



2018 NSS Hawke's Bay Roadshow Questions and Answers

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Director NSS
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Introduction

Following on from the successful 2017 NSS Roadshow and through high levels of interest from the Hawke’s Bay aviation community, the NSS Hawke’s Bay Roadshow Questions and Answers brings together the broad range of questions and feedback provided by aviation sector audience that attended the event on 22nd February 2018. The NSS team has attempted to record and highlight most of the questions put forward by participants at this Roadshow event. If you would like to follow up with supplementary questions or comments please feel free to contact the team at nss@caa.govt.nz

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Hawke's Bay Roadshow FAQs

Serial	Question	Answer
1	In regards to the uncertified trials, I thought you couldn't put non-certified equipment in certified aircraft?	The proposed ADS-B Rules will be performance based, not TSO specific. This means that as long as the equipment can be proven to meet the required standards, the equipment will be acceptable for certified aircraft.
2	But doesn't the aircraft manufacturer have to approve non-certified equipment for certified aircraft? Looking into uncertified ADS-B will only be helpful for uncertified aircraft.	A performance based rule is about meeting standards, not necessarily a TSO. The CAA already allows the fitment of non-TSO'd equipment via AC 43-14 Appx 4, 9, some aspects of Appx 5, and the Garmin G5 with applicable STC for example. With the rewrite of FAA Part 23 the use of performance based standards will become more prevalent.
3	If my existing GPS can do VOR/DME do I need to upgrade? (This question was more about dual fitment and redundancy)	The Rules and guidance when they become available will be clear on the requirements. But based on the proposals at present, your current gear should be suitable.
4	If VOR/DME is the contingency system, can the VOR/DME functions be contained in the same unit as the GPS.	It will depend on the internal configuration of the systems and if it can be proven that the functions have no common mode failures. For aircraft that require dual GNSS, it may be easier for 2 GPS/COM/NAV units to be redundant for each other, but for an aircraft that only requires one GNSS, one GPS/COM/NAV unit may not provide the necessary redundancy. Also to note some DME solutions are GPS based so these will also not work with a GPS system failure.
5	If Airways is saving money by transitioning from radar to ADS-B, are those savings going to be passed onto aircraft users via a reduction in CAA or Airways fees?	Airways is saving money, but not a significant amount due to the requirement for contingency surveillance systems. There will be no airspace fee changes as a direct result of the ADS-B transition. Airways pricing is reviewed every three years and proposed changes to GA charges are consulted with industry. These fees relate to the cost of Airways services provided, not just expenditure on infrastructure.
6	Will ADS-B replace my Emergency Location Transmitter?	No. ELT is the only equipment designed to work after a crash. ELT has a separate power source, unlike ADS-B. ADS-B's primary purpose is in-flight position for surveillance, not post-accident tracking. The ELT Rules are currently being updated so that they are performance based which will mean that if another device comes on the market that can achieve the same performance standards of ELT it will be

Serial	Question	Answer
		acceptable to use in place of a current ELT.
7	If I have NZ certified kit will I be able to fly into US airspace?	It is up to the operator to ensure that they can meet the requirements of the State they are flying into. US ADS-B standards are higher than the proposed NZ standards, so if you are intended to fly into the US you will need to check your equipment can meet their requirements. Some ADS-B test equipment have test routines which will test against FAA requirements and can give a pass/fail against those requirements.
8	Do we need to be worried that the scope of the ADS-B mandate will expand into uncontrolled airspace?	No, the Government has already agreed to the mandate as part of the National Airspace and Air Navigation Plan. There is no intent to expand the requirement for ADS-B into uncontrolled airspace. However, ADS-B can still offer benefits in uncontrolled airspace. We also note that in the long term, the aviation system will continue to develop and the surveillance requirements or airspace classifications may need to be revisited.
9	What are typical PBN approval process timeframes? I have been waiting 12 months for a PBN approval.	We recommend that you contact the CAA Airworthiness Team (airworthiness@caa.govt.nz) to discuss your application.
10	Can you approve PBN combinations you have already seen straight away?	Yes, in theory, it will be more straightforward, but it is all on a case by case basis depending on the information available from the manufacturer.
11	Has consideration been given to allowing VFR pilots to use IFR en-route in the event of bad weather (and return to VFR on approach)? They regularly do this in Europe.	It is already possible to transition from VFR to IFR and back to VFR flight. This can be done by filing a flight plan on the ground or in the air but can only be used by pilots who hold a current full instrument rating. We are aware that some countries have a lower class of instrument rating, sometimes referred to as an IMC rating; there are no plans to introduce an equivalent in NZ at this time.