

CAA Notices – Faster and More Flexible

A new 'tool' being used by the CAA aims to make Civil Aviation Rules more adaptable to change.

The aviation sector is undergoing rapid change, and some Civil Aviation Rules do not respond as readily as they need to.

In 2010, an amendment to the Civil Aviation Act 1990 allowed rules to be made, which give the Director of Civil Aviation, or the 'Authority' (which is the CAA Board) the ability to issue approvals, determinations, requirements, conditions or procedures.

To be more responsive to change, the CAA and the Ministry of Transport have agreed to make more use of that provision.

The approvals, determinations, etcetera, will be in documents called 'CAA Notices'.

These could include technical specifications for equipment or technology, or procedures for training, or conditions for the use of a particular aircraft.

CAA Notices must be enabled by an amendment to the relevant Part, and this will require the normal Notice of Proposed Rule Making (NPRM) consultation process.

Once the change is in place, the Director can make changes to the CAA Notice, or issue new ones, using the new process. New CAA Notices and amendments to existing Notices will have a consultation process.

The CAA is now considering submissions made to an NPRM issued in February, on the first CAA Notice. This CAA Notice (as part of NPRM 17-02 *Small Issues Rule Amendments*) includes proposed training requirements for Robinson R22 and R44 helicopters.

A CAA Notice being approved by the CAA, rather than the Minister of Transport, as is done for rules, will make regulation more adaptable to technological changes, and more responsive than rules to immediate safety issues.

A CAA Notice is not like an Advisory Circular. An AC offers advice and provides non-mandatory guidance on how to comply with a particular rule, but it does not bar other ways of complying.

But a CAA Notice will require compliance. Failing to comply with the details in a CAA Notice would be a breach of the rule that authorises it.

CAA Notices will be published on the CAA's web site. To find out more, go to: www.caa.govt.nz/notices. Subscribers to our email notification service will receive an email alert for consultation on Notices based on the relevant rule Parts. See www.caa.govt.nz/subscribe. ■

Sector Risk Profile: Medium and Large Aircraft, Air Transport Operations

Aviation safety needs us all to understand the risks, and to take deliberate action to reduce the probability of them developing.

One way of doing that is through a Sector Risk Profile (SRP). An SRP allows both the CAA and a given sector to examine the underlying influences on safety within that sector.

At present, the CAA is gathering information on risks in the Part 125 (medium aircraft), Part 121 (large aircraft), Part 129 (Foreign Air Operator Certificate, AOC) sectors, and in the community of OAC holders with ANZA privileges.

By identifying risks collaboratively, the CAA and participants in the above aviation communities can create a meaningful profile focusing on the areas identified by the SRP.

In concrete terms, that will allow the CAA to direct its resources more efficiently, and larger and medium air transport operations to further enhance their Safety Management Systems.

To date, the CAA and industry have collaborated on two SRPs – Part 135 Air Operations, and Part 137 Agricultural Aircraft Aviation. They've proved an effective platform for identifying and communicating risk, its underlying influence on safety, and subsequent required actions.

Contacts

There's more information on the CAA web site, www.caa.govt.nz/srp. If you have any questions, please feel free to email the project team at srp@caa.govt.nz. ■

