked.

"It provides that vital extra layer of safety," says Warren.

Even if the pilot is trained by a LAME and authorised to maintain their aircraft, they will be unable to remove and install dual controls, as the work requires that subsequent inspection.

The only exception is if the pilot is the holder of an appropriate certificate of maintenance approval issued by CAA.

In 2017, John Keyzer told *Vector*, “This is really important. If the job is so safety-critical that it needs that subsequent inspection, a pilot cannot do it as ‘authorised maintenance’.

“It’s a higher bar to help prevent accidents.”

In the Nov-Dec 2014 issue of *Vector*, the article “Dual control change” advised that, if the manufacturer permitted a pilot to do dual control changes, the rules allowed for this as routine maintenance under Part 43 Appendix A.1 (10).

That was incorrect. The work should actually be considered a change of role equipment, under Appendix A.1 (6).

The Nov-Dec 2017 *Vector* article, “Someone told me I could,” made the correction, and said, “An incorrectly installed set of dual controls could possibly lead to a loss of control of the aircraft or an engine hot start. Instances like this happen less often than they used to, as people become more aware of the importance of doing things right. But there are still too many instances of this sort of occurrence for anyone to be complacent”. ➡

// MORE INFORMATION

Part 43, Appendix A.1 (6) includes limitations on the installation and removal of role equipment by a pilot.

If a pilot wants to carry out any maintenance outside the scope Part 43, Appendices A.1 and A.2, they must apply for a certificate of maintenance approval (issued under Part 66).

To apply for a certificate of maintenance approval, email licensing@caa.govt.nz.

Comments or queries?

Email warren.hadfield@caa.govt.nz

VNCs – YOU GET A SAY

Did you realise that you can apply for changes to the visual navigation charts to be considered?

// ASK FOR A CHANGE

To ask for a change to a VNC to be considered, send an email to aim@aeropath.aero.

All requested changes are reviewed and ‘sanity-checked’ by the CAA’s aeronautical team and the updates are then made by Aeropath, which produces the charts.

If you’re making a submission for a change to any information on the VNCs, please be as specific and detailed as possible.

For example, if you’d like to advise of new hazards in an area, then providing coordinates, photos or a description of the hazard is very helpful.

The more information you provide, the more likely your change will be accepted.

Visual reporting points versus ‘local’ places

Some of the feedback received over the past year has been in relation to the loss or renaming of place names on the charts where in many cases those locations were used by local pilots in position reports.

There are two main challenges with making position reports using ‘local’ names. Firstly, these locations may not be prominent on the charts, making them difficult to find for non-local pilots. Secondly, topographical and cultural features such as terrain, spot heights, rivers, roads, towns and cities are updated annually from the official data held by Land Information New Zealand. This means their names can and do change over time. »