

# New Zealand Civil Aviation Regulatory Update



**Presentation to  
DDH Seminar 2017**

# Flight Plan

- **Civil Aviation Authority** (CAA)
- **Triennial Funding Review** (TFR)
- **Safety Management Systems** (SMS)
- **Fit and Proper Person** (FPP)



# Forces of flight



And now, the real story...

# Civil Aviation Authority

## purpose

---

**SAFE AND  
SECURE SKIES**

**TO HELP NEW ZEALAND FLY**

# How we work

- We work *with* aviation participants
- We work *for* the public



# Triennial Funding Review

- Update – why, what, when
- ~~Debate the funding model changes~~
- Opportunities to reduce regulatory ‘burden’



# Triennial Funding Review

## Why?

- CAA is properly resourced, now and in the future, to deliver on its **public safety** mandate
- Better safety incentives
- Aviation participants are paying fair share of the costs of safety oversight



# Triennial Funding Review

## WHAT'S CHANGING



**REMOVAL** of hourly charges for most audit and inspection activity



**INTRODUCE** ability to suspend payment of participation levy for aircraft 'out of service' for an extended time



**REMOVAL** of fee for deregistration of foreign-owned aircraft from the NZ register

**ALL CHANGES TAKE EFFECT FROM 1 JULY 2017**



**Medical certification** fee **REDUCED** from \$272.17 to \$105.00



**Domestic & international** passenger safety levy will be **EQUALISED TO A COMMON VALUE** of \$1.60 per passenger



**ACTIVITY-BASED OPERATIONS** safety levies for air transport\*, agriculture, freight, and adventure aviation participants

Note: All costs shown are GST exclusive

\*All air transport services carrying fewer than 20,000 passengers per year under Rule Parts 121, 125 and 135



# Triennial Funding Review

## Relevant points

- Certification still a chargeable activity
- Routine surveillance *not* chargeable
- Follow-up activity and non-routine surveillance *is* chargeable; examples:
  - Findings
  - Special Purpose Audit

# Triennial Funding Review

## Additional information

- More information about the changes is contained in the [Fees and Levies booklet](#) (hard copy and PDF available)
- If you have any queries or concerns about the changes, please email [fundingreview@caa.govt.nz](mailto:fundingreview@caa.govt.nz)
- More information about the new fees and levies, including the implementation of the new safety levies, will be updated on the CAA web site in the coming months

# Triennial Funding Review

## Opportunities to reduce regulatory ‘burden’

- Improved guidance material
- CAA-industry engagement in advance of large or complex projects ( agreed certification pathway)
- CAA outcome focused approach (performance/risk)
- Participant applications/submissions robust; supported by:
  - approved data
  - Risk assessment / RM plan
  - International best practice (where applicable)
  - Demonstration of achievement of certification plan/criteria

Common goal

How we work

# Safety Management Systems

## Attributes of an effective SMS

- Hazards and their associated risks are [proactively] identified and managed to reduce safety risk  
ALARP
  - Note: aligns with existing HSWA requirements
- Safety performance is measured to inform effectiveness and to promote continual improvement
- Organisation-wide (holistic)
- Culture of positive safety behaviours
  - Led from top down
  - Embraced as the 'way we do business'



# SMS Rule Requirements

## **Part 146, Part 148 (= Group 2 participant)**

- Existing certificate holder must submit SMS implementation plan by 30 July 2018

### **146.151 and 148.151 Transition Provisions**

(e) The Director will, if acceptable—

(1) approve the organisation's implementation plan; and

(2) set the date for implementation of the system for safety management.

(f)(6) the date for implementation must not be later than 01 February 2021.

## **Part 145 that does not maintain any aircraft or component used under Part 121 or 125 (= Group 2 participant)**

- As above

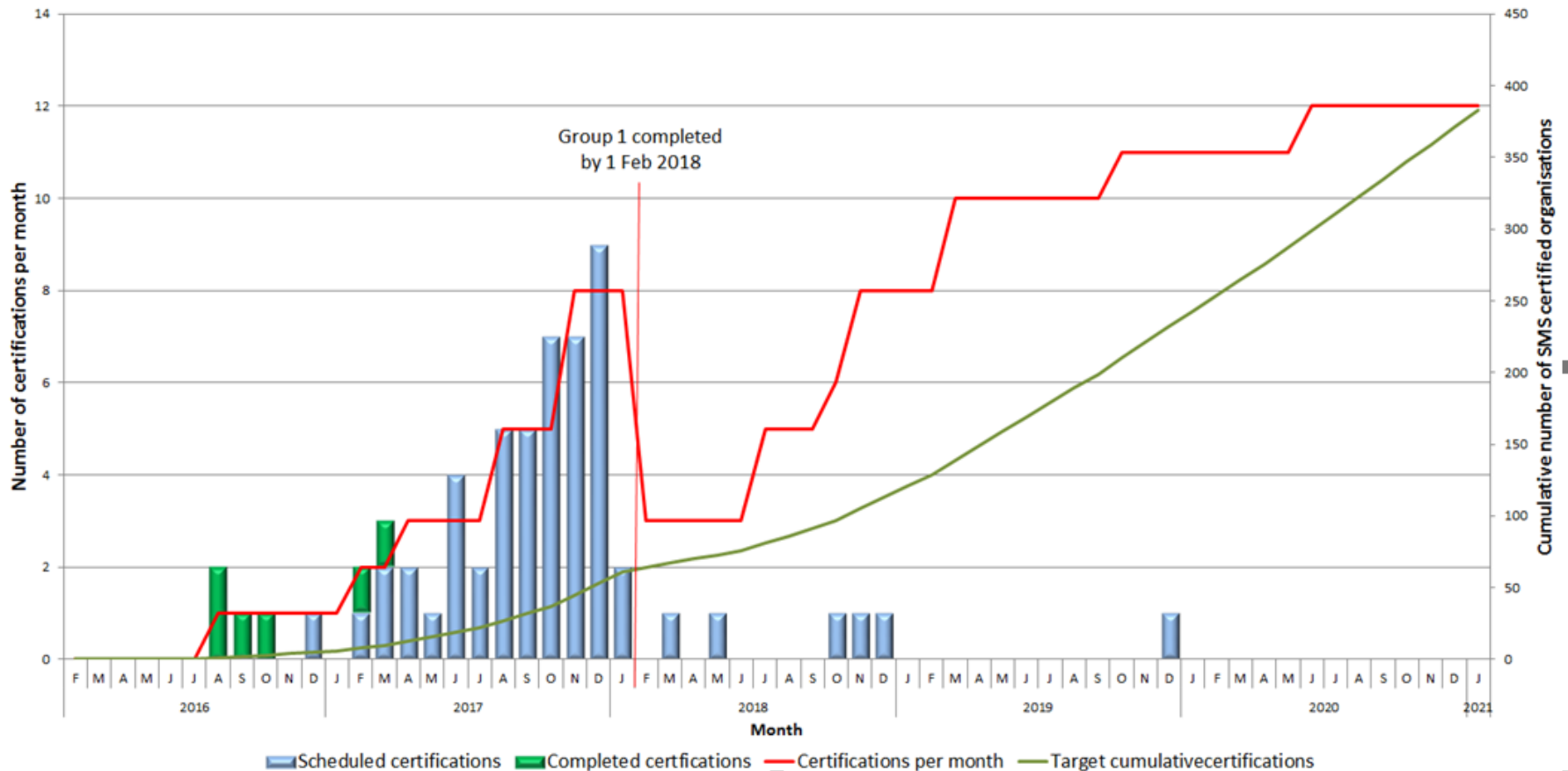
## **Part 145 that does maintain aircraft or component used under Part 121 or Part 125 (= Group 1 participant)**

- SMS certification IAW implementation plan and NLT 01 Feb 2018

# SMS Certification Progress

## Implementation Schedule

SMS certification schedule (does not include approval of implementation plans)



# SMS Benefits

## A risk-based approach

- Proactive
  - aligns with good business practice
  - Prevents defects/safety issues and costly rework
- Considers Human performance (HMI, ergonomics)
- Supports applications (STCs, AMOCs)
- Supports organisational changes
- Type validation streamlined



# SMS insights

- Implementation Plan – robust gap analysis (against AC100-1)
- SMS Manual ≠ SMS
- Engagement - all staff understand their role re SMS
- SMS training is tailored
- Environment which promotes reporting
- Investigation & RM triggers
- Performance indicator selection
- Take advantage of SMS workshops and guidance material





# Fit and Proper Person



## Who

1. Licence holder
2. Senior Person
3. Delegation holder

# Fit and Proper Person

## Why?

- Civil Aviation Act → ensure safety
- Competent to exercise privileges in safety critical roles
  - execution
  - leadership; example to others
  - supervision
- Competency =
  - Knowledge
  - Skills
  - Attitude (behaviours)



# Fit and Proper Person

## Certification

- Focus on action/evidence (not just words)
- Qualifications and experience
- Capability and capacity
- Demonstrated safety behaviours
- Quality of previous work



## On-going

- Open and timely communication
- Corrective and preventative action
- Effective monitoring and management

# Fit and Proper Person

## Additional information

- CAA website: In order to make this process transparent and fair for participants, the CAA has published the fit and proper person policy and handbook.
  - [Fit and Proper Person Assessment Policy](#) (PDF)
  - [Fit and Proper Person Assessment Handbook: Procedures and Guidance](#) (PDF)
- Vector articles (e.g. Jan/Feb 2012 – Senior Persons)
- FPP application – CAA Form '24FPP'
- DDH Seminar – delegation holder responsibilities

# Leaders



## Elsie MacGill (1905 – 1980)

- First female aircraft design engineer in the world
- During WWII, was responsible for entire Hawker Hurricane fighter aircraft production in Canada

# Questions

