

care (without medical insurance), cost of family travel if someone is hospitalised, cost of near-hospital accommodation, cost of aircraft wreckage removal and transport, and cost of aircraft repairs and storage.

Not following the Civil Aviation Rules may mean the insurance company will not pay out.

But by not checking the NOTAMs this pilot has also subjected himself and his passengers to a psychological toll not easily measurable, but nonetheless very real: distress, pain and discomfort, possibly extended recovery from injuries, possible lifelong after-effects.

There may be an impact on the pilot's medical – in a serious accident, it's possible they will never be fit enough to fly again.

And in the most extreme case there's the possibility of regulatory action.

The cost of obtaining a NOTAM or AIP Supplement is nil. The cost of an accident – possibly thousands.

So, what is your life worth? ➔

// RULE 91.217 PREFLIGHT ACTION SAYS:

Before commencing a flight, a pilot-in-command of an aircraft must obtain and become familiar with all information concerning that flight including —

1. where practicable, the current meteorological information; and
2. the fuel requirements; and
3. the alternatives available if the planned flight cannot be completed; and
4. any known or likely traffic delays that have been notified by ATS; and
5. the status of the communication and navigation facilities intended to be used; and
6. the current conditions of the aerodrome and runway lengths at aerodromes of intended use; and
7. any take-off and landing distance data contained in the aircraft flight manual; and
8. in the case of aircraft powered by two or more engines—
 - engine inoperative procedures; and
 - one engine inoperative performance data.

IT'S YOUR EXPOSITION

When done well, an exposition can become a powerful tool for both decision-makers and employees.

Every certificated organisation will have prepared an exposition as part of their initial certification process.

The exposition is a manual detailing the policies and processes that underpin the way the organisation goes about its day-to-day business.

It's more than just a regulatory requirement to demonstrate compliance with applicable Civil Aviation Rules.

It's also an essential component of building an organisation's safety culture.

An organisation can either write it themselves or they can get a contractor to write it for them.

But the exposition ultimately belongs to the operator or organisation, so it is their responsibility to ensure it is correct.

Check before you submit

CAA Airworthiness Inspector Steve Shaw says there's nothing wrong with organisations engaging the services of a manual writer or consultant, but he has a word of warning.

"There's been a considerable amount of time and money wasted due to operators not taking responsibility to review the exposition themselves before it's submitted to the CAA," says Steve.

"To avoid that happening organisations should work and collaborate with the manual writer during the process."

The exposition belongs to the operator so it has to be written for their type of operation.

"Decisions about the exposition are the responsibility of the senior persons, in particular the chief executive and/or safety/quality manager, not the manual writer. This also means that the relevant senior person must be the one the CAA deals with when it comes to decisions on the exposition rather than the contracted writer." »

// An exposition should be written in such a way that it can be used as a training manual. //

- » Steve says some of the problems stem from the belief that one size fits all.

“Expositions are specific to each individual operator. We’ve had problems with operators not checking expositions they’ve had done by a manual writer before they forward it to us. That’s where the issues arise, because it’s not the full story of how they do things.”

This is even more important in an SMS context as referred to in Part 100 *Safety Management*, which states:

The organisation’s system for safety management must correspond to the size of the organisation, the nature and complexity of the activities undertaken by the organisation, and the hazards and associated risks inherent in the activities undertaken by the organisation.

Steve says an exposition should be written in such a way that it can be used as a training manual.

“After reading an exposition, anyone new should have a good understanding of how the operation works.”

Steve says bigger organisations will commonly have multiple people contributing to their exposition, covering the specific area of expertise that relates to them.

He says smaller operators can keep it simple, but must involve any other organisations that provide services, to make sure the exposition covers all activities.

“If you’ve got a chief executive of a very small organisation for example, they will typically write the exposition. But if they do any contracting out, they also need to involve the maintenance provider for instance, when they write about their maintenance programmes.”

Any changes?

The onus is on the certificate holder to maintain an up-to-date exposition and to notify the CAA when changes are made.

If you change your company name or senior persons, which are part of your certificate, and in turn your exposition – you need to notify the CAA.

Some changes may require prior acceptance by the Director.

The CAA rules relating to your type of organisation will tell you what changes require prior acceptance from the Director. Look under the heading “Changes to certificate holder’s organisation”. ➤



// CAA Airworthiness Inspector Steve Shaw (centre), explaining a point to Bernie Robertson (left), and Jim Willcox of Aviation Radio, during an audit in Wellington.