

## CEO Update



Dear Colleagues

For my penance this week I have been wading through the 234 page [Discussion Document](#) on the CAA Act Review. As you know this is the essential piece of legislation governing entry, exit and participation in the aviation system – so it's vitally important our voice is heard on this 20 year review. As Air NZ retired its last 747 from service last week it is clear we are entering a new era for aviation. We need to be sure the regulatory environment is more responsive and agile to keep pace with the dynamic world of aviation and to support our long-term sustainable growth.

The first draft of our submission is [here](#) and our views on key issues [below](#). Looking forward to your thoughts. Can we have feedback by 20 October please.

Don't forget to vote this weekend.

### 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 30 September or we will need to refer them to a collection agency.

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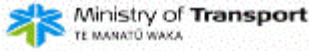
[RAAA Conference 8-10 October 2014](#)

## Internal News

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

## Domestic News

### MOT Review of CAA Act 1990 **Updated**



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?

I have a clear view on this – you will hear this next week.

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

CAA is currently considering whether there are any issues with [Part 66 Aircraft Maintenance Personnel Licensing](#) and has issued a consultation document with responses due on Friday 26 September

[http://www.caa.govt.nz/maintenance/Part\\_66\\_consult.html](http://www.caa.govt.nz/maintenance/Part_66_consult.html). A notification has also been added to the website in the medical area on Otorhinolaryngology : [Medical Manual - Part 3 Clinical Aviation Medicine Draft Part 3.12 - Otorhinolaryngology](#) – with comments due by 15 November. A published administrative error has been corrected in the [Terms of Reference for the Aviation Community Medical Liaison Group \(ACMLG\) - 10 Sep 2013](#)



## 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.



## Emergency Management Training Advice and Co-ordination Services

From 2015, to enable a more appropriate mechanism for funding training for volunteers in the Civil Defence and Emergency Management (CDEM) and fire-fighting sectors, the TEC will fund that training from a ring-fenced pool within the Adult Community Education (ACE) provision. The TEC will allocate that funding in consultation with a single body contracted by the TEC to provide a range of training liaison, advice and

coordination services. Bids close 3 October. GETS reference: RFX ID: 3842206. More info: [emergencymanagementRFP@tec.govt.nz](mailto:emergencymanagementRFP@tec.govt.nz) (Sandy Brimblecombe tel 0274917107)

## 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

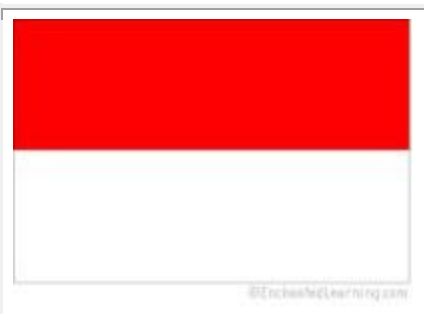
### Airwaves in Australia

As some of you will know, we provide a regular column to Airwaves and Aviation Trader in Australia. Over the last two months, articles have been published on the importance of [regional aviation in New Zealand](#) and on the [leadership summit](#). Copies of both are attached. As you'll see from the Regional Aviation article and the one to be published at the end of this month, we get considerable input from organisations and companies so that we can present a real 'New Zealand' view on aviation. Just a heads up too that Airwaves is talking to us about a NZ aviation supplement for next year.

We've done these before and had good support from some aviation companies who see real merit in being included in a New Zealand supplement – they gain additional credibility from being associated with some of the other innovative aviators in New Zealand. We can use these supplements also to advise Government and companies in other markets on just what is happening in our sector – and how good you are!

### Indonesian Elections

Those of you either doing or looking to do business in Indonesia may know that Joko Widodo (popularly known as Jokowi), incumbent Governor of Jakarta and the clear market favourite due to his reform-mindedness, will become the seventh president of Indonesia in October 2014. The appeal by the unsuccessful candidate, Prabowo Subianto, was dismissed. Jokowi is expected to be good for business as the business environment is reformed and good for education as he seeks to encourage the establishment of a new generation of productive and innovative entrepreneurs who give Indonesia the ability to compete with foreigners.





## Australian International Airshow and Aerospace and Defence Exposition 2015

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. As a result, we're pretty confident of getting a good deal for companies that would like space on a New Zealand stand. Let us know if this will be of interest to you.



## World Bank Projects in the South Pacific

A few weeks ago we mentioned that we were starting to monitor the World Bank funded Pacific Aviation Infrastructure Programme in the South Pacific – Kiribati, Samoa, Tonga and Tuvalu approved with more countries to be added. The World Bank has approved US\$160m so far on this project. Procurement is being packaged so that common systems, processes and products are used across the region. This means that a scale of contract not previously seen in the region is being achieved. At today, 24 contracts worth NZ\$33.1m have been awarded to NZ companies covering advisory services; project supervision; systems design and technical support; database development and implementation; and runway resurfacing. Some significant tenders with strong New Zealand interest have recently closed. We'll bring you info soon about the likely forward procurement schedule.



## RAAA Conference, 8 - 10 October 2014

We've been carrying advice of this conference for some time now and I will be talking at it to promote our industry. A new media release on the conference is here: [www.raaa.com.au/convention.html](http://www.raaa.com.au/convention.html). If you have any questions about the RAAA 2014 National Convention please feel free to contact Rachel Washington at MECCA Concepts, our Convention Manager, on 0412 996 711 or email [rachel@meccaconcepts.com.au](mailto:rachel@meccaconcepts.com.au)



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