

## Controlled Substances Licences (CSL)

There has been some confusion regarding the life of the CSL and also the fact that a pilot needs a CSL if they applying specified Vertebrate Toxic Agents (VTA) such as 1080.

To be in possession of these VTAs you need to hold a CSL. For pilots, this means that if there is not another CSL holder in the aircraft, they must have a CSL to apply VTAs

To get a CSL you need to be able to demonstrate that you:

- are over 17
- meet the HSNO 'fit and proper person' requirements (which are more specific than the CAA requirements)
- can demonstrate that you meet the HSNO competency requirements (approved handler's test certification)
- have a current work need for possession of the substance

As there is no provision under HSNO for 'renewal' of a CSL, when a CSL expires, a CSL holder must demonstrate these matters each time they apply to replace an expired licence.

### Training requirements

The Environmental Risk Management Authority (ERMA) has made some allowances for pilots to use their current pilot chemical rating as evidence of competency **while they are applying VTAs from an aircraft.**

#### Endorsed CSL for Pilots

If a pilot has a chemical rating and only wants a CSL to apply VTAs, they can use it as evidence of competency for aerial application (instead of getting an approved handler's test certificate). The CSL will only be valid while the pilot is in the aircraft and will be endorsed with "for aerial application only". *In this case, there will also need to be at least one person in the ground crew who holds a full CSL.*

*If a pilot uses a chemical rating as evidence of competency, their CSL will expire when their pilot chemical rating expires (currently up to 3 years).*

#### Full CSL

If a pilot wants to be in possession of the VTA outside of an aircraft (e.g. to supervise loading VTAs, or to purchase them), then they must have a full approved handler's test certificate. This is to ensure that they are competent to handle the VTA and know the risks involved with using and handling it. *There will also need to be at least one person in the ground crew who holds a full CSL, or the VTA must be in locked storage before the pilot leaves the loading zone.*

*If a pilot uses an approved handler's test certificate as evidence of competency, their CSL will expire when their test certificate expires (5 years form issue of certificate).*

The pilot will still need to have a current chemical rating to apply 1080 from an aircraft and, because the CSL will expire at a different time to the chemical rating, they will need to ensure that they keep a track on expiry timeframes.

This problem will be resolved when the chemical rating life moves to 5 years when the revised CAR Pt 137 becomes operational. Then, the AH, CSL and chemical rating can all be renewed on the same date.

The best advice is to be aware of the expiry dates of the AH, CSL and chemical rating and work with your training provider in ahead of time to keep current.

### **Fit and Proper Person**

Every time someone applies for a CSL, their criminal, infringement and behavioral history will be assessed against the requirements in the HSNO regulations. The applicant will be required to declare any convictions, infringements or behavioral matters which are specified the under HSNO regulations. ERMA New Zealand will also verify the information given with other agencies (e.g. Police). A CSL holder who does not remain 'fit and proper' may be investigated, and may have their CSL revoked.

### **Current work need**

Every time a person applies for a CSL, they must provide evidence that they need the CSL to use the VTA for a current work need (having applied VTAs in the past is not proof of a current work need).

To demonstrate current work need, a pilot can:

- Provide a witnessed statutory declaration of their work need;
- Have their work need verified by a test certifier;
- Provide evidence of a current contract for application of VTAs, or a letter from an agency who funds aerial application of VTAs.