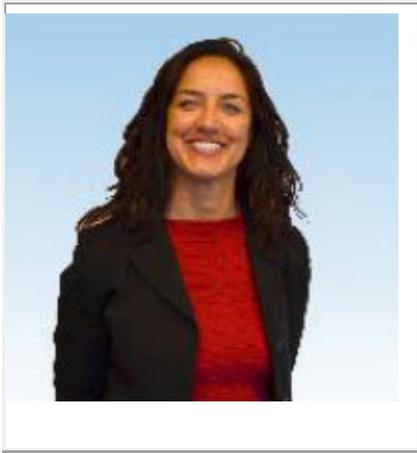


10 October 2014

## CEO Update



Dear Colleagues

I am in Australia this week, speaking at the RAAA Annual Convention. There are over 300 delegates here, so although there are some challenges in regional aviation in Australia – with a 75% decline in operators in the last 20 years, the industry is still clearly well-supported. I have had a some good initial meetings with the RAAA Board and CEO regarding growing Trans-Tasman business opportunities. We will continue to progress these over the next months.

In the meantime, despite the strong recommendations of the ASRR Review in June, industry is still waiting for a new CASA Board and Director to be appointed. This uncertainty is bad for everyone, a point I made in my presentation [here](#). Let's hope the situation is resolved soon.

We are saddened to hear the news of Helipro being placed into receivership this week and are working with all affected to try and maintain jobs and operations wherever possible [here]. A key focus for Aviation NZ is ensuring the long-term sustainability of our aviation industry. We offer a number of tools to assist our members with this; including a focus on successful business and operating models. We'll continue to make this a key focus at Conference and in our other activities.

Giddyay to you all from across the ditch.

### REMINDER

We are still spending a lot of time chasing those of you who have still not paid your subscriptions which were due in March. Please pay promptly so we can use our time better for all our members. Many thanks.

Unfortunately, a number of members have membership debts that have been outstanding for 12 months or more. We ask you to pay these historical debts by this week or we will need to refer them to a collection agency.

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## Internal News

### Aviation NZ Emails [New](#)

Emails to the aia.org.nz address have not been working for a couple of days. We are working with Spark to overcome the problem.

Samantha.Sharif@aviationnz.co.nz and John.Nicholson@aviationnz.co.nz are both working normally.

### Aviation NZ – Member Forum

As part of our value add for members we have relaunched our member forum, which provides a unique opportunity for our members to share their views on all things aviation related. We have heard from you recently that you would like to see this service exist, so we are very happy to be able to respond so quickly.

Looking forward to our conversations [here](#)

### Women Leaders in Aviation

As we all know, as our societies become more diverse, we are challenged to reflect that in the make-up of our workforce. Historically, it would be fair to say that aviation has not been a strong performer when it comes to diversity. This is a problem. As we know, there is a tough global market for talent. We want to encourage good people into aviation as a career. Happily, many of today's NZ aviation leaders recognise the need to be actively doing something about this issue – Aviation NZ included. So, I am really happy to announce our new seminar series – Women Leaders in Aviation. – first meeting around 3 December – mark your diaries now! More details soon.

### NZ AAA Fatigue Risk Management Programme

NZAAA has developed a Fatigue Risk Management Programme Example that has been accepted by CAA's HSE Unit. The document can be found in the Members Area of the NZAAA website. The Fatigue Risk Management Programme has been developed with small operators in mind and has been tailored to account for the differences between individuals and the subjectivity that surrounds fatigue.

### Aviation NZ Office – Available for Sublease

We are moving and are looking for a tenant to sublease our central CBD Office space. Interested? [link](#)





## Aviation NZ in the media

Helicopter PR [here](#)

## Domestic News

### Wings over Wairarapa

Experience 100 years of Aviation at Wings Over Wairarapa in 2015. Wings 2015 will be a 4 day aviation event combining 3 flying display days, an adventure aviation rides day, a tradeshow featuring a national RPAS symposium and two-day RPAS trade exhibition by the New Zealand RPAS industry. For more and to register: <http://www.wings.org.nz/>

### MOT Review of CAA Act 1990 Updated Last week for comments on draft submission

Our thoughts on key issues are below. More detail is in our draft submission [here](#). Looking forward to your thoughts. Can we have feedback by 20 October please.

The CAA Act should be a one stop shop for all aviation regulation, including safety, economic, environmental etc. We encourage amendments increasing effectiveness and efficiency.

Should we tighten up the fit and proper person test to act as a better initial filter for entry into the system to minimise the burden and costs of other participants in the system of failed entrants? Or should we be promoting broader entry into the system?

The CAA Director's independent statutory powers allow for significant personal judgement and discretion in significant decisions which can end a person's right to fly. Do we need more frameworks and transparency around the exercise of this discretion? Would a specialist aviation appeal panel would provide a more cost-effective, timely, and efficient first appeal process than the Courts?

Should current penalty levels under the Act be increased or not?

Medical Licensing – We support:

Simpler medical certification for individuals with stable long-term medical conditions

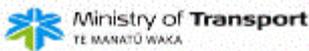
Recognising overseas Medical Certificates  
Retaining the Medical Convener

We consider very strongly that industry should only be supporting CAA direct costs. Other costs should be met by central government as occurs in other sectors eg maritime.

Rule-making process

The CAA have been working to improve the policy and rules process, but is it enough? The Minister needing to approve Rules through Cabinet generates delay and limits the amount of rule-making that occurs. A more flexible and responsive process is needed.

We support the greater use of tertiary legislation to ensure regulation helps and does not hamper technological and other developments. Ensuring checks on CAA rule-making is best served by proper consultation process agreed with industry. We support performance focussed outcome based rules. At some point a



performance-based regulatory framework should be considered. This is the opportunity for NZ to lead the world in this area.

#### Accident and incident reporting

The CAA recognise that they are not getting full reporting on accidents and incidents. What can be done?

#### **This is the opportunity for industry to lead safety promotion and improvements in NZ. More on this proposal soon**

Aviation security should be risk-based and targeted.

At this stage we have not made any comments on airports and Airways NZ, should we?

#### **Background**

The Ministry of Transport has begun public consultation on a review of the Civil Aviation Act 1990 and the Airport Authorities Act 1966. The Civil Aviation Act 1990 governs the civil aviation system in New Zealand. The Airport Authorities Act 1966 confers on airports a range of functions and powers. Public consultation will run from 1 August – 31 October 2014.

Nick Brown, Ministry of Transport General Manager Aviation and Maritime, says the reviews provide an opportunity to improve the usability of the legislation, and ensure it supports effective and efficient regulatory decision-making.

To view the consultation document, and find out how to make a submission or attend an engagement session view [www.transport.govt.nz/air/caa-act1990-aa-act1966-review-consultation/](http://www.transport.govt.nz/air/caa-act1990-aa-act1966-review-consultation/).

Given the breadth of issues covered by the review, there may be issues of interest to you that are not covered in the consultation document, or addressed in as much detail as you would like. Please contact the review team directly at [ca.act@transport.govt.nz](mailto:ca.act@transport.govt.nz) to seek clarification or discuss any issues in more detail.

You can provide feedback or raise any questions directly with the Act review project team at one of the Ministry's upcoming regional engagement sessions. Further information about these sessions will be posted on the Ministry of Transport website shortly. We will also be back in touch with you with the session dates, times and venues once they are finalised.

For further information about these sessions, please contact Bronwyn Lauten on ph (04) 439 9343 or [ca.act@transport.govt.nz](mailto:ca.act@transport.govt.nz)

#### **Other things at CAA Updated**

Ben Smith has been appointed to the newly created position of Capital Group Manager, Strategic Development at AVSEC. Ben was previously manager of the CAA's Safety Investigation Unit.

#### **Extension for Submission on Impaired Colour Vision**

The Civil Aviation Authority have extended the deadline for submissions on the General Direction, Impaired Colour Vision (GD/VIS/01/2013.1) for a further 3 months and 3 week period. The new deadline for submissions is now 5pm on Monday 1st December 2014.

You are invited to make your submissions on this proposal - please use the form on



the web site, and when completed, email it to [GD-Consultation@caa.govt.nz](mailto:GD-Consultation@caa.govt.nz). You do not have to re submit if you have already made a submission.

## Cricket World Cup

In recent newsletters, we've brought you info on the ICC Cricket World Cup which opens in Christchurch on 14 February next year, with some possible thoughts on how we in aviation could benefit. Basically 14 teams will be playing 49 matches over 44 days in 14 host cities across two countries. There are seven NZ host cities: Auckland, Hamilton, Napier, Wellington, Nelson, Christchurch and Dunedin. There will be thousands of fans travelling across the country to support their team – but also keen to have a New Zealand experience. Are you thinking about what kind of charter packages you could offer to these high net worth and other visitors? There's a great business opportunity here. Over 1 million expected attendees and 1 billion TV viewers. This is the biggest event in NZ since the Rugby World Cup in 2011 – let's make the most of it. <http://www.icc-cricket.com/cricket-world-cup> To see where people will be and when <http://www.icc-cricket.com/cricket-world-cup/fixtures>.

The FIFA Under 20 World Cup will be held in New Zealand from 30 May to 20 June next year. This is not expected to attract the same number of international visitors as the Cricket World Cup, but it is a MAJOR World event, there will still be good numbers of well heeled visitors. More info: <http://www.fifa.com/u20worldcup/index.html>

Both events create opportunities for NZ aviation to promote its products and services. We are working with CWC NZ and a NZ Inc government group to develop business opportunities for the aviation sector. More info on this soon.

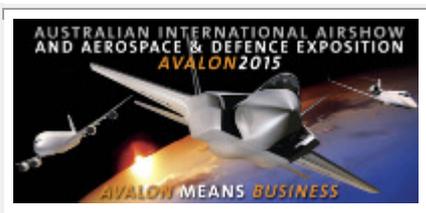
## International News

### Airwaves in Australia **New**

As many will recall, we provide a monthly column for Aviation Trader and Airwaves in Australia. Both publications circulate throughout the Asia Pacific region. In the last couple of months, we've written about [regional aviation](#) (thanks to the NZ Airports Association) and [Tertiary aviation training](#) (thanks to Massey University School of Aviation, NMIT, Travel Training and Careers and Airways NZ). We're now talking to Aviation Trader about a New Zealand supplement in 2015 to showcase our ability to meet customer demands. This is likely to be published in March – more info soon.

### Australian International Airshow and Aerospace and Defence Exposition 2015 **Updated**

Generally known as 'Avalon', and scheduled for 24 February to 1 March next year, this is the largest aviation event in Australia. We've already been talking to the organisers about an 'ANZAC' theme for 2015, especially given the centenary since the Gallipoli landings. We're also talking to the Defence Industry Association about sharing a stand. The latest development is that the Australian Helicopter Industry Association is looking to arrange a "Helicopter Showcase" and would welcome New Zealand participation. Let us know if you are interested in being at Avalon.





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