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**Subject: Submission - Civil Aviation Act 1990 and Airport Authorities Act 1966 review consultation**

**This submission refers to Item B4: Provision for the recognition of overseas Medical Certificates**

Attn: Bev Driscoll

NZONE Skydive have for some time now, been in contact with CAA re the question of the acceptance of overseas Medicals Certificates.

CAA contacts have included: [REDACTED]

**NZONE Skydive is seeking a rationalisation of the current CAA Class 2 Medical requirements, in particular, the rewrite of the current rule preventing overseas Tandem Masters from operating within New Zealand on their valid, foreign issued equivalent Class 2 Medical.**

**CAA presently require either the issue of a CAA Class 2 Medical or the application and issue of an individual exemption prior to operating as a Tandem Master within New Zealand.**

**NZONE Skydive has no issue with the requirement that, once an overseas medical expires, a CAA Class 2 Medical becomes mandatory.**

As a preliminary, to ensure our concerns already expressed continue to be addressed by those involved, this submission also includes paraphrased key points of the earlier communication:

[REDACTED]

**Sent:** Tuesday, 2 September 2014 1:14 p.m.

**To:** Graeme Harris

**Subject:** Overseas Class 2 Medicals

*At the recent funding meeting in Queenstown there was a lot of discussion with regard to CAA accepting comparative medicals from overseas - in our case Class 2 Medicals.*

*For the last 25 years we have recruited seasonal Tandem Masters from off-shore for the New Zealand summer season. We have a comparatively large industry with a small Tandem Master population to draw expertise from – despite our best efforts to train and retain Tandem Masters, the requirement to recruit seasonal Tandem Masters from off-shore will always be the case.*

*The CAA medical has been the subject of industry wide condemnation over the excessive cost.*

*The issue NZONE Skydive has, is that all Tandem Masters worldwide already hold the equivalent of a Class 2 Medical, with the associated documentation.*

*Regardless of this, CAA require a New Zealand issued Class 2 Medical prior to operating as a Tandem Master. The additional time and cost of the medical examination and the increased CAA fee is affecting the ability for NZONE Skydive to attract Tandem Masters to fill these roles.*

*NZONE Skydive's experience has been that off-shore ICAO Class 2 Medicals are equivalent and often superior to the CAA Class 2 Medical. Eastern Bloc issued medicals frequently contain x-rays and blood breakdowns, well exceeding the requirements of the CAA equivalent Class 2 Medical.*

NZONE Skydive submit that there is an urgent need for regulation to allow Tandem Masters holding a current overseas Class 2 Medical Certificate, to be accepted (as it used to be) until it expires.

NZONE Skydive has no issue with the requirement that when an overseas medical expires, a CAA Class 2 Medical becomes mandatory.

NZONE Skydive has no safety concerns with the overseas Tandem Masters holding an appropriate foreign medical certificate.

NZONE Skydive see no safety benefit in requiring overseas Tandem Masters to obtain a CAA Class 2 Medical when they already hold a valid existing medical certificate.

[REDACTED]

The response received included the following points:

1. The question of the acceptance of foreign State medicals, be they Class I or II, is one the CAA is turning its mind to at present- for the purposes of seeing if there are ways we can reduce unnecessary regulatory burden. I have initiated some work by the CAA Policy team on this issue. Changes to some Civil Aviation Rules would be needed if we were to go down this track and this is part of the work the Policy team will be looking at. At present private pilots who come into NZ, and are issued with a NZ private licence under Part 61 but hold a current medical certificate from the State that issued them the original licence, can use that foreign medical certificate in NZ until such time it expires. They must then get a NZ medical certificate. This is expressly provided for in Civil Aviation Rule Part 61.35. Under Civil Aviation Rules currently this option is only available for private pilot licence holders.

2. Also the Ministry of Transport are looking at the question of overseas medicals in its current review of the Civil Aviation Act. The CAA asked the Ministry to include this in its review so we can get a full range of views on the matter.

Page 50 it refers to the question of overseas medicals. You may wish to consider making a submission to the Ministry on this subject. Details on how to do this are on the webpage on the link I have provided.

3. Apart from this, and as I mentioned above, we have some internal work under way by our Policy team. A report on the matter is to be provided to CAA Senior Management by the end of this year. Peter Mee, from the CAA Policy team is responsible for doing this work and I have copied him into this response so he is aware of your concerns and can factor them into his work.

4. For your awareness in the interim at least there is also the exemption pathway that is used by some NZ flight training schools who train overseas students who hold a medical issued by their home state. In such cases if the medical is issued by a State who we are familiar with and has comparative standards, e.g. Australia, Singapore, Hong Kong, US or the UK (under EASA standards), an exemption may be granted under section 37 of the Civil Aviation Act which allows the students to go solo using their home state medical - thus negating the need for them to obtain a NZ medical. I am not sure how this scenario would work for your business operations but if you wanted to explore it further I suggest you contact the CAA Exemption Specialist Jack Snow at [jack.snow@caa.govt.nz](mailto:jack.snow@caa.govt.nz). We cannot issue blanket exemptions as the law does not allow this and every case needs to be considered on its own merits. There is also a charge for the assessment of exemption applications that Jack can provide you with details on. As mentioned above this option may not work for you but just to make you aware it does exist.

5. In summary this is a very valid issue and one that Graeme and I both agree the CAA needs to look at closely and work is underway to do this.

[REDACTED]

[REDACTED]

Civil Aviation Authority of New Zealand

**Summarising:**

This issue is important to NZONE Skydive as the additional time and cost of a medical examination, together with the increased CAA fee, affects our ability to attract and retain experienced off-shore Tandem Masters.

A significant rule inconsistency exists between the CAA acceptance of foreign pilot licences containing off-shore medicals and the non-acceptance of overseas medical certificates for Tandem Masters.

NZONE Skydive has no safety concerns with overseas Tandem Masters holding an appropriate foreign medical certificate.

NZONE Skydive see no safety benefit in requiring overseas Tandem Masters to obtain a CAA Class 2 Medical when they already hold a valid overseas medical certificate.

**NZONE Skydive request the following:**

- **CAA immediately issue a short term blanket exemption to allow overseas qualified Tandem Masters, employed by Skydive Queenstown Ltd, to operate on a valid, equivalent, foreign issued Class 2 Medical certificate.**
- **The Civil Aviation Act 1990 and Airport Authorities Act 1966 review address the issue of the current rule preventing overseas qualified Tandem Masters operating within New Zealand on a valid equivalent foreign issued Class 2 Medical certificate.**

[REDACTED]

[REDACTED]

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