



THE ROLE OF FLYING NEW ZEALAND



Sport and recreational flying at its best!

The Role of Flying New Zealand

Flying NZ is a more easily recognised marketing name for the Royal New Zealand Aero Club Inc. The RNZAC was originally known as the "New Zealand Aero Club" when it was incorporated in 1930. It was granted a Royal Charter and became the Royal New Zealand Aero Club in 1936.

Flying NZ is a National body elected by affiliated Aero Clubs and their members to represent them on aviation issues and to carry out the day to day administration of Sport and Recreational aviation in New Zealand on a national basis.

Governance of Flying NZ is provided by an Executive Committee elected on a regional basis by member Clubs and administered by an Executive Secretary. RNZAC/Flying NZ has a proud tradition of representing aero clubs at a national level for some 81 years. Currently it represents some 42 aero clubs and about 3600 affiliated club members, making it one of the largest aviation organisations in New Zealand.

Having Flying NZ, a large well respected organisation, representing them gives affiliated clubs and their members the opportunity to have input into aviation policy at Government level through various State organisations; Civil Aviation Authority, Airways NZ, Ministry of Transport etc. Flying NZ is well recognised in this arena and has represented its members with considerable success in recent years.

Flying NZ is an important member of the NZ Aviation Federation (NZAF), a body formed amongst most GA recreational and sport aviation activities, to ensure that all aspects of GA aviation can speak with the regulatory authorities from a common and agreed point of view. This relationship has proved to have had a very positive effect for Flying NZ and ensured that many of our concerns or proposals have the support of other areas of the GA community.

What are some of these representations?

Submissions to the regulatory authorities are becoming more prevalent and important as "cost recovery" by these organisations has become the main focus, often at the expense of common sense and expediency. In past years the Royal New Zealand Aero Club was instrumental in ensuring many of the safety and airspace requirements which we currently enjoy were put in place through the various regulatory authorities. That history can be traced right back to 1930 when RNZAC, in its formation year, made representations to the Meteorological Department for special weather reports, with particular reference to visibility. Eighty years later we are still involved in issues relating to Met Service reports and flight planning. From 1932 to 1934 a major focus was on representations to the new Air Transport Licensing Bill before Government, to legalise Flying on a Sunday. One would like to think we have moved on since then!

In particular, in the past two years, Flying NZ made a significant submission on the proposed CAA NPRM Part 61 rewrite and, in particular, the effect the proposed Part 141 changes would have on the operations of many of our Aero Club members. Even our larger member Clubs who have already undertaken Part 141

certification would have increased cost compliance placed upon them. The effect of the proposals on smaller clubs who only undertook flight training to the PPL level, BFR's and type ratings would have been to cripple many of them. Flying NZ was able to demonstrate, factually, the effect that such a rule change would have on their financial viability and that this was totally unsustainable.

Flying NZ does not have an issue with the requirements of Part 141 in training standards and requirements for CPL training and above, but does not believe those regimes are necessary for flight training at PPL level. Flying NZ ensured that in our submission we did not take a negative approach to the proposal, unlike many submitters, but rather focused on solutions. This led to several meetings with CAA which then after taking onboard our proposals, reissued the NPRM to better reflect the training needs of our aero clubs. Currently this NPRM is still awaiting Ministry of Transport signoff. Flying NZ's ability to work alongside CAA in producing a workable solution was a major success for our aero clubs, and is a clear example of the necessity of an organised National body being able to represent its members in a positive way.

In 2010, CAA released a Review of Funding and called for submissions. Flying NZ responded and made a lengthy submission. Our submission, in the main, was largely critical of the manner in which CAA proposed implementing significant cost increases for its services. These submissions have been summarised on the CAA website and a final report is yet to be issued. From a Flying NZ perspective, the proposed cost increases could not be justified under the proposed models and that a Value for Money (VFM) exercise be undertaken first to establish efficiencies and needs.

In 2010, and in 2011, Flying NZ made submissions to Airways NZ relating to proposed increases in Airways charges and, in particular, as it applied to Hamilton and Tauranga Airspace. We have been able to support Waikato Aero Club, upon whom the proposed charging regime will have a significant negative effect, in dealing with Airways NZ. A second round of submissions has just been made after Airways NZ reviewed all interested party submissions and we are currently awaiting that outcome. The issue here is that if AIRWAYS NZ is able to implement their original proposals for Hamilton and Tauranga airspace, then the remaining airspace charges at other locations will be greatly threatened and other aero clubs will face similar negative impacts.

Flying NZ has been working very closely with a GA working party over the last five years to ensure the passage of the Recreational Pilot Licence through the various stages of CAA Rule making. This has been a particularly time-consuming and often frustrating exercise in ensuring that the RPL came to fruition. While the RPL is now law, the battle is still not complete as CAA omitted a major component, one would hope merely in oversight.

The current law does not allow solo training without a Class II medical making it impossible to obtain a RPL without first having had a PPL. This completely contradicts and negates much of what we intended the RPL to be. Needless to say this is very much an ongoing issue, but serves to illustrate how lengthy the Rule-making process is and how one has to be continually involved at this level to be able to achieve the ultimate required result.

Flying NZ has also had an input into the TAIC inquiry in GA pilot training standards which is currently being undertaken by the organisation. There are some significant issues that need to be addressed nationally and we await the outcome report from TAIC.

Of greater concern to Flying NZ is the apparent apathy of many of our member clubs to such proposals put forward by the regulatory authorities. Flying NZ undertakes the role of submitting on behalf of its member clubs so as to reflect the voice of over 3600 members, but in every case clubs are also invited to either submit submissions themselves or forward any thoughts, proposals and concerns to us so we may include them in our submission. In the case of the CAA Funding Review, only two Flying NZ club's made individual submissions and shared that information with Flying NZ. In the case of Airways NZ, only Waikato Aero Club made a submission. The lack of individual submissions is indicative of the view by clubs that either Flying NZ will look after their interests (a task we accept is our role) and no additional input is necessary or clubs are not up to date or fail to understand the realities of what is proposed. Perhaps some clubs cannot be bothered about the impact that regulatory change may have on their activities.

How else does your Club benefit from Flying NZ membership?

Flying NZ has a number of activity and member building initiatives designed to help keep Sport and Recreational Flying activity buoyant in this country.

YOUNG EAGLES



Flying NZ organises and administers the Young Eagles Flying programme which has been taken up by many of our aero clubs. If your club has taken part in this programme, it illustrates the commitment you have made to the importance of youth being interested in aviation and being able to foster that interest and allowing them the opportunity to develop that interest. Participating clubs have been able to have some of their Young Eagles enter and subsequently receive scholarships offered by Flying NZ to commence their pilot training. These scholarships

(five awarded annually) have proven to be a great catalyst in starting young people's aviation careers with some of our early recipients now realising their dreams Flying commercial airliners.

INSTRUCTORS SEMINAR

Flying NZ recognises the value of ensuring that one of your club's greatest assets is its flying instructors. Through the annual Instructors Seminar, club instructors have the opportunity to take part in additional learning opportunities. Through sponsorship from AIRWAYS NZ we are able to offer club instructors that opportunity at RNZAF Base Ohakea. Full accommodation, meals, seminar costs and partial travel expenses are offered.

INSTRUCTOR COUNCIL

The Flying NZ Instructor Council closely monitors Flying activity and the application of rules to ensure that member clubs adopt the highest safety standards possible. The council works closely with CAA on safety initiatives affecting GA.

MICROLIGHT PILOT CERTIFICATION

Flying NZ, under its part 149 exposition is able to offer full microlight pilot certification to member clubs. This FNZ Certification process saves your members from having to pay additional affiliation fees to other Part 149 organisations (e.g. SAC, RAANZ) for pilot certification and allows clubs to keep microlight activity in house.

CLUB MEMBERSHIP CARD

Flying NZ produces club membership cards for affiliated clubs at no cost to your club. The card which is personalised with your club logo and contact details not only serves as your club membership card but also is proof of membership of an affiliated Flying NZ club when visiting other aero clubs. This is important in receiving reciprocal rights and in the case of Canterbury Aero Club, being able to access airside without AVSEC involvement.



WEBSITE

The Flying NZ website is a valuable tool in the promotion of aero club activities. Your club has the opportunity to promote itself not only on the club location portal but also to have its newsletter and other material made available on the web.

As well as promoting sport and recreational Flying, the website has a large amount of resource material available to clubs on a host of aviation and club related matters. Flying NZ receives a considerable number of requests via its website, particularly from visiting overseas pilots regarding flight opportunities and aircraft hire availability and we are able to direct them to the club that best matches their requirements. This also applies to flight validation requirements by CAA.

COMPETITION Flying

Most Flying NZ Clubs are strong and active in competition Flying. The ability for pilots to up skill themselves in a competitive environment is a very important part of Club activity. To be able to represent your club at a regional and national level adds an additional layer to sport and recreational flying and the Flying NZ competition structure encourages this. Such a structure of regional



and national and international competitions is a major factor not only in our ability to maintain a competitive edge over our trans-tasman colleagues, but it also advances the knowledge and skills of our pilots and has considerable safety benefits in ensuring their skills are continually being tested and enhanced.

PILOT PROFICIENCY BADGES



This is another example where Flying NZ is able to recognise the skills and achievements of its club's member pilots. Several clubs utilise the proficiency badges to recognise milestones e.g. PPL issue so that the pilot member has recognition from the club and the parent body of their achievement.

EMPLOYERS ASSOCIATION

As a member of the EMA, Flying NZ is able to offer its member clubs full access to all rights of that membership to EMA. This has proved to be a valuable tool for some clubs, saving them considerable costs not only in legal advice but in ensuring the Club is able to follow the right procedures should that be necessary. Clubs, like other businesses, are often faced with employment issues and other related matters and to have that advice available has proven most worthwhile.

FAI REPRESENTATION

Flying NZ has other areas in which it operates. It is the National Air Commission (NAC) for the Federation Aéronautique Internationale and co-ordinates within New Zealand those activities which relate to this International Air Sports body. This is very important for record recognition of aviation related activities and the issue of Air Sporting Licences to enable NZ pilots of all disciplines to be able to compete overseas in various Air Sport competitions.



AWARDS

As the National Air Commission (NAC) for the Fédération Aéronautique Internationale, Flying New Zealand receives recommendations, and/or makes submissions to this International Air Sports body for awards to New Zealanders who have made a significant contribution to sport aviation in our country. Outstanding aviation events are also recognised. The FAI, through Flying NZ also records world records. Many such awards have been conferred over the years.

Flying NZ also has National awards including the Flying NZ Safety Award and the Flying NZ Service Award which are made to worthy recipients or Clubs, on a regular basis.

VOLUNTEER ORGANISATION

Flying NZ, apart from its Executive Secretary, is made up of volunteers, who give their time and experience to ensure that the interests of club members are upheld wherever practicable at all levels, be it club, regional or national. They do this with a willing heart and often at considerable cost to themselves. It is this strength of working together which reinforces the importance of collectively being able to face the ever increasing issues prevailing in the aviation scene.

Flying NZ - Sport and Recreational Flying at its best!