

# Ngā miniti | Minutes

<b>Minutes</b>	Drone Leadership Group
<b>Date</b>	22 November 2022
<b>Time   Venue</b>	9:00-10:30am   Microsoft Teams   Tupu-ā-rangi
<b>Attendees</b>	Iain Cossar, David Harrison, Mike Hill, Katie Wilkinson, Mark Blanchard, Bronwyn Turley, Tom Forster, Tim Boyle, Steve Smyth, Scott Griffith, Alec Morrison, Garrick Wood, Taylor Marie Siolo
<b>In attendance</b>	Bronwyn Turley, Tim Boyle, Iain Cossar, David Harrison, Scott Griffith, Steve Smyth, John Kay, Katie Wilkinson, Garrick Wood, Tom Forster, Taylor Marie Siolo
<b>Apologies</b>	Mark Blanchard, Alec Morrison, Mike Hill

## 1. Roundtable of updates

John Kay (CAA) provided an update on the Emerging Technology Unit (ETU). It officially started on 21 November 2022 and is located in Wellington. CAA is continuing to look at how triaging for Part 102 can be refined, while also working with Ministers on the Emerging Technology Programme (ETP). CAA also participated in the recent UAV conference, which was a good opportunity to get CAA's view across. At the conference, Australia spoke about the approach they are planning for integrating safety systems. There were many lessons learnt which may be able to be replicated in New Zealand.

Since the last meeting, Tim (MBIE) said there have been four new partners in the Airspace Integration Trials Programme (AITP): Maui63, OneReg, Aerosearch, and Airshare. There are now a total of 12 partners. <sup>s 9(2)(i)</sup> For now, the door is slightly ajar for future partners that offer more novel use cases, otherwise MBIE is not actively looking for new partners. There have been several successful trials this year and the building blocks are in place for 2023. On the Aerospace Strategy, MBIE said it plans to go back to Ministers next year with the outcome of consultation and next steps.

Katie (Airways) said there have been a few changes in Airways senior management. Airways is also working through the road map for the next 12 months. This will involve more collaboration and engagement with other agencies. There are still constraints and challenges ahead, notably the 'integration vs segregation' issue.

Tom (MoT) gave an update on progress with UTM. An engagement paper is being developed to tease out important concepts, including what a UTM system is and what does New Zealand want going forward. The plan is to have an agreed document for early

engagement with the sector, but this would be cleared with the Minister before industry/sector engagement mid-next year.

The Air Navigation System Review has completed its phase 1 report, and this report will shortly be made public. Phase 2 is now underway, and it will look at what changes are needed to the system. The Review Panel will report back to the Minister in April 2023.

## 2. Enabling Drone Integration Cabinet paper

s 9(2)(f)(iv)

Work is continuing on remote ID and geo awareness and MoT is doing an international scan. s 9(2)(f)(iv)

However, there would be a lag between approval and implementation due to the need to get the required resources. CAA would like as much as time as possible to prepare. s 9(2)(f)(iv)

## 3. Update on Emerging Technology Unit (ETU)

After an intense period of job advertising, interviews, and recruiting in September and October, the ETU staff assembled on 21 Nov 2022. The ETU team is six people led by Steve Smyth. The ETU role is coordinating all emerging technology issues, acknowledging that the unit is broader than just drones. ETU advisers do not hold any delegations and their role pre-certification is far more in-depth to understand what motivations and barriers there are. The Unit's intention is to work collaboratively with information shared with industry and vice versa. The goal is a common way forward on technical and operational development to achieve a level of maturity so certifications down the track are streamlined. The priority for the remainder of 2022 is to on-board and train the new staff so that they are sufficiently prepared to lead projects in the new year. When staff are read to undertake pre-certification projects, stakeholder engagement will take place. This will likely be early 2023.

Some members of the ETU have been in Singapore, as well as Montreal, learning from other jurisdictions. International liaison enhanced the CAA's credibility, and it was able to measure how NZ is doing compared to other regions.

## 4. Update on the Ministers meeting between Nash, Verrall and McAnultly

Initially, Ministers were interested in understanding the resource constraints with CAA, the certification process, what timelines look like and what some of the barriers are. The first Aerospace Ministers' meeting was challenging. This was because of the initial briefing which outlined what some of the triaging issues and potential solutions. In particular, there were potential solutions around funding options. The idea of pooling within the sector with the intention to get approval easier, seems like a good option.

CAA met with some Part 146 organisation to start discussing the way forward. There is a clear message that Part 102 is getting overloaded as it is receiving everything, which it was not what it was originally designed for. We know that Part 102 is an organisation certification, which does not look at airworthiness.

There was a shared feeling amongst the group that some technical skills are in short supply, with STEM (science, technology, engineering and mathematics) shortages everywhere. There are national bottlenecks in capability where such skills will become even more critical in future design pathways. Potential options raised by the Group were to bring in people from abroad and/or find people in the academia to switch into regulatory sector. However, both options are equally difficult.

#### **5. Sector view of emerging trends, forward planning, goals/objectives for next year**

MoT will continue work on Enabling Drone Integration, UTM and APEC aviation experts group (AEG). The main policy theme for AEG in 2023 is “UAS: Flightpath to the Future”. There will be virtual thematic sessions in Feb/Mar 2023, and later the Transportation Working Group in Sept/Oct 2023.

CAA suggested the Drone Leadership Group expand its focus to all emerging technology not just drones. MoT agreed but cautioned about duplicating anything that already exists. Garrick (MoT) further supported this wider focus and commented that there is a whole swathe of issues, not with just a technology focus, when engaging with stakeholders e.g., vertiports is not just about technology but is also about urban planning. MoT will review the Group’s Terms of Reference (ToR) and will amend as appropriate to reflect this consensus. CAA also mentioned there is going to be a forum on emerging technology that was mentioned to MoT a few months earlier. This forum will need to be set up in a way that will attract constructive conversation – the forum should be expected in the new year.

#### **Any other business**

The next meeting will be late February 2023.

PROACTIVELY PREPARED BY AIR NZ  
TE MANATŪ WAKA MINISTRY OF TRANSPORT

Table 1

Action list from 22 November 2022

Meeting date and item number	Topic	Action	Owner	Due date
22/11/22 Item: 5	Drone Leadership Group refocus	Review current ToR, and amend as required	Strategy Team	End Feb (before next DLG)

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