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# THE AIR SERVICES LICENSING REGULATIONS 1952, AMENDMENT NO. 7

EDWARD DENIS BLUNDELL, Governor-General By his Deputy, RICHARD WILD

# ORDER IN COUNCIL

At the Government House at Wellington this 9th day of August 1976

#### Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL BY HIS DEPUTY IN COUNCIL

PURSUANT to the Air Services Licensing Act 1951, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

# REGULATIONS

1. Title and commencement—(1) These regulations may be cited as the Air Services Licensing Regulations 1952, Amendment No. 7, and shall be read together with and deemed part of the Air Services Licensing Regulations 1952\* (hereinafter referred to as the principal regulations).

(2) These regulations shall come into force on the day after the date of their notification in the Gazette.

2. Classification of fixed-wing aircraft engaged in aerial work services—(1) Regulation 4B of the principal regulations (as inserted by regulation 3 of the Air Services Licensing Regulations 1952, Amendment No. 6) is hereby amended by inserting, after subclause (1), the following subclause:

"(1A) Fixed-wing aircraft engaged in aerial work services shall be of the following categories:

"(a) Category I aircraft, being a fixed-wing aircraft with a payload of 2000 kg or less:

"(b) Category II aircraft, being a fixed-wing aircraft with a payload of more than 2000 kg."

\*S.R. 1952/11

Amendment No. 1: S.R. 1952/142
Amendment No. 2: (*Revoked by S.R. 1954/137*)
Amendment No. 3: (*Revoked by Act 1967*, No. 151)
Amendment No. 4: S.R. 1966/145
Amendment No. 5: S.R. 1969/32
Amendment No. 6: S.R. 1974/196

(2) The said regulation 4B (as so inserted) is hereby further amended by adding to subclause (2) the following definition: "'Payload' means the typical maximum permissible agricultural

hopper load as defined by the Director of the Civil Aviation Division of the Ministry of Transport in Civil Aviation Information Circulars."

3. New Schedule to principal regulations—(1) The principal regulations are hereby amended by revoking the Second Schedule (as substituted by regulation 2 (1) of the Air Services Licensing Regulations 1952, Amendment No. 5), and substituting the Second Schedule set out in the Schedule to these regulations.

(2) The Air Services Licensing Regulations 1952, Amendment No. 5, are hereby revoked.

### SCHEDULE

Reg. 2 (1) "SECOND SCHEDULE

Reg. 25

### "Scale of Fees

1. Filing fees in respect of any continuous licence (to be submitted with the application or notice):

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(a) Application for an air service licence	 100
(b) Application for amendment of an air service licence	 25
(c) Application for renewal of an air service licence	 20
(d) Application for transfer of an air service licence	 25
(e) Notice of appeal	 75

2. Filing fees in respect of any temporary licence (to be submitted with the application):

 $\dot{2}5$ Application for temporary air service licence

3. A refund of any filing fee paid in accordance with clauses 1 and 2 of this Schedule shall not be made, but where any application or notice is withdrawn, the Secretary for Transport may, in respect of any fee paid in respect of a notice of objection to any such application or notice, make such refund of the whole or any part of the fee as he considers justified if he is satisfied that in the particular circumstances the retention of the fee would be unreasonable.

4. Transcription fees in respect of the supply of copies of evidence and decisions of the Licensing Authority and decisions of the Appeal Authority shall be payable at the rate of 50c per page or part of a page; but if in any case the Secretary for Transport is satisfied that this charge would be unreasonable, he may make such reductions as he considers justified."

# P. G. MILLEN, Clerk of the Executive Council.

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# EXPLANATORY NOTE

This note is not part of the regulations, but is intended to indicate their general effect.

These regulations classify fixed-wing aircraft engaged in aerial work services into two categories.

The purpose of the classification is to enable the Air Services Licensing Authority to specify different terms and conditions applicable to the two different categories of aircraft.

In addition the various filing fees and transcription fees payable in respect of applications to the Air Services Licensing Authority and the Air Services Licensing Appeal Authority are increased.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 12 August 1976. These regulations are administered in the Ministry of Transport.