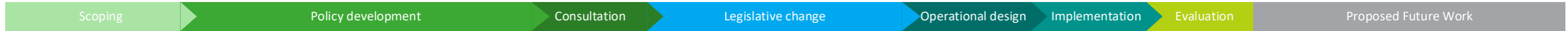
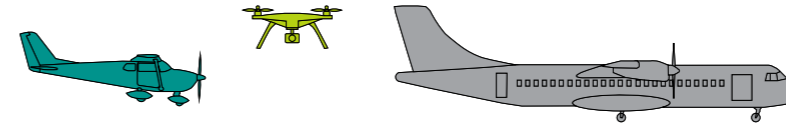


The Aviation Regulatory Work Programme



AVSEC & CAA Funding Review
 A full funding review of AVSEC and the CAA is taken every 6 years with the aim of achieving four specific outcomes.
Outcomes: To ensure that the entity is efficiently and effectively organised and funded; that the entity recovers costs from appropriate sources; that effective and efficient levies and charges are implemented; and that the rates for fees, levies and charges do not under or over recover costs and are equitably distributed.
Linkages: Regulatory stewardship, MNZ funding review, Waka Kotahi funding review.
Timeline: A draft report-back to lift the moratorium on the CAA funding review is likely to be considered by DEV in October 2021 (TBC). If Cabinet agrees to recommence the funding review, we expect that any changes to charges, levies and fees will be implemented in 2023/24 (at the earliest).
Current stage: Scoping and information gathering.
Next steps: Holding progress until Cabinet decision.

Air Navigation Services Regulatory Framework
 Review a range of rule parts relating to the provision of air navigation services and associated information, with the aim of putting in place a more modern and performance-based rules framework.
Timeline: This will be a multi-year project due to significance and complexity.
Current stage: Scoping.
Next steps: CAA are developing a project initiation and problem scoping document.

Rule changes associated with the Civil Aviation Bill
 The Civil Aviation Bill has a large range of consequential changes for rules. This is also an opportunity to review outdated aviation rules.
Outcomes: To improve the safety, security and efficiency of New Zealand's civil aviation system, and modernise and improve the usability of aviation legislation.
Linkages: Civil Aviation Bill.
Timeline: Likely to take 18-24 months after Civil Aviation Bill is enacted.
Current stage: Policy development.
Next steps: This will be progressed once the CAB has passed through the House.

[Redacted text]

Withheld under section s6(a) and s9(2)(f)(iv) of the Official Information Act 1982

[Redacted text]

Withheld under section s6(a) and s9(2)(f)(iv) of the Official Information Act 1982

Drone Regulatory Programme
 Project to update current drone Rules and introduce new requirements to ensure the regulatory framework is fit for purpose.
Outcomes: Realising the benefits of technology change to deliver transport outcomes.
Linkages: Taking Flight, Financial Penalties Framework.
Timeline: Rules re-design and update expected to be complete by mid 2023 (resource dependent).
Current stage: Post-consultation.
Next steps: Aim to seek final policy approvals through Cabinet by end of 2021.

ICAO Alignment (including Part 139)
 A series of amendments to New Zealand civil aviation rules to align them with ICAO Standards and Recommended Practices.
Current stage: Policy development.
Next steps: Draft a RIA-lite and send it to sponsor for approval.

Assorted Issues Rule Amendment
 Necessary minor updates to rules to ensure the system is fit for purpose (Omnibus and Small Issues).
Outcomes: Maintenance and renewal of the regulatory framework.
Linkages: Regulatory stewardship.
Timeline: Likely to take 12-18 months.
Current stage: Policy development.
Next steps: Briefing to seek agreement to officially add the project to the programme.

Runway condition reporting
 Rule change that will require aerodromes (when specified) to provide standardised runway condition reporting.
Outcomes: Protecting people from harm and improving the safety and efficiency of the aviation system.
Linkages: International Civil Aviation Organisation Alignment.
Timeline: Final rule expected to be ready for signing May 2022.
Current stage: On hold.
Next steps: This project will be able to resume once the PBN project is complete.

Civil Aviation Bill
 A complete rewrite of the Civil Aviation Act, and review of all related policy, including the design of a new regulation and enforcement regime for drones.
Outcomes: To improve the safety, security and efficiency of New Zealand's civil aviation system, and modernise and improve the usability of aviation legislation.
Linkages: Associated rule changes.
Timeline: Legislative change likely to take until end 2021 with range of implementation during the following 12 months.
Current stage: Legislative change – referred to Select Committee 29 September.
Next steps: Prepare for Select Committee.

Performance Based Navigation (PBN) Rule
 Rule change to modernise regulatory framework and encourage uptake of PBN, especially by smaller aircraft operators.
Outcomes: Realising the benefits of air management and navigation technologies to deliver transport outcomes.
Linkages: New Southern Sky.
Timeline: Rule change complete and in force by December 2021.
Current stage: Post-consultation final rule drafting.
Next steps: Rules package for your signature expected September 2021.

Electronic Aeronautical Information Management (AIM)
 Undertake further policy work with respect to costs and benefits associated with regulation of electronic AIM.

Cybersecurity Regulatory Framework
 Scoping of cybersecurity risks and issues within the regulatory system and what might be required to address them.

Light Sport Aircraft Certification
 Initiate a policy project to determine which certification model would be most appropriate for LSA, and any regulatory change required to support this.

Dangerous Goods (Rule Part 92)
 Review of the aviation-related regulatory framework, and the corresponding resource available to the CAA to carry out its regulatory functions, for Dangerous Goods.

International Civil Aviation Organisation (Annex 17)
 Assessment of New Zealand's aviation regulatory framework to ensure it is consistent, where appropriate, with ICAO security standards specified in Annex 17 to the Convention on Civil Aviation.
This project has been deferred until 2022.

ACAS/TCAS (Airborne Collision Avoidance System / Terrain Collision Avoidance System)
 Review current Civil Aviation Rules relating to ACAS/TCAS systems which are out of date and do not incorporate current technology standards.

Mapping Appendix A.9 of Part 91
 Identify how best to address an issue with existing civil aviation rules related to how technical standards for navigation and communication equipment are prescribed.

Rule Part 21 (Certification of Products and Parts) Review
 Review this Rule Part and identify opportunities for amendments that will contribute to a well-functioning Rule Part that aligns with government expectations for good regulatory practice. These opportunities include improving safety outcomes, reducing regulatory burden, providing flexibility, aligning with international standards and modernising the rule.

Portable Electronic Devices
 Consider and assess whether a different approach is required to regulate portable electronic devices on aircraft in the future. There is expected to be an increased demand for the use of portable electronic devices on flights as new technologies are developed that are safe to use on aircraft.