



From the Director

As we head into December, and hopefully a great few months of flying, it's important to think about what you can do to help ensure New Zealand's skies are safe this summer.

In this edition of *Vector* we take a look at flyaways and summer flying safaris. We talk about how proper preflight briefings and ongoing oversight from someone within the flying group can make a significant difference to how safely these events run. So make sure you read the full story on page four.

We also go back to basics, with a story providing a timely reminder of the importance of making some fundamental checks before you even leave the hangar: a review of the latest weather forecast and all relevant NOTAMS.

Finally, now is a great time for aircraft owners to book in their aircraft for ADS-B installation. The government's announcement of a \$12.5 million ADS-B transponder grant programme means that owners of eligible New Zealand-registered aircraft, who install appropriate ADS-B OUT equipment, will be eligible for a grant of up to \$2500 plus GST to help with the costs of purchasing and installing equipment.

The grants will be retrospective to 14 June 2014, and will be allocated on a first-in, first-served basis. So make sure you talk to your avionics provider now and lock in a time for installation. The process to apply for a grant is still being worked through, so keep an eye on our web page, aviation.govt.nz/adsb, for updates.

From all the team here at the Authority, have a fantastic Christmas and New Year break, and enjoy your summer flying.

Regards,

Graeme Harris

FLYING LIMITATIONS

If your aircraft has a special category airworthiness certificate, or is a microlight, you need to be aware of the rules about flying over 'congested' areas.

A couple of recent incidents involving an ex-military aircraft have highlighted that some pilots may not be aware of the limitations about where they can fly.

According to rule 91.105(c), except for taking off and landing, the pilot of an aircraft with a special category airworthiness certificate (light sport, experimental, primary, amateur-built, exhibition, and limited) cannot fly over a congested area, unless authorised by the Director.

According to Part 1, that means "...any area which is substantially in use for residential, industrial, commercial, or recreational purposes".

The Director does grant authorisations in special cases, such as a one-off commemorative fly-past of ex-military aircraft.

Even if air traffic control clears the pilot of such an aircraft to depart over a congested area, the pilot needs to inform the controller they cannot comply and request another route.

"It's not up to ATC to know the category of your aircraft and any limitations on where it can fly," says Paula Moore, CAA's team leader of adventure aviation flight ops. "That responsibility lies with the pilot."

In a similar way, rule 103.155 says the pilot of a microlight shall not operate over a city or town, and this includes when taking off or landing. ⇨

