

NSS WORKING GROUP Mtg 39 (01 FEBRUARY 2021) – KEY MESSAGES

NSS Stakeholder Comms - NSS 2023

- The NSS Programme Team will conduct a series of General Aviation and Industry visits in the first two weeks of March of 2021. The aim of these visits is to continue to highlight the benefits of ADS-B and provide a picture of what the New Southern Sky programme will have achieved by 2023
- Support from NSSWG external stakeholders in terms of promoting/advertising the event(s) and participation at locations suitable for individual members would be very welcome

PBNRF NPRM

- As of 01 Feb, no submissions had been received
- Consultation period closes 19 Feb 2021

GBNA Tech Panel

- The GBNA Tech Panel study has been completed with 5 of the 8 additional GBNA being supported
- Whanganui, Kaikoura and Mt Mary VOR/DMEs are not supported
- Findings have been passed to GBNA Review Panel Chair

UAV / Drone Integration

- MoT has the lead for the Unmanned Aircraft (UA) programme of work (which they refer to as drones in the public domain)
- Strong focus on the economic benefits of the drone industry. Full round of inter-agency engagement at a high level has taken place
- Public consultation on several issues including drone registration, location requirements and pilot qualifications will begin shortly
- UA Traffic management is being examined with industry involvement, using a building block approach
- Emerging Technologies team are standing up within the CAA; Rebecca Langton is POC
- Lines of work include considerations for modification of Rules to enable greater innovation in use of UA

System Assessment

- Primary objective is to provide assurance to key stakeholder's that the NSS system design for navigation and surveillance can deliver the objectives in the NAANP (i.e., support the safe recovery of all IFR aircraft affected by a disruption to GNSS/GPS based services and restore main trunk services as soon as practicable)
- The assessment will utilise the Airways Skyline and Total Control Aerodrome simulators to create the operating environment of 2023 populated with pre-Covid 19 traffic levels, to test various failure conditions and the operational responses. Qualified observers will ensure a robust assessment process and stakeholders will be consulted before the report is finalised

ADS-B Action Group

- 12-month Mandate delay (to 31 December 2022) has provided welcome relief but has caused some complacency. The message continues to be: Equip with ADS-B as soon as possible to avoid workshop logjams prior to the Mandate
- Current ADS-B Grant Scheme adverts are approx. 12months old. Refresh is being investigated
- ADS-B Champion stories are very powerful. We have some, but the more the better; please share
- Ongoing technical dialogue to highlight as many ADS-B solutions as possible (while remaining product neutral)
- Privacy concerns are increasing. CAA will monitor developments closely and consider if action is required to remove disincentives to equipage

ADS-B Rule, Uptake Rates, Grant Scheme

- The amended civil aviation rules relating to the use of ADS-B in all controlled airspace were signed by the Minister for Transport on 13 December 2020 and will come into force on 8 February 2021. The mandate has now been confirmed as midnight on **31 December 2022**
- Uptake of ADS-B has remained low over the Christmas break, with 64 new aircraft being detected in December and only 37 in January. This brings the total number of aircraft equipped with ADS-B to 1345
- The ADS-B Grant Scheme has received 1051 applications and 744 claims. By the end of January 712 claims, totaling just over \$2.16m, had been approved
- Revision 1 of AC91-24 (ADS-B Systems) completed its public consultation phase on 18th December 2020. A final version will be released shortly after the new ADS-B rules come into force on 8 February 2021