

Submission on developing the Aotearoa New Zealand Aerospace Strategy

Your name and organisation

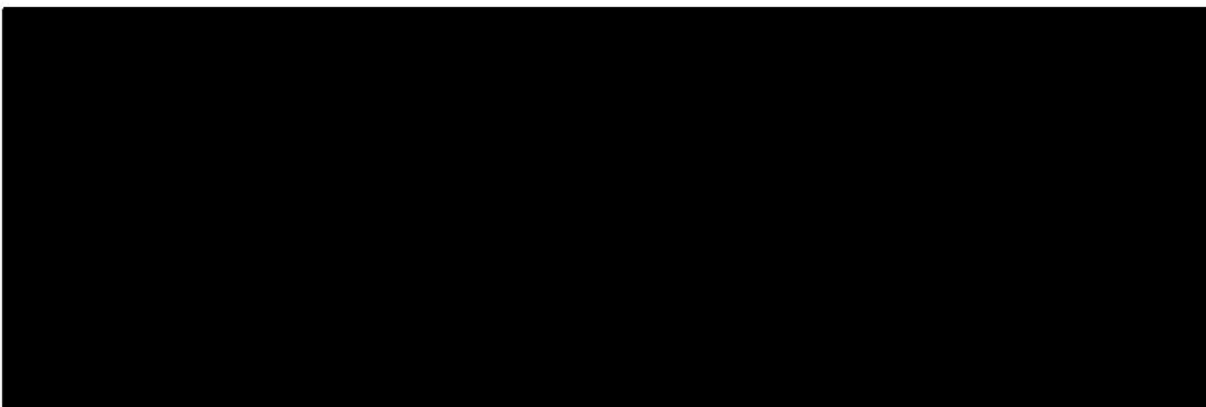
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Overview of the Aerospace Strategy

- Question 1:** Do the four areas above provide the right basis for the Aerospace Strategy?
- Question 2:** What are the critical factors that you see for aerospace sector development?
- Question 3:** How would an Aerospace Strategy help you?

Please type your submission below. If applicable, please indicate the question(s) to which you are responding.

Q2. NZ is producing a lot of rocket scientists and engineers but overlooking the need to develop expertise in air and space law. This is a recognised specialised field of international law overseas but not widely understood in New Zealand at present. MBIE engaged an Australian academic as a consultant when preparing the OSHAA Act 2017. The implementation of technological achievements would be greatly facilitated if NZ produced experts in air and space law, particularly if they are employed in relevant NZ Government organisations such as MFAT, MOT, CAA, Airways Corp, TAIC etc.



Area One - A strategy for building our aerospace sector

- Question 4:** Is the 2030 Future State set out in a way that enables New Zealand to build on its existing advantages to develop a leading place in the global aerospace economy?
- Question 5:** Will the 2030 Future State support your ambitions for growth and participation in the sector?
- Question 6:** What barriers are there to optimising sector growth?
- Question 7:** How could the government and the sector work together to achieve the 2030 Future State?
- Question 8:** How can the Government enable Māori ambitions for the sector?

Please type your submission below. If applicable, please indicate the question(s) to which you are responding.

Q4. Not entirely. The heavy emphasis on technology overlooks the social sciences such as air and space law which will be critical for successful implementation and safe regulation of the new technologies.

Q5. Yes but it takes about five years to produce a graduate lawyer and at least another year for Masters specialisation in air and space law. This means such courses should be funded and included in the Law School programmes from 2023 onwards.

Q6. Lack of awareness in NZ Government and academia that air and space law is an internationally recognised and important part of legal training resulting in a lack of funding being allocated for teaching and learning in this field.

Q7. MBIE could consult with the Council of Legal Education and the TEC and the Deans of the NZ law Schools.

Q8. Maori law students will find their way into the aerospace sector through the NZ law schools in addition to the science and engineering degrees.

Area Two - Building strong foundations (Three Pillars)

Question 9: What do you think of the Three Pillars and do you think they will support the 2030 Future State?

Question 10: What else would you like to see in the Three Pillars?

Question 11: What actions and initiatives could the sector focus on to support the Three Pillars?

Please type your submission below. If applicable, please indicate the question(s) to which you are responding.

Q9. Heavy focus on technology and science needs to be balanced with increased emphasis on law and policy.

Q10. Broadening of the role of universities beyond science and technology and recognition of the need for the establishment of a Chair in air and space law at one or more NZ universities and the need for Government to encourage and fund undergraduate teaching and postgraduate courses in air and space law. This should involve collaboration between the science and engineering faculties and the law faculties. This should then lead to the development of a NZ research institute of air and space law, similar to those at the McGill and Leiden Universities for example.

Q11. See answer to Q10.

Area Three - Goals for 2030

Question 12: What do you think of the Goals for 2030?

Question 13: Are the goals framed in a way that will enable New Zealand to build on its strengths and comparative advantages to achieve the 2030 Future State?

Question 14: What activities and milestones can help us achieve these Goals?

Question 15: Where do you see yourself in realising these Goals?

Please type your submission below. If applicable, please indicate the question(s) to which you are responding.

Q13. Needs a wider paradigm to take account of the role of law and policy.

Q14. NZ universities to advertise teaching vacancies in air and space law by the commencement of 2023.

Area Four - Pathway to the 2030 Future State

Question 16: What policies, ideas, actions, and/or initiatives would you like to see in the Action Plan to help achieve the ambitious 2030 Future State?

Question 17: What would be the benefits of these actions and how would they help grow the New Zealand aerospace sector?

Question 18: How would you like to be involved in the delivery of the Aerospace Strategy?

Please type your submission below. If applicable, please indicate the question(s) to which you are responding.

Q16. NZ was one of the original 52 States that negotiated the 1944 Chicago Convention on International Civil Aviation and yet it seems NZ has never had, or sought, a seat on the ICAO Council or even appointed a NZ permanent representative to ICAO. Unlike MFAT's participation in UNCOPUOS it appears the NZ High Commission in Ottawa does not support NZ's participation in ICAO. This situation needs to be remedied in the short term as ICAO is a law-making organisation and the development of so much of NZ's air law is left to other States that are more proactive in ICAO.

Q17. More active participation in ICAO and continued participation in UNCOPOUS and development of expertise in international air and space law will enhance NZ's international reputation and ability to influence and implement international air and space law in NZ law.