

New Sport 'n' Rec Manager **Greg Baum**



The new manager of special flight operations and recreational aviation is looking forward to sinking his teeth into an area of aviation that is rapidly evolving.

Up until his recent appointment, Greg Baum had been working in the Aircraft Certification Unit as an airworthiness engineer.

For Greg and his team, summer is a busy time, providing authorization for airshows, while the tourist season also heats up.

The main operations the team oversees are Part 115 Adventure Aviation operations.

"That includes warbirds, tandem parachuting operations, hang gliders, microlights, and balloon flights," says Greg.

Steve Moore, the Deputy Director, General Aviation, says the team Greg leads, works with a huge range of participants in adventure aviation and sport and recreation.

"Increasing tourism means more operators applying for certificates, and current operations are getting bigger. There's quite a bit of pressure in that area," says Steve.

Another huge growth area the unit looks after is remotely piloted aircraft systems (RPAS).

Greg says, "The things that people want to do with unmanned aircraft is increasing. The technology is changing every day, which enables new areas of use never thought possible."

Last year, certification for RPAS operators was introduced (Part 102) and Steve Moore says, "there is a steady stream of applications for certificates. Each application is looked at on its merits because the rules are risk-based."

Greg, who has nearly 20 years' experience as an engineer across various industries, says he's looking forward to the challenge of working in a unique area of aviation.

"Also, because these rules are new, it's wise for the CAA to be evaluating their effectiveness – what is the impact on safety, are they having the desired effect?" ■

Protection of ILS Trial

Airways is about to conduct a trial of revised protection of ILS critical and sensitive areas procedures at Auckland, Wellington, and Christchurch aerodromes.

The proposed changes are intended to improve efficiency and capacity while maintaining safety standards.

During ILS (Instrument Landing System) operations, the ILS signals need to be protected from interference, and this is achieved by designating ILS critical and sensitive areas.

The presence of aircraft and vehicles within these areas can cause interference to the ILS signal.

The existing procedure requires separation that is very broad. This is not meeting the needs of our busiest airports, and the differing runway and taxiway requirements of new aircraft, such as the A380 and A320.

The proposed new procedures, about to be trialled, will vary the level of protection provided, taking into account the aircraft, aerodrome navigation equipment level, and weather conditions.

To assist in identifying the cause of any anomalous course disturbances, pilots should advise ATC immediately they are observed.

Pilots of aircraft flying coupled approaches should be especially alert in monitoring the automatic flight control system.

Pilots will be warned if there is an inadvertent incursion into the critical or sensitive areas.

During the trial, practice auto-landings may also be carried out at Auckland and Christchurch under appropriate conditions.

Details of the trial will be promulgated through *Aeronautical Information Circular* (AIC) 1/17. Subscribers to the AIP will receive this automatically, but it is also freely available to everyone through the AIP web site, www.aip.net.nz. ■

