

GA in New Zealand



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AOPA NZ

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Sydney

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AIRCRAFT OWNERS AND PILOTS ASSOCIATION OF NEW ZEALAND



Some statistics.

- 2600 Aeroplanes in NZ including Gliders & amateur built
- 850 Helicopters
- 1070 Microlights
- **3950 Total aircraft on the NZ register**
- Major airliners total about 150 aircraft which leaves
 - **3800 GA aircraft**

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- **1971** a group of farming friends in the lower South Island decided to form a club and named the Kitty Hawk Flying club.
- **1978** The realisation that to deal with Government they needed more profile so changed to AOPA NZ
- **1985** AOPA NZ Joined the IAOPA organisation
- **2015** we have 1116 members including family members
- There are approx. **800** pilots
- We represent over **750** of the GA aircraft in NZ

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What do we do?

- There is a huge social side to AOPA NZ with regular fly-ins around the country.
- Our upcoming winter fly-in has 180 people booked and 90 planes
- A biennial safari taking about 7 days and alternating between north Island and South Island
- Alternate years we have a fly-in golf match somewhere
- We cooperate with the Recreational Back Country Pilots (185 / 180 Cessna pilots) and have approvals for most back country strips.

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ADVOCACY

- AOPA is very active in this role and I spend most of my time advocating for GA with the Regulator (CAA) and Ministry of Transport
- **Front and Centre at the moment is a Satellite Based Augmentation System (SBAS) for Australia and New Zealand where we are cooperating with AOPA Australia to get a solution.**
- Standardisation and simplification of Rules and regulations
- We want to see CAA working closer with CASA
- We Want less red tape.

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What do our members want?

- When I am in New Zealand I hear
- **“why don’t we do what the Aussies do?”**
- When I am in Australia I Hear
- **“why don’t we do what the Kiwis do?”**
- Truth is we are individual sovereign countries
- But---- We should be working together more.
- I believe we are about to see more cooperation and standardisation.

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Medicals for PPL

- You complain about yours and we complain about ours
- USA is going for a revised medical for a PPL. Full PPL privileges on a drivers licence medical.
- UK is looking at the same
- Canada is also investigating
- New Zealand has a half way system with our recreational pilots licence (RPL)
- Australia ??
- How about we all get together and devise a new standard.

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An ICAO accepted PPL medical ? Let's use International AOPA

- 460,000 members worldwide
- Representative on ICAO (the only GA organisation to do so)
- AOPA NZ is suggesting that we should cooperate on a new standard that would allow full use of PPL, up to 6 seats, IFR, day or night, on a standard drivers licence medical
- **Then once we agree take it to ICAO and TRY to get a new revised medical standard for PPL only.**
- We need to combine all Recreational PPL organisations to push this through ICAO

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New Zealand Aviation Federation.

- In NZ we have an organisation that is self funded through investments and has 12 member organisation with 10,000 members consisting of;
- Recreational GA,
- Commercial GA,
- Gliding
- Parachuting
- Modellers (includes RPAS)
- We are individual organisations but meet every 2 months to discuss issues in aviation and are on all aviation consultation panels

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SBAS

IS the solution for safe approaches in Australia and New Zealand

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All you need in GA aircraft to fly an SBAS LPV Approach



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SBAS

- Phillip Reiss, Andrew Andersen and myself have been advocating for 2 years with CASA, CAA, Airservices and Airways to raise awareness of this vital system.
- We need this as part of the national infrastructure for both countries. Aviation cannot justify it alone and 80% of the service is used by others
- USA has WAAS, Europe has Egnos, Japan has MSAS, India has GAGAN and China, Russia and Korea are close behind.
- Do we want to be the only area that does not have LPV approaches available to all aircraft.

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Thank You

Lets work together on our issues.

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