

Minutes of the 36th Joint Meeting of the Civil Aviation Authority and the Aviation Community Advisory Group

Date:	Tuesday 6 th March 2018
Venue:	Level 15, Asteron Centre, 55 Featherston Street, Wellington
Attended:	<u>ACAG:</u> Paul Drake, Lachlan Thurston, Bruce Robertson, John Cook, Steve Kelly, Qwilton Biel, Dave Reynolds, Ian Andrews, Jonathan Shorer, Rob George, Mike Haines, John Nicholson <u>CAA:</u> Graeme Harris, John Kay, Mark von Motschelnitz, Bryce Wigodsky, Kate McNabb <u>Observer:</u> Seamus Brady <u>Ministry of Transport:</u> Kirstie Hewlett, Karl Simpson

1. Welcome

The meeting opened at 1.00pm.

John welcomed all members of ACAG, and CAA staff and acknowledges Kirstie and Karl from Ministry of Transport.

2. Apologies

Nick Brown, Brigid Borlase

3. Minutes of Previous Meetings

35th Joint Meeting of CAA and ACAG held Tuesday 7th November 2017.

all in agreeance.

Completed: Update matters arising to refer to the survey not review of RPAS being completed.

Actions from last meeting: See Appendix A

All in agreeance, no further comments.

4. Directors Update

SMS Group 2 – will remain a focus for us over the next few years till 2021. We are in the initial stages of planning with 30th July being the date that everyone needs to get their plans in.

Graeme attended a workshop on this recently but will need to engage with Aviation NZ more.

We are increasing resources in this area, with 3 FTEs dedicated to that work.

Want to emphasise what a marked change and challenge this will be for both the CAA and the sector. Will mean a considerable change in the regulatory approach and standards.

John Nicholson to discuss further with Graeme around scalability problems.

Mary Scholetens report – This was the independent report that the Board commissioned into the actions of the former Deputy Chair, Peter Griffiths. The Board did consider the final report last week and Graeme was hoping to share this with ACAG at this meeting. However we are

still working through some mechanisms to make it public and are currently trying to balance privacy rights vs public interest. It will be released as soon as it can be.

5. Update from Ministry of Transport – Kirstie Hewlett/Karl Simpson

CAA Act Review – working with the new minister over last 3-4 months to get an indication from this government as to their thinking, whilst drafting the Bill throughout that time, and seeking approval for new policy issues that have arisen. Under the last government some policy decisions weren't announced and the sector weren't kept up to date or engaged with over this time.

Have asked the Minister for Cabinet approval for an Exposure draft which will work through where policy decisions have come from and where they have landed to provide context. It will give clear explanations as to what was consulted on last time and where they have gone since this and provide a level of detail. The intention is then to hold an engagement process with stakeholders around the exposure draft, as long as Cabinet agrees.

MoT is eager to work with ACAG to engage on the draft when it is released in May/June. It was also suggested that if there are any individuals who may wish to be engaged in a different way to get in contact.

UAVs – Ministry/CAA/Airways – working on an end state or future state document that articulates a vision for the Unmanned Aircraft sector in NZ. It will be a starting point to engage with UAV NZ and the offer was extended to ACAG members if there was anyone that also wished to be involved and engaged with then the appropriate forums could be set up to allow that.

Following that document will be a Roadmap which will set in place how are we going to get there and when, which will give some certainty to the sector of what it will look like including if there are regulatory changes.

Jonathan Shorer mentioned that at the last ACAG meeting Helen gave out a UAV strategy document. It was raised then that there was no mention of recreational use of UAVs. The strategy seems to be solely focussed on developing industry whilst completely ignoring the recreational sector who most people think are the problem. CAA need the ability to leaflet thousands of tourists that come in to the country and simply do not have the resources. Believes recreation needs its own silo. Kirsty responded that the point of the vision document is to ensure we have something that fits broadly across the sector as to the direction we want to head. Suggested that Jonathan meet with Helen again as a new draft has come out since their last meeting in September.

Ian Andrews talked about the need for greater education of people coming into the country. CAA has a lack of resources so how can we fund better resources? Graeme did respond that it is coming up to Budget time and we will be putting aside a fair amount of money to social media engagement and education materials at international airports. Aviation NZ are keen to assist where required.

Regulatory Stewardship – Karl handed out a slide pack for ACAG members to take away.

This is part of MoT's role to maintaining regulation that is fit for purpose. Calling this forward-leaning, looking at our systems and ensuring they are ready and able to take on the new technologies that are coming along and operating effectively. As part of that they are carrying out system assessments seeking to find weaknesses and making changes to those regulatory systems.

Regulatory Stewardship is about giving a framework to progressing pieces of work which may otherwise be left when there are other priorities from the Minister. Helps to ensure there is no regulatory failure and that they have the right tools, resources and capabilities to carry out their roles effectively.

Using the stewardship to prioritise the 2018/19 Rules Programme which involves bringing together of all the transport agencies and looking across all of the rules programme changes that are being proposed and trying to work out prioritisation but also look at any linkages that could/should be made across the modes so we can learn from each other and potentially make better changes to the system.

Going to be doing some mapping of the transport regulatory systems and also looking at some of the cross-system regulatory challenges.

The Government has a stewardship approach led by Treasury and MoT's job is to ensure that approach reflects the needs of the transport system and avoid doing a lot of compliance that doesn't achieve a good outcome.

Some ACAG members expressed that whilst change is good, it is also nice to have certainty when you're buying equipment for the next 25 years. The key would be to have visibility to be able to observe, influence and make business decisions that are aligned with change. Kirsty responded that the aim of the regulatory stewardship is that smaller adjustments can be made whilst still staying fit for purpose but eliminating the 'big shocks'.

2018/19 rules update – As above, this is a stream of stewardship.

6. Policy Project Update – Bryce

As per Project update sheet sent to ACAG members. ACAG was asked for comments/queries.

Part 66 review

Slightly delayed due to work on Emergency Locations Systems rule which is about to be provided to the Minister. Next step is packaging it into NPRM format. Draft rule is quite well advanced.

ICAO Rule project

ACAG noted that in the CAA electronic filing of differences there appears to be some discrepancies. There are Annex changes from 2012 that have still not been adopted.

CAA responded that the rule changes scheduled have arisen from the last full CAA audit in 2006. The CAA have maintained their ICAO score from 2006, but other states are improving and we are starting to fall behind. Graeme will be lobbying hard in the next couple of months for a change in presumption that all ICAO standards get automatically adopted.

ACAG find the project update document useful, but would find it helpful to get an idea of priority/emphasis that is being given to the next steps of each project.

Action – CAA to look at project update report to make next steps clearer

7. NSS Update

No specific update further to project report sent out with minutes.

8. Issue Assessment Update – Bryce Wigodsky

Papers for the March issue panel meeting were sent out yesterday. Comments will be sent to CAA within the next couple of weeks.

CAA expressed that we are always open to feedback on processes, including the way information is received, formatting of documents and time constraints.

ACAG did ask where the panel seeks a further report, will it come back out to ACAG through the same channel and timeframes? CAA responded yes absolutely.

All feedback from both CAA and ACAG seems to be constructive and effective from both sides

9. Possible input into Business Process Development

It is possible in the near future CAA will be getting into the redesign of our business processes to make it easier for people to engage and transact business with the CAA. Will be trying to follow government priorities of online systems. Will also be replacing an old obsolete business system. Will be needing to engage with the sector around different processes. If ACAG is interested there is an offer for them to be involved.

ACAG do have some enthusiasm towards this. CAA will include ACAG with particular topics.

10. ACAG Terms of Reference – Paul Drake

Paul Drake signs Terms of Reference.

Action - CAA to publish final signed Terms of Reference on website.

11. General Business

- Is the CAA getting the level of advice we require? If the group considers they are providing decent input and feel CAA is listening and taking on the advice on then it is valuable
- There was agreement that in the issue assessment space ACAG's presence is challenging some thinking on both sides and the rounding out is proving to be valuable.
- The issue paper on Major/Minor modification – the action from the proposed review of Part 21 is simply to figure out how much it's going to cost and how long is it going to take. There is some significant policy work that needs to go into this topic. The answers to that will come back through the issue assessment panel. This is a fairly hot topic. There is concern as to what is going to happen in this space. ACAG would like to be closely involved in the definition process and to see a resolution to this topic as soon as possible.
- Part 171 rules/policy work – Airways concerned that CAA are getting ahead of themselves. CAA need to make sure we have completed the TAIC recommendation completely.

Action: CAA to send the outcomes of 16/ISS/33 Issue Assessment paper.

12. Next Meeting – Tuesday 24th July 2018

Meeting closed at 2.01pm

CAA/ACAG Joint Meeting

ACTIONS

Matters arising from the 7th November 2017 meeting:

- ∅ **Action 1:** *Helen to send strategy to Kate who will circulate to ACAG.*
Completed. Sent to ACAG on 27 November 2017.
- ∅ **Action 2:** *CAA to provide final list of projects on the Rules Programme.*
Completed. Sent with the agenda for the March meeting on 19th Feb.
- ∅ **Action 3:** *Nick Brown to provide ACAG (through Kate) with a one page document with the new MoT structure with names, contact details and brief discussion on responsibilities.*
Completed. Sent as a supporting document with the agenda for the March meeting.