

Minutes of the 49th Joint Meeting of the Civil Aviation Authority and the Aviation Community Advisory Group

Date:	Tuesday 28 March 2023
Venue:	James Cook Hotel/ Online
Attending:	ACAG: Qwilton Biel, Frank Usmar, Lachlan Thurston, Steve Horne, Steve Kelly, Chris Jackson, Mark Blanchard, Rob George, Bruce Robertson, Don McCracken, Billie Moore, Chris Hoffman. CAA: Keith Manch, John Kay, Mike Hill, David Harrison, Liam Brennan, 9(2)(a) [Redacted] 9(2)(a) [Redacted]

1. Welcome

John Kay welcomed the group to the meeting with the CAA Karakia.

2. Apologies

No apologies were received.

3. Minutes of previous meeting

Group agreed the status of the actions.

- TOR [Closed] ACAG amendments were accepted, and TOR is now finalised.
- Mike Hill/Wellington International Airport Association discussion to be left open.
- Incident reporting CASA –CAA confirmed incident reporting will be on the agenda at their next meeting with CASA. CAA will report back with any further information.

Minutes were agreed as accurate and complete.

4. CAA update

The following updates were provided and discussed.

Gabrielle disaster recovery

Update began by thanking the sector for their contribution to disaster recovery and the support the sector provided, whether UAV, helicopter, or fixed wing. The professionalism of

those from the sector was acknowledged. David Harrison outlined some of the key challenges for the CAA in managing airspace users' safety.

ACAG gave positive feedback to the pragmatic approach, and suggested efforts should be made to ensure administering authorities have sufficient capability to administer in the event of any future disaster. ACAG and CAA discussed the challenges of the response and nature of the unique scale. CAA noted the point and assured a more robust procedure is being designed based off lessons learnt.

Mike Hill agreed report back at next ACAG. Consult with the Airport Association and MoT and feed this into the Air Navigation system review regarding resilience and climate change.

General Election reminder

John Kay reminded members to be mindful of commentary on electoral matters during the lead up to the election. Its important ACAG members are clear with which role represent when making commentary.

Potential ICAO USOAP- CMA (Safety Audit)

The group were informed that NZ might be subject to an ICAO safety audit in September/ October this year. ICAO are concerned it's been a long time since NZ was audited, so confidence in the data is required. Nothing is confirmed yet, but CAA will continue to engage with ICAO on what will be involved. As a result, timelines for delivery of certain policy projects may need to be re-assessed as CAA assemble the appropriate resourcing to assist. CAA are currently assessing impacts across the organisation to resource this. CAA have, however, been preparing for the last 18 months and are in a good position.

ACAG expressed concerns that the industry needs to operate smoothly throughout this audit and discussed the impact it will have on resourcing constraints across the whole sector. CAA assured they would give clarity of entities that need to be involved and co-ordinate audit with ICAO to ensure stakeholders are well prepared and kept up to date.

Authority Funding Review [Restricted Information]

9(2)(f)(iv)

International engagement priorities.

John Kay updated ACAG on the recent Trilateral meetings between New Zealand, Civil Aviation Safety Authority of Australia, and Transport Canada. During this year we will also have the EASA/FAA conference in June and the DGCA in October. A priority area for engagement elated to expending our technical agreements and working closely with EASA and FAA on electric and hydrogen propulsion systems.

John Kay also updated the group on engagement with the Pacific Aviation Safety Office, as the CAA is now the New Zealand representative.

Increased face to face international engagement has created cost pressures for CAA with increase of cost to travel. However, the CAA will continue to engage with key partners: mainly EASA, UK, Singapore, FAA, CASA, TCCA. The CAA committed to keep ACAG updated on international engagement at ACAG meetings.

Emerging Aviation Technology

The group discussed some of the challenges involved in emerging aviation technology, especially when making safety case-based regulator decisions to certify new technology in the absence of international standards from ICAO. The group notes the pace in developments and the need for airports to have certainty for their infrastructure planning. In particular, Air New Zealand's requirements documentation are gaining world-wide attention and as a result New Zealand will be the focus of international attention, especially for companies that wish to fly with hydrogen.

ACAG have an important role in assisting the CAA to form a strategic view on what matters most. For example, impacts on infrastructure so the industry is ready for technology that emerges first. CAA agreed with importance of having a long-term view noting MoT as decarbonisation lead. The CAA committed to continue to update ACAG on emerging aviation technology.

ICAO USAP-CMA (Security Audit)

9(2)(g)(i) [Redacted]

[Redacted]

[Redacted]

Unattended aerodromes

David Harrison gave an update on a planned regulatory intervention focussed on safety improvement at unattended aerodromes. CAA has begun tracking the growing number of incidents and adopting a system risk-based view. With this in mind, CAA will adopt a proactive intervention approach based on education. This will involve presentations to operators and seminars for managers who run aerodromes to educate about procedures, responsibilities, HSWA, and application of rules.

David Harrison also updated on a separate piece of work relating to Part 149 operators. The CAA are assessing how best to interact with 149 organisations in a positive way. To date, CAA held a 149 forum to discuss responsibilities, how the CAA can assist them and the benefits of 'co-regulation'. A second forum has been planned to continue this work and to understand how their rules and procedures are being executed. David Harrison stressed this is a risk-based focus and approach to an area that might have previously been seen as low consequence.

ACAG signalled their willingness to be involved and provide feedback on the engagement plan, as well as collaboration on sharing concerns to ensure the CAA has the right information to proceed with confidence.

The group also noted similarities between this approach and Av Kiwi. AvKiwi was supported and respected in the sector.

Lastly, David Harrison confirmed this approach is not airspace orientated, but there could be studies at uncontrolled aerodromes. However, currently, this is not in scope.

5. Joint Ministry of Transport and CAA update on the Civil Aviation Bill

9(2)(a) Liam Brennan (CAA Implementation Programme Manager) gave the group an update on the CAB implementation. At the time of writing, they confirmed that the Bill has a completed second reading. CAA are now waiting its third reading with the whole house.

9(2)(a) is organising the MoT led workstreams, which include establishing the independent review function, regulatory airport spatial undertakings and airport registration.

Liam is programme managing the Civil Aviation Bill at the CAA and explained that the current Act will be in force two years after Royal Assent. CAA is currently setting up the implementation programme. Liam outlined some of the challenges in managing the scale of work and that the focus is on developing to a minimum viable product to transition to BAU.

One key task will include a re-alignment of the Civil Aviation Rules, which involves a streamlined ministerial certification process to remake the existing rules under the new primary legislation. New aviation rules for the new Drug and Alcohol Management Plan regime will also need to be introduced – although these will be done under the normal rules making process.

ACAG flagged that some organisations already have drug and alcohol management plans in place and concerns were raised as to whether the Bill will align existing policies. CAA assured they will engage with the sector about existing practice and would look to reflect these where the practice is sound and meets the Act's intent.

6. Policy Update

9(2)(a) gave a quick policy update. Despite a few disruptions, we are making progress on issue assessments, policy projects and rules projects. However, if there is a safety audit later this year, most policy work will pause. Rule projects will continue but are likely to be impacted by the Civil Aviation Bill rules re-alignment work.

Runway Condition Reporting

rules are currently being assessed by MoT legal team, who will do a final review. CAA hope for Minister approval in April with an implementation date of November. 9(2)(a) will be in touch with relevant stakeholders if timelines begin to slip. Once those rules are finalised, work will begin on the Assorted Issues Notice of Proposed Rule Making.

ACAG expressed concern about the implementation of RCR across all stakeholders and in particular the information provided to the GA operators. The CAA confirmed that there will be a Vector article in September along with communication through the usual channels (such as website and email updates) and agreed the CAA and the sector would need to work together to support implementation.

7. Matters raised for discussion by ACAG

i. Standard overhead join

David Harrison spoke to the challenges of translating a 3D video into a 2D poster and clarified the intent of the poster. The group discussed safety risk and challenges and the importance of being clear on positioning outside of the circuit. More engagement with the sector is taking place on this.

ii. GADSS

CAA gave an update on the plan for GADSS, and that the ICAO standards will commence from 1 Jan 2025. GADSS is part of the ICAO Alignment rules project, which will be on the Transport Rules Programme imminently. The group discussed the risk that CAA, Maritime NZ and the Rescue Co-ordination Centre are not wholly aligned on GADSS and agreed the need for strong partnership to support operational implementation.

8. Next Meeting

Next meeting to be held July/ August 2023