



Aviation Security Service  
— Kaiwhakamaru Rererangi —

# Advanced Aviation Reform



DDH Conference 2025

# Overview

**The Advanced Aviation project is a suite of actions agreed to by Cabinet that support the Government's goal that:**

“By the end of 2025, New Zealand has a world class regulatory environment that allows rapid iteration and testing of advanced aviation vehicles and technology, while maintaining current levels of safety.”

# Overview

- Develop a new Civil Aviation Rule for experimental or developmental aircraft and systems operations to allow rapid iteration and testing of advanced aviation vehicles and technologies.
- Engage with the sector to establish permanent restricted airspace areas for exclusive use by advanced aviation companies
- Refresh Civil Aviation Rules to move lower risk operations from Part 102 to Part 101
- Explore the provision of regulatory advice outside of the regulator to allow the Authority
- Explore options for a cost-recovered advisory service to support applicants at the start with complex operations
- Co-design an emerging technology programme that clearly defines the roles and responsibilities of different parties in the system

# Overview

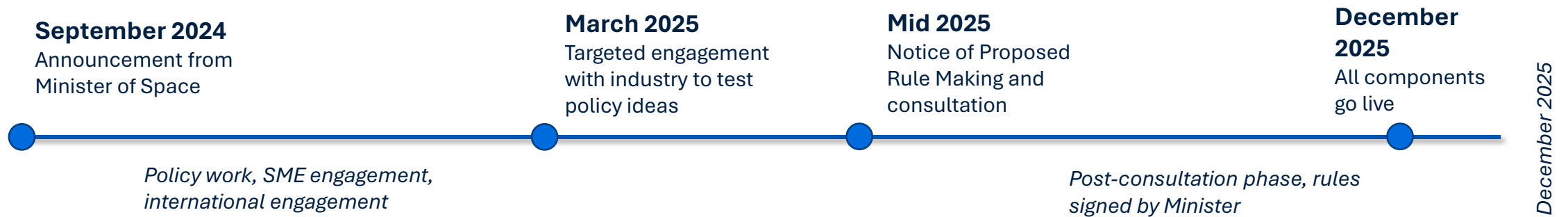
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# Overview - scope

- Allow for rapid iteration and testing of advanced aviation vehicles and technologies
  - Relieve demand pressure on the certification process
  - Provide more certainty for participants
  - Objectives are complementary and no trade-offs between them are expected
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- Limited scope for some additional “tidy up”
  - Evaluate our understanding of acceptable risk
  - Regulatory burdens must be proportionate
  - New regime must be agile and amendable



# Overview - timelines



# Workstream 3

Explore the provision of regulatory advice outside of the regulator to allow the Authority

- Work to be initiated in mid/late-2025



# Workstream 2

Refresh Civil Aviation Rules to move lower risk operations from Part 102 to Part 101

- Expansion of the Part 101 risk envelope
- Agile and amendable in response to sector
- No unnecessary burdens on existing users
- Won't recreate certification problem elsewhere
- Avoid regulation by Notices
- Maintain or improve clarity

# Workstream 2

## Refresh Civil Aviation Rules to move lower risk operations from Part 102 to Part 101

- Transport Instrument
  - Holds technical thresholds between Part 101 and Part 102
  - Agile and amendable
  - Can respond to technology, sector changes, and our understanding of risk
- Proposed changes
  - Night flying
  - Agricultural operations
  - Flight over property
  - Prescribed distances to heliports
  - BVLOS in enclosed spaces with training
  - Active runways
  - Part 102/101 clarification

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# Workstream 1a

Develop a new Civil Aviation Rule for experimental or developmental aircraft and systems operations to allow rapid iteration and testing of advanced aviation vehicles and technologies.

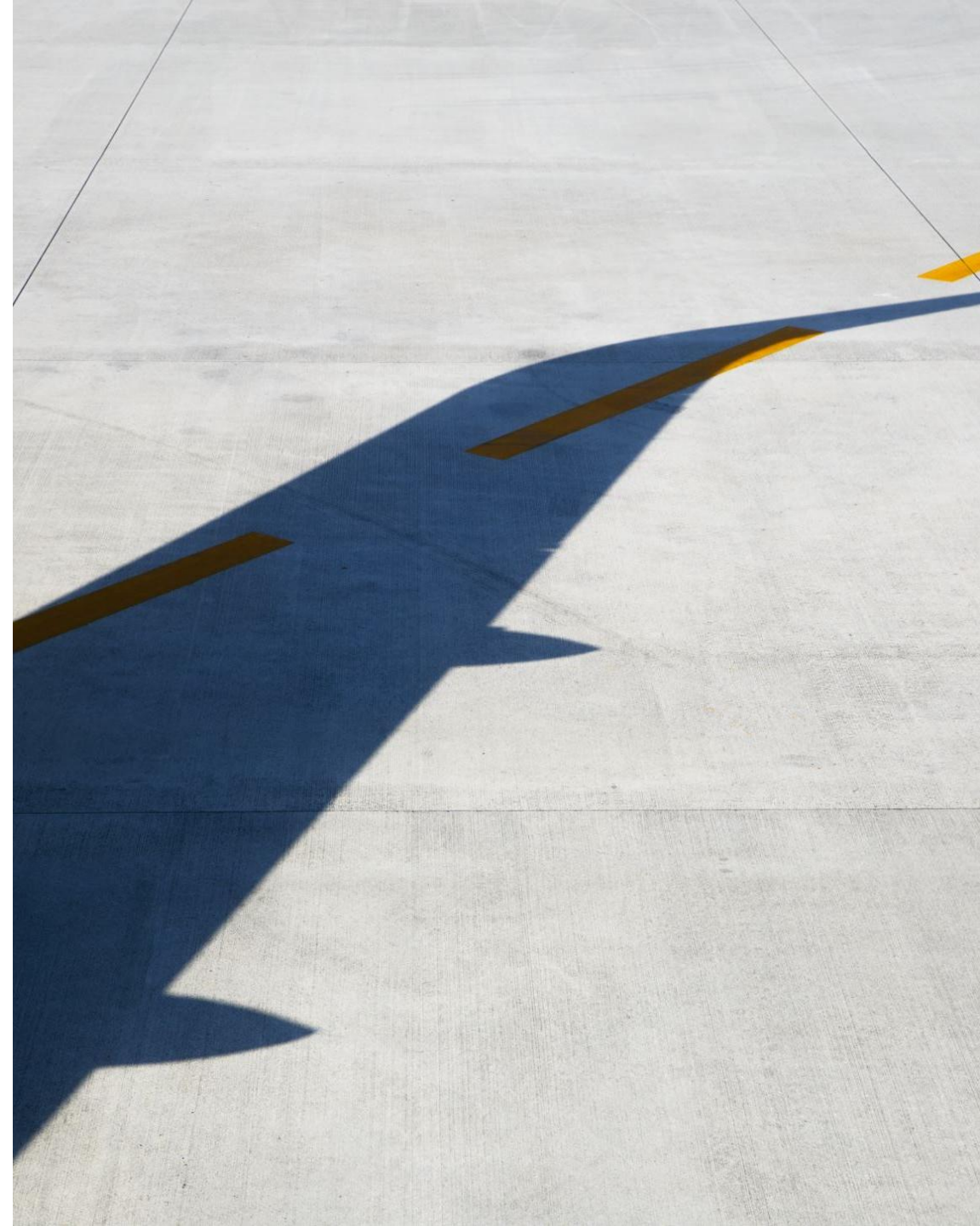
- New rule part, not intended to directly replace any existing rule parts
- Address regulatory gaps to allow rapid iterative testing of aviation components
- Aimed at modern participant focused on research and development, not immediate deployment
- Not restricted to UA
- Can work in tandem with Workstream 1b (Engage with the sector to establish permanent restricted airspace areas for exclusive use by advanced aviation companies)



# Workstream 1a

Develop a new Civil Aviation Rule for experimental or developmental aircraft and systems operations to allow rapid iteration and testing of advanced aviation vehicles and technologies.

- Bubbles
  - Geographic locations and airspace
  - Reduced regulatory burdens
- Not a singular pathway
  - Rules added in proportion to risk
  - No restricted to any specific technology, place, intent
- What next
  - Data reporting
  - No mandated pathway out
  - Collaborative entry



# Questions? Comments?