

# Submission on developing the Aotearoa New Zealand Aerospace Strategy

## Your name and organisation

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<b>Organisation (if applicable)</b>	OneReg Ltd

## 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.**

This submission is made on behalf of OneReg - a New Zealand-based digital Regulatory compliance technology that provides effortless compliance management for regulators and aviation operators, ranging from UAVs to Air Transport Operations.

OneReg facilitates quick and effective regulatory approval of operators, significantly lowering the barriers of cost and time to enter and participate in the aviation system, and freeing the Regulator's resources to focus on competing priorities. OneReg has already demonstrated process improvements, subsequently quantifying the potential savings to operators, the regulator, and to the broader industry.

The OneReg system has been approved by the Civil Aviation Authority of New Zealand for the submission and approval of Unmanned Aircraft Operator Certification from April 2022; with intent to expand this to other certificates going forward. Trials of the system have shown OneReg delivers efficiencies to the approval process, providing a more holistic, connected, and faster outcome. This significantly reduces the time required for application assessment therefore permitting a greater throughput of approvals and allowing greater focus on monitoring of participants. This in turn creates more two-way communication with operators and improves the overall performance of the aviation system itself.

We would like to congratulate MBIE and the Government for the consultation paper. The draft Aerospace Strategy being put out for consultation articulates foundations and a framework that aims to drive sector development towards "an ambitious 2030 Future State". This will be vital if New Zealand is to capture the many benefits that come from the growing aviation and space sectors in this country.

## 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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The success of the future of aviation and space in New Zealand hinges on a clear and effective strategy that companies and investors can see and rely on and strong, practical Government policy and policy implementation.

A lot of the success of the advanced aviation sector hinges on the capability and performance of the Civil Aviation Authority New Zealand. It is an independent regulatory body, and should always be. There is no desire for that to be changed in any way. Every company in New Zealand benefits from a strong safety focus. However, to achieve the desired 2030 Future State is going to require different capabilities and resourcing from the past.

In the work we undertake in the industry and in the regulatory environment, we observe a number of potential opportunities:

- Greater CAA NZ staff capacity/ resourcing, training and development could better support the emerging and existing aviation industry in New Zealand
- Working with industry to establish pilot projects that are monitored and reported on and create learnings for all parties.
- Potentially moving the Emerging Technologies team outside of CAA as a separate entity, dedicated to solving certification issues bespoke to innovation and new technologies, as has been achieved in the CAA UK and CAA Singapore.
- More effective coordination across government agencies to support the growth of the advanced aviation sector.
- Greater investment in educating the next generation of aerospace professionals and regulators.

## 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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The three Pillars broadly seem to fit with the overall intent. Ideally, further time bound work will be done to articulate who the beneficiary/ beneficiaries of each pillar, with clear timeframes and metrics.

Each of the pillars will benefit from a Whole of Government approach to this pillar with key milestones and/ or missions that would involve industry, government, Tangata Whenua and Community.

From an advanced aviation perspective, Civil Aviation Authority New Zealand (CAANZ) continues to be the most significant barrier and challenge to the growth of Aotearoa New Zealand's aerospace industry and the success of the Aerospace strategy. In my experience of working with other civil aviation authorities it has slipped from being one of the most progressive thinking organisations to the least ready for the technological evolution ahead of it.

It is also important to set expectations of industry about support for the pipeline of talent and also to engage Tangata Whenua in ways that will actively encourage rangatahi to be in a position to access the opportunities that this emerging industry presents.

### 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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The Goals seem to fit with Aotearoa New Zealand's principle areas of advantage but there needs to be ambition about supporting and developing them.

We believe there are a number of actions that could help to achieve the ambitions of the 2030 Future State:

- Mechanisms for government departments to better collaborate more effectively and creating a true Whole of Government approach.
- Sustainable funding and investment model across MBIE, NZTE and Callaghan Innovation that supports the growth (not just the start) of aviation innovation.
- Closer collaboration between the regulators and industry underpinned by a true co-design process with Tangata Whenua
- Strong leadership and a government mandate to drive progress on the strategy.

## 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.**

OneReg would like to be actively involved in the development, implementation and ongoing review of the Strategy and action plan. We have a unique cross-industry and regulatory view of the sector and believe this has benefit in building an effective and successful Strategy and Action plan.

OneReg believes that, done well, this strategy will see New Zealand build a thriving aerospace sector that generates high value jobs for New Zealanders and repositions New Zealand in the forefront of innovation.