

Recommendation	CAA Comment	Actions
<p>1. CAANZ review the introduction of Part 141 certification for all organisations providing training to professional licence standard. This will strengthen the level of regulatory oversight of the sector as organisations must implement documentation holdings, facility requirements, student records, internal quality systems and other supporting infrastructure within training organisations.</p>	<p>The report reveals issues that support the need for a formalised organisational management system for organisations providing flight training to professional licence standard. Issues identified include variable pass rates between flight training providers, and an increasing number of airspace infringement reports involving training activity.</p>	<p>The CAA will review prior proposals for amendments to Civil Aviation Rule Parts 61 and 141 that would have introduced formalised organisational management system for organisations providing flight training to professional licence standard and consider the development of a case to government to support the need for progress on these amendments.</p>
<p>2. CAANZ consider progressing initiatives under Part 61 to strengthen examination and testing requirements.</p>	<p>The report highlights instances' of poor written examination and flight test pass rates and cases where candidates are having multiple attempts at both forms of assessment.</p>	<p>The CAA will continue to progress currently proposed amendments to Civil Aviation Rule Part 61 Stage 2 that are targeted at the issues identified.</p>
<p>3. That CAANZ and industry participants consider using further airspace risk modelling (with their range of assessment tools) to minimise risk at congested training locations through airspace design and effective procedures. A goal of simplicity in both airspace and procedure design will maximise the safety impact.</p>	<p>The report highlights the importance of effective risk assessment in airspace and procedure design and the need for all stakeholders to be</p>	<p>The CAA will continue to review airspace to ensure safety and provide simplicity. This will be both in accordance with the 5 yearly review provided for in Civil Aviation Rule Part 71 and in response to any other needs identified outside of this 5 yearly review process. This will include</p>

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	<p>proactive in this regards. The goal of simplicity is one that is supported by the CAA. Also inherent within the issues identified is the need for pilots to flight plan well, ensure they have appropriate charts, comply with promulgated airspace requirements and demonstrate effective airmanship.</p>	<p>looking at any geographic hotspots identified by occurrence reporting and ensuring actions are taken by responsible parties to identify and address underlying causes.</p> <p>Consideration will also be given to the development of regional airspace plans to provide a framework for managing airspace changes in a coordinated manner that supports simplicity and safety and reduces unnecessary complexity.</p> <p>The CAA will continue with its development of the Aerodrome Complexity Evaluator. This is a tool for aerodrome operators to allow them to assess levels of aerodrome complexity and identify actions they can take that can lower these where necessary. It is anticipated this will be finalised in early 2012.</p> <p>The CAA will also continue with proposed amendments to Civil Aviation Rule Part 139 that will require aerodrome operators to pro-actively assess and manage risks with their areas of responsibility including those associated with immediate aerodrome airspace. Such risks include those associated with changes in the nature and levels of operations to and from aerodromes.</p> <p>In addition to the above the CAA will continue various safety promotion and education programmes to reinforce the need for pilots to flight plan well, ensure they have appropriate</p>

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		charts, comply with promulgated airspace requirements, and demonstrate effective airmanship.
<p>4. That CAANZ examine pass rates in both examinations and flight tests and consider placing requirements for students making multiple attempts to pass such tests.</p>	<p>Poor written examination and flight test pass rates, candidates are having multiple attempts at both forms of assessment.</p>	<p>The CAA has initiated discussions with Aviation Services Limited (ASL) for it (ASL) to provide improved regular statistical reports on examination and flight test performance to training providers and the CAA. This will allow trends in this area to be more effectively identified over time and inform areas of attention and the type of interventions required.</p> <p>In addition the CAA will continue to progress currently proposed amendments to Civil Aviation Rule Part 61 Stage 2 that are targeted at the issues identified.</p>
<p>5. That CAANZ review the reporting of data on flight training to ensure that the data needed for meaningful analysis is available. A review of the fields listed at Annex A and an associated review of the reporting Form 005 may assist in this. A possible schema is attached at Annex B.</p>	<p>The report highlights issues associated with data that is relatively 'scarce' and issues with associated data fields.</p>	<p>The CAA is considering a range of actions associated with its underlying safety information and data systems, including review of field codes and systems that should enable easier submission and recording of safety information. However, a fact remains that NZ will always suffer from relative data scarcity compared to other jurisdictions, because of the size of the civil activity, which in turn will always impose some limitations on the type of statistical analysis that can be undertaken.</p>
<p>6. That CAANZ review their safety data systems with respect to flight training data, particularly to ensure that flexible data analysis is facilitated,</p>	<p>The report highlights a number of issues</p>	<p>The CAA is considering a range of actions associated with its underlying safety information</p>

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and made available to managers or staff in “plain language” and in a format which is useable.	associated with ease by which information can be extracted from existing CAA systems, which are known and part of the consideration of an organisation change programme.	and data systems, including review of field codes and systems that should enable easier submission and recording of safety information. However, a fact remains that NZ will always suffer from relative data scarcity compared to other jurisdictions, because of the size of the civil activity, which in turn will always impose some limitations on the type of statistical analysis that can be undertaken.
7. That flight training information, as a discrete sector, is specifically and uniquely presented in the CAANZ Safety Report.	The report highlights a number of issues associated with ease by which information can be extracted from existing CAA systems, which are known.	Action will be taken to specifically identify flight training within the safety information system.
8. That CAANZ undertake ongoing quantitative analysis to identify future emerging trends which were highlighted in this review, as described in Section 5.1.	The report highlights a number of issues associated with ease by which information can be extracted from existing CAA systems, which are known.	The CAA is considering a range of actions associated with its underlying safety information and data systems, including review of field codes and systems that should enable easier submission and recording of safety information. However, a fact remains that NZ will always suffer from relative data scarcity compared to other jurisdictions, because of the size of the civil activity, which in turn will always impose some limitations on the type of statistical analysis that can be undertaken, including regular statistical and other types of quantitative analysis.

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<p>9. That CAANZ undertake further investigation of the possible causes and trends highlighted in analytical sections of this review. Options for achieving this might flow from the updating of reporting mechanisms, a review of the safety investigation process to ensure that primary causes are established and the ongoing reporting by field safety advisors of changes in training activity and other emerging training safety issues.</p>	<p>The report highlights a number of issues associated with ongoing trend monitoring and associated analysis, which are the focus of part of the CAA's organisation change programme.</p>	<p>The CAA is considering a range of actions associated with its underlying safety information and data systems, including review of field codes and systems that should enable easier submission and recording of safety information. However, a fact remains that NZ will always suffer from relative data scarcity compared to other jurisdictions, because of the size of the civil activity, which in turn will always impose some limitations on the type of statistical analysis that can be undertaken, including regular statistical and other types of quantitative analysis on an ongoing basis.</p>