

## AIRCARE™ -FAQ's

### *Why was the AIRCARE™ programme developed?*

For one reason only and that is to ensure general aviation is a sustainable industry. So that you and your children have an industry to work in that is not regulated out of existence as has happened overseas. The AIRCARE™ Programme was developed in the belief that provided everyone operates in accordance with best practice then our industry will never be picked off by regulators – and AIRCARE™ delivers the evidence that best practice is always followed.

### *What is the cost to become AIRCARE™ accredited?*

The cost varies between industry sectors and the extent to which an operator has programmes currently in place. There is an initial cost: for a company not doing Agricultural work the cost is about \$3500 and about \$5000 for those who do agricultural work. Once in the programme and getting 3 year accreditation terms the on-going cost is between \$900 and \$1200 per annum.

### *Where do the costs lie?*

- Application Fee \$500 (Agriculture may pay up to \$900)
- Pilot training in noise abatement. \$250 for one senior person then \$50 per head when operators carry it out in-house.
- Audit Cost - variable
- Auditor's travel cost (varies from place to place)
- Pattern testing for Ag operators

### *What does AIA do with the application fee?*

This fee is to meet the costs of running the programme, developing codes of practice and visiting operators and helping them through the accreditation process.

### *Does NZAIA or NZAAA make money out of the charges?*

No. Currently the programme is not a revenue stream and it was never intended to be.

### *What is the relationship between AIRCARE™ and NZAAA's Sustainable Farming Fund(SFF) project titled "Environmental Best Practice in Agricultural and associated Rural Aviation?"*

The SFF project was developed after a workshop in 2010 attended by 140 Agricultural pilots who identified the inconsistency and complexity of Regional Plans as a major compliance challenge for them. The project is about addressing RMA issues and regional and district plans and draws on a range of tools to deliver that outcome. AIRCARE™ is one of the available tools.

### *Why does NZAAA support AIRCARE™ being included as a permitted activity standard in regional plans?*

Councils are seeking ways to verify that operations – across a wide range of activities -are meeting best practice. One way to use industry accreditation programmes as a means to verify that best practice is being used. Because best practice is articulated through AIRCARE NZAAA supports the incorporation of the programme rather than the council developing sets of prescriptive rules that regulate the industry.

The SFF project is encouraging Councils to adopt risk based rules instead of the prescriptive rules currently troubling pilots. When Councils adopt risk based rules they need an assurance that best practice is being followed. AIRCARE™ is one programme that can deliver that assurance to them.

### *Is promoting AIRCARE™ as the only accreditation system in a regional plan contrary to the Fair Trading Act?*

Legal advice says it is not. But the SFF project team is not promoting AIRCARE™ as the only such programme. They are promoting it as one way of delivering the assurance councils need.

*Shouldn't a regional plan also refer to equivalent or other accreditation programmes?*

Under the RMA there are legal issues with the use of 'equivalent' as a plan needs to specify a programme so that the rule is certain. This has been the issue with inclusion of NZS8409 Management of Agrichemicals over a number of years. If there are a number of programmes that deliver to an appropriate standard they could all be included – but at the moment there is only one such programme for aviation.

*Is there duplication between AIRCARE™ and CAA requirements?*

No. AIRCARE™ accredited operators have an SMS that is used in all facets of the operation and the business. They need only have one such management system. It brings together CAA, HSE and environmental requirements into one management system thereby removing duplication. There is a small amount of duplication in the audit requirements and work is underway to address this.

*Why have a management system? Why not just have codes of practice?*

Operators need a system to show that they are complying with the standards (codes of practice) all the time the auditor isn't there. Rightly or wrongly the world accepts a management system as a means to achieve this assurance.

*How is AIRCARE™ different from pilot training?*

Put simply, pilot competency in say, GROWSAFE® is achieved by passing an assessment. That shows that at the time the assessment was taken the pilot had enough knowledge to pass a test. AIRCARE™ accreditation is the reward the company gets for being able to demonstrate that the pilots operate in accordance with best practice every time they go to work.

*Why do you need both?*

Because just having the knowledge of what best practice is gives no assurance that it is actually being followed. And if best practice is always followed then the future of the industry is secure.