

Minutes of the 29th Joint Meeting of the Civil Aviation Authority and Aviation Community Advisory Group

Date:	Tuesday 7 th July 2015
Venue:	Level 15, Asteron Centre, 55 Featherston Street, Wellington
Invited:	<u>ACAG:</u> Ian Andrews, Qwilton Biel, Errol Burtenshaw, John Cook, Paul Drake, Gerald Grocott Mike Groome, Mike Haines, David Reynolds, Samantha Sharif, Jonathan Shorer, Lachlan Thurston, <u>CAA:</u> John Kay, Lisa Sheppard Kelly Telfer <u>Ministry of Transport:</u> Glen-Marie Burns

1. Welcome

The meeting opened at 1.00pm

2. Apologies

Mark von Motschelnitz, John Beckett, George Rogers, Rob Torenvlied

3. Minutes from the previous meeting

1.02pm

28th Joint Meeting of CAA and ACAG held Thursday 17th March 2015.

The Minutes were confirmed as final and agreed, apart from Page 5 - change NSS to ADS-B

Matters arising from the 17 March 2015 meeting;

- Ø **Action Item (1):** Helen to send documentation on Funding review discussions to Mike Groome for distribution
Extra information to be provided at this meeting – John to provide information.
- Ø **Action Item (2):** Mark to distribute to ACAG the charge \$ per tonne dropped
This will be addressed at today's meeting
- Ø **Action Item (3):** JK to inform ACAG of the funding review figures after indication from Minister on his thoughts
This will be addressed at today's meeting
- Ø **Action Item (4):** Mike to send ACAG issue prioritisation list to Kelly
List has been received and collated with the issue review panels priority list
- Ø **Action Item (5):** Mark to investigate the 5-year frequency of instrument flight procedure checks. Mark to feedback information to ACAG.
Complete
- Ø **Action Item (6):** Kelly to work with Mike on the 2015 calendar dates
November date to be confirmed with Mike

4. Domestic Security review update – Glen-Marie Burns (MoT)

1.05pm

The change of national threat level from very low to low instigated a review of domestic security. This review included a risk assessment conducted with various stakeholders and agencies. It also looked what had changed since the last review in 2008/09.

As in 2008/09, the Ministry has looked at a range of option for domestic screening, including full screening at the top 14 airports (which would capture 97% of domestic passengers), random screening across those airports and non-screening measures.

The Minister and the Ministry of Transport are very aware that if there are any additional costs, they are likely to fall back onto the passengers. The Ministry is currently finalising a paper for the Minister of Transport. He is likely to take a paper on the Review to his Cabinet colleagues in August 2015.

5. Policy Project Update

1.15pm

a) Act Review – Glen-Marie Burns (MoT)

The Act Review received 31 submissions during consultation in August. The policy papers have been collated and MoT has given the Minister advice on most of the issues. The outstanding issues include information management and security matters, which will be captured in the domestic security review.

Summary of submissions will be launched on the website once the Minister has considered the policy advice and potentially once a Cabinet paper has been taken to cabinet.

Any questions should be emailed to the MoT team via the CAA act review email (ca.act@transport.govt.nz)

MoT expects to receive Minister's feedback around early August. The next stage will be seeking cabinet approval to draft a Bill. Drafting instructions must be sent to parliamentary council by the end of this year.

b) Remotely piloted aircraft system

The rules are signed and implementation has begun which includes completing the advisory circulars. CAA is unsure how many applications to expect after 1 August.

CAA is now considering the long term strategy of integrating RPAS into the aviation system. This strategy can be shared with ACAG once approved internally.

Some elements of this integration strategy will include some government wide approach which is broader than just CAA regulation.

Jonathan Shorer is interested in seeing a central register for the acceptable pilot qualifications to allow flight within 4km of an aerodrome. John Kay explained that CAA are interested in using the air share website to provide this information.

CAA are working on reaching out to the non-traditional aviation users. ACAG can assist in promoting the rules and spreading the word on compliance. Samantha Sharif explained that they are working with the privacy commissioner about reaching the uneducated users of RPAs.

Action 1: Share the RPAS integration strategy with ACAG once finalised

c) Safety Management System

Consultation period has finished with excellent attendance at the consultation forums across the country. Most people are happy with the rules themselves. Some issues around implementation as the rule isn't prescriptive, particularly senior person requirements.

d) Part 139

The rules are signed and will come into force on 1 August. The new rule is very performance and risk based. It will address the issue that the Director currently has little power to deal with uncertificated aerodromes if there is a safety risk.

Under the new Part 139 the Director can request an aeronautical study and any resulting certification will be linked back to this study. Nick Jackson is the best contact at CAA as he is organising the implementation programme.

Lisa will find out when the AC is due. The airports association believe the AC development process is good. Lisa will find out when the advisory circular is due to be finished.

Action 2: Lisa to find out when the AC is due to be finalised and inform ACAG

e) Part 61

CAA are expected to send the final rule package to MoT very shortly.

f) Emergency location of aircraft

A new advisor has taken on this project and it is expected to be completed in September/October. The consultation considered what we wanted to achieve with emergency location.

There was a good amount of support in the summary of submissions. Additional analysis is required on ELTs reliability.

Currently pulling together recommendations to CAA's executive leadership team

Action 3: Kelly will email the policy & rule project updates to the group as confidential

g) Pt 66 Engineer licensing

Will be complete around September. Currently not looking like a major overhaul is required. A suggestion was made that the rule should mimic EASA regulations. Any concerns or queries contact Bryce in the policy team.

h) Fatigue risk managements

The current requirements are very prescriptive and CAA are leaning towards a more risk based approach. This is a very complex and difficult area affecting the whole transport sector therefore CAA has set up a cross sector working group. The policy options are expected to be out for consultation around late August/September.

i) Overseas medicals (Lisa)

There has been some analysis conducted with Castalia for economic analysis which has shown minimal benefit.

Currently not anticipating a lot of additional work on this project at this stage.

6. Issue Assessment Update – Lisa Sheppard

2.10pm

Lisa distributed the issue grid showing all the opened and assigned issues. Only 3 recently raised issues have not been assigned to policy advisors. Lisa invited anyone in ACAG to contact her about any specific issue.

As the issue backlog has been dealt with, CAA will soon be able to assign each issue in real time. Previously CAA have been reactive but now looking to be proactive, strategic and forward looking with issues raised.

The actions grid was also distributed showing the actions that have flowed from issue assessments. Lisa asked ACAG to prioritise which actions should be more urgent than others.

CAA are looking to develop a flexible medium term view of our rules programme with MoT.

Action 4: Kelly to send an electronic version of the issues and actions

Action 5: Include an agenda item into the next meeting – What is ACAG aim for the issue assessment process

Action 6: ACAG to contact Lisa about any issues or actions queries

7. New Southern Sky update - Steve Smyth

2.20pm

The NSS team has been briefing industry, including three '70 seats or less' workshops held in AKL, CHC and WLG, on the current status of the NSS programme, and the potential outcomes from the GNSS sole means study.

Steve explained that these seminars were advertised on the CAA and NSS websites. There was comment that a member of ACAG had only found out about the workshops second hand. Steve asked for advice on what the best communication options were to capture this industry sector in the future.

Qwilton & Gerald gave positive feedback on NSS workshop content and engagement with the industry.

Airways is working hard with Navigatus (Consultants) on the surveillance system which is planned to be in place by 2021. The ADS-B system recommended by ICAO is being considered in conjunction with primary and secondary radar as contingency.

Predicted ADS-B coverage is impressive and the NSS team will evaluate the system as a whole to determine its resilience.

NSS is responsible for coordinating PBN roll out – the intent is to develop a capability focused PBN plan (Equipment, Equipment Support, Policy and Rules, Education and Training, Procedural Design, Operational Implementation, Lessons Learnt process) rather than a procedurally focused plan.

The GNSS sole means report is being drafted. The NSS Safety Group will be meeting shortly and considering the progress of the report and then advise the Working Group on 31st July . Final output from GNSS sole means groups to the governance group by 25th August (now revised to September due to staff illness).

NSS has received a cost benefit analysis on SBAS in the aviation sector and this report is being considered. The report was sponsored by CAA, LINZ and MoT.

A System Wide Information Management workshop will be held on 29 / 30 September at CAA office in Wellington. Assistance is expected from Airservices and Airways in organising this meeting.

8. Proposed electronic medical certification update – John Kay 2.45pm

Any online medical system would be linked with the CAA business systems. Currently considering adapting NZTA's information management system for CAA's business systems.

A standalone online medical system will not be developed, but can hopefully be included in the wider online CAA portal plan.

An online portal would be designed for any information transaction between the regulator and participant. There are issues around security for these transactions and ability to prove yourself online.

There has been lots of background work since the last meeting to process the necessary government steps, as CAA is working within a slow whole of government framework.

The information management system should be very adaptable and flexible for CAAs requirements. No current timeframe on when the next update can be provided to ACAG.

9. Funding Review update – John Kay

3.00pm

John Kay spoke confidentially about triennial funding review progress with ACAG.

Further information will be provided publically once the consultation document has been approved by the Minister and Cabinet.

10. Carriage of lithium ion batteries

There is concern that CAA has not prohibited the carriage of lithium ion batteries, where IATA, UK and US have banned them on passenger flights.

ICAO wrote to the member states suggesting member states take action before the Dangerous Goods Act comes into force.

CAA NZ strongly advises airlines to follow ICAO guidelines on the handling of ion batteries. John explained that it is difficult to justify regulating against them when the major players follow ICAO guidelines, however he will add this onto a list of issues to be considered.

11. Speed of rules

ACAG have previously set the challenge of a rule going from zero to signed in 24 months. The RPAS rule project took approx 18 months therefore the CAA internal processes are improving. Within two years, CAA are expecting rule projects to take 9-18 months with an average length of 12 months.

Many of the new rules are being designed to be more flexible, performance based and less prescriptive with more guidance provided in the ACs. However ambiguity is increased with flexible rules and puts the onus on CAA to develop good guidance, and industry to work together to create best practice.

Lisa explained that MoT have changed their approach for rule programming and now we can reserve placeholders in their rules programme. Previously the CAA would have to wait for the policy to be completed and then organise for it to be included in the rule programme.

12. Submissions on rules

There was a query from ACAG that not all submissions appear to be included in the summary of submissions. The CAA has recently changed its approach to develop more 'theme-based' summaries, and move away from repeating and responding to every point made. The CAA may instead discuss smaller points made with the individual submitter, if necessary.

The submissions process is not a debate. People can express their view and CAA will take these views into account and either agree or dismiss these views as inappropriate for CAA.

CAA does not publish all submissions but they are available via OIA process.

13. Next Meeting – November 2015

Close of meeting 4.25pm