

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. »

Visual reporting points were created to solve this problem. A VRP is a formal location put on the charts to provide a common reference point for position reporting. It's made prominent with its own symbol so it's easy to locate on the chart.

If you often refer to local place names that are not prominent landmarks or large towns, then you can request a visual reporting point be created and added to the VNC.

Any application for a new VRP should consider if:

- it relates to a prominent geographical feature
- it can be easily recognisable when voiced on the radio
- there's no possibility of confusion with any other reporting points in the same area.

If your proposed VRP meets these requirements, you can apply for a new VRP to be created.

To do this visit: aviation.govt.nz > forms > 24071-01 *Application for designated airspace or visual reporting point.*

Make sure your feedback arrives on time

The VNCs are updated annually and become effective on the 12th AIRAC¹ cycle of the year (November/December).

The process to update the charts, however, starts much earlier than this. In 2022, all submissions for chart information updates, therefore, need to be in with the CAA by mid-April. If your request is complex or large, it will need to be with the CAA long before that.

The dates do move slightly each year with AIRAC cycles, so make sure you check them at aviation.govt.nz > **airspace and aerodromes > aeronautical information publication.** ➤

// CHANGES AND ADDITIONS

Check in each current AIP Supplement contents section for the *Visual Navigation and Planning Chart Amendments*. These give you the most up-to-date changes and additions to the current VNC.

Comments or queries?

Email aeronauticalservices@caa.govt.nz

¹ Aeronautical information regulation and control – ICAO

ABOUT THE LOGBOOK, THE WORK RECORDS, AND THE AIRCRAFT OPERATOR



Are you confused about the use of the CAA maintenance logbooks? How about the details contained in logbooks and work packs? And about who's responsible for the whole darn lot?

The logbook

Part 1 *Definitions and abbreviations* says 'maintenance logbook' refers to the CAA 2101 aircraft logbook, the CAA 2110 propeller logbook, the CAA 2158 engine logbook, and the CAA 1464 'aircraft airworthiness directives, aircraft modifications, engine and propeller installations' logbook.

For details on what's entered in the various logbooks, check out rule 43.69 *Maintenance records*.

The inside cover of each logbook contains the instructions for its use, including that all sections are mandatory (to complete).

