

Submission on developing the Aotearoa New Zealand Aerospace Strategy

Your name and organisation

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Organisation (if applicable)	Nova Systems NZ

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.

Q3

By showing commitment and a strategy (which is implemented, not just released) we can increase the resource within our company to meet the anticipate demand for the future.

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?

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Q4

Lets use the skill shortage list (NZ Immigration) to lower the barrier for entry for immigration (given that there is almost no NZ based training/education available). [Long Term Skill Shortages List](#) Specifically call out Aviation/Aerospace professional, rather than lumped together with all the other engineering professional nec. The same category can be used, but the link between Aersospace and “nec” is not clear.

Q5

We also see the need for a Govt/Industry partnered hardware and flight testing capability. This can be a multi-stage approach initially using existing crown land (Air Force museum airfield and facilities) and then out to the Tawhaki once more airspace is required. We (Nova Systems NZ) would be keen to discuss potential options.

Q6

The regulatory system has to be resourced with the right number of forward-leaning/thinking individuals. It’s approach needs to be “how can the regulator assist” (ie collaboration and co-development) seeking how it can approve new systems and not just during “experimental” licenses.

Q7

There is room, we believe, for more collaboration with existing Aerospace ventures within MBIE (AITP/NZSA in particular), MoT and NZ CAA. The skills required for regulation of both aviation and space/high altitude activities are very similar and need to be “fused” together to ensure there is less of a 60,000ft barrier between regulatory systems.

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?

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Q9.

Pillar One – there is almost no Aerospace higher education available in NZ (this year is the first 3rd year, Minor at UC). Those graduates will be several years away from being fully productive and therefore as a country, we will continue to use immigration as a way of increasing the aerospace pool (in addition to the Aerospace engineers that are converted by the RNZAF, during their post-graduate training). In order to “unlock potential” we must reduce barriers to entry (into the country, for experienced people and into higher education for our own citizens).

- Reduction/elimination of University fees (or perhaps rebate once someone enters the field, post degree) for STEM subjects or aerospace specifically.
- Reach back into school curriculum and school teaching system to ensure that education professionals and teachers feel comfortable/confident to teach and encourage children into the sector.

Pillar Two – not really sure what is being aimed at, for this pillar. Is it future-facing govt, or supporting the environment to enable the aerospace sector?

We are not convinced that having two separate Ministers for aviation and space, is helpful.

We are not convinced having separate Ministries for aviation and space, is the best use of a limited pool of resource.

Pillar Three – Agree, wider acknowledgment of the roles that aerospace plays and that it is a viable option for school leavers (see bullet point above).

Growing the sector, organically. By that we mean from within the country borders by supporting Universities and School to educate (ie qualifications) and grow appetite by showing that a career in space, in NZ is actually a possibility. Perhaps this is something the industry can assist with, increasing awareness with the assistance of MBIE and the media.

Q10 – International regulatory collaboration to ensure our system is not a NZ “bespoke” system to smooth the acceptance of products and services between regulatory systems. Or even the adoption of an established regulatory system (EASA, perhaps, just as CASA has done in Australia) to avoid the overhead of maintenance of the regulatory system.

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?

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Q12 – Goals are suitably ambitious and must be supported by a correctly resourced and forward-thinking regulatory system. The regulatory system must be able to take the good work of other regulatory bodies through a recognition approach.

Goal 3 - Sustainability We would like to see the use of a Space Sustainability Rating (SSR) as a requirement for NZ Launches. The SSR was developed by the World Economic Forum's Global Future Council on Space Technologies. We could see the use of a higher rating as receiving preferential treatment when dealing with NZ Space Regulatory System.

Q14 - The regulatory system funding, for aviation, (ie user pays) may not be suitable for small "start-up" type organisations – which then favours the larger corporations which has the risk to stifling innovation and reduces nimbleness. There must be a way to centrally fund those early activities via another method.

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?

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Q18

We (Nova Systems NZ) see ourselves as an independent voice that wishes to see the growth of the whole sector and not just one aerospace company. We are well connected into the sector, through our established relationships. We support the creation of the sector-government taskforce and would be keen to get involved.