



THE CIVIL AVIATION CHARGES REGULATIONS 1990

PAUL REEVES, Governor-General

ORDER IN COUNCIL

At Wellington this 28th day of May 1990

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to the Civil Aviation Act 1964, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

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2. Interpretation
3. Application

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ADMINISTRATIVE FEES AND CHARGES

Personnel Licensing

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REGULATIONS

1. Title and commencement—(1) These regulations may be cited as the Civil Aviation Charges Regulations 1990.

(2) These regulations shall come into force on the 28th day after the date of their notification in the *Gazette*.

2. Interpretation—(1) In these regulations, unless the context otherwise requires,—

“The Act” means the Civil Aviation Act 1964:

“Airport Authority”, in relation to an aerodrome, means the Crown or any body, authority, organisation, or person for the time being responsible for the management and maintenance of the aerodrome; but does not include an airport company established under the Airport Authorities Act 1966:

“Crown airport” means an airport operated by the Crown; but does not include a joint-venture airport:

“Differential airport charges” means different charges approved by the Minister at different joint-venture airports for different aircraft, persons, classes of persons, or times of use, or on any other basis:

“Domestic operator” means a person carrying on in New Zealand one or more of the following flight operations, and includes any person who as owner or hirer is making use of an aircraft, either personally or through servants or agents, for one or more of the following flight operations:

(a) Air transport operations, being operations, other than those referred to in any of paragraphs (b) to (e) of this definition, in which aircraft are used for the carriage of passengers or goods for hire or reward comprising—

(i) Scheduled air services—in which the operations are conducted to fixed schedules, to and from specified terminals in New Zealand over specified routes with or without intermediate stopping places between terminals; and

(ii) Non-scheduled air services—in which the operations are not conducted to fixed schedules to and from specified terminals in New Zealand; including

operations in which the aircraft used leaves from and returns to the same aerodrome without an intermediate stop:

- (b) Aerial work operations:
- (c) Flight training operations:
- (d) Special operations:
- (e) Private operations:

Terms used in paragraphs (b) to (e) of this definition shall, for the purposes of these regulations, have the same meanings as defined in the Civil Aviation Regulations 1953*:

“Goods” includes freight, baggage, and mails:

“Gross operating revenue” means the actual amount paid or payable to the operator in respect of flight operations carried on by the operator without taking into account any costs or expenses incurred by the operator in respect of the operations; but does not include any payments received from pilots (whether student pilots or otherwise) undergoing flight training:

“Gross weight” means the maximum take-off weight of the aircraft as specified in the certificate of airworthiness in respect of the aircraft and its associated flight manual:

“Hirer”, in relation to an aircraft, includes any person, other than the owner, lawfully entitled to possession of the aircraft:

“International Operator” means a person operating an aircraft in respect of journeys beginning in New Zealand and ending outside New Zealand, or beginning outside New Zealand and ending in New Zealand, or beginning and ending outside New Zealand with an intermediate stop in New Zealand, or beginning and ending in New Zealand with an intermediate stop outside New Zealand; and includes any person who as owner or hirer is making use of the aircraft, either personally or through servants or agents, in respect of such operations:

“Joint-venture airport” means an airport operated by the Crown and one or more local authorities in partnership; but does not include an airport company established under the Airport Authorities Act 1966:

“Minister” means the Minister of Civil Aviation and Meteorological Services:

“Operator” means a domestic operator, or an international operator, or both:

“Public licensed aerodrome” means an aerodrome in respect of which a public aerodrome licence has been granted under regulation 185 of the Civil Aviation Regulations 1953; and includes a military aerodrome and a civil military aerodrome:

“Secretary” means the Secretary for Transport.

(2) In determining the gross operating revenue of any operator for the purposes of these regulations, the following provisions shall apply:

- (a) Where an operator contracts to sell and deliver fertiliser or other goods that are the property of the operator, any amount paid or payable under the contract to the operator in respect of the sale of the goods shall not be deemed part of the operator’s gross operating revenue:

- (b) Where a single ticket, consignment note, or other document authorising the carriage of a passenger or goods is issued by an operator, the gross operating revenue of the operator in respect of any such carriage shall be determined in relation to the aerodrome of origin of that carriage and in respect of the complete journey referred to in the document and, in any such case, no account shall be taken of intermediate stops or of any change of aircraft which may occur during the carriage from the aerodrome of origin to the aerodrome of destination and the airport charges shall be payable to the Airport Authority of the aerodrome of origin of carriage:
- (c) Where no document referred to in paragraph (b) of this subclause is issued by the operator in respect of the carriage of a passenger or goods, the gross operating revenue of the operator in respect of any such carriage shall be determined in relation to the aerodrome of origin of that carriage in accordance with the contract made by the operator in respect of the carriage and in respect of the complete journey to which the contract relates and, in any such case, no account shall be taken of intermediate stops or of any change of aircraft which may occur during the carriage from the aerodrome of origin to the aerodrome of destination and the airport charges shall be payable to the Airport Authority of the aerodrome of origin of carriage.

3. Application—Nothing in these regulations shall apply to—

- (a) Aircraft used for the purposes of the New Zealand Defence Force; or
(b) Aircraft operated by the Crown and used for the purposes of the Ministry of Transport; or
(c) Aircraft used for the military, diplomatic, or ceremonial purposes of any Government.

PART I

ADMINISTRATIVE FEES AND CHARGES

Personnel Licensing

4. Fees and charges for personnel licensing—Subject to these regulations, every person who makes an application in respect of any matter specified in Section A of the First Schedule to these regulations shall be liable to pay the appropriate fees and charges specified in that Section of that Schedule.

5. Examination fees—Where written and oral examinations are required for the issue of a licence or rating, separate fees shall be payable for each examination.

6. Priority licensing transaction surcharge—The priority licensing transaction surcharge specified in Part III of Section A of the First Schedule to these regulations may be charged by the Secretary in addition to the prescribed fee if an examination, test, or licensing transaction is requested after a specified closing date or as a matter of urgency.

7. Fees and charges payable where applicant holds more than one licence—(1) Where a licence holder holds more than one type of licence

specified in Section A of the First Schedule to these regulations, the following shall be payable:

- (a) The medical assessment portion and administration charge in respect of all licences held (as specified in Part IV of the said Section A);
- (b) The highest of the annual fee portions of those licences (as so specified).

(2) Where a licence is in force for any period not covered by the annual fee or charge, a charge shall be payable by the holder at the next renewal to recover the portion of the annual fees or charges not paid.

8. Flight tests unable to be completed—Where a flight test is unable to be completed because of the weather, aircraft unserviceability, or any other factor beyond the control of the applicant, any money paid for the tests shall be applied towards the rescheduled test.

9. Refund of examination recount and review fee—Examination candidates who achieve a pass standard as a result of a recount shall have refunded to them the examination recount and review fee.

10. Refund for withdrawal from test—Candidates who apply for and subsequently withdraw from a technical examination, practical test, or flight test shall have refunded to them 80 percent of the relevant fee if notification of withdrawal is received more than 7 days before the date of the examination or test.

11. Exemptions—No fee shall be payable for the issue or renewal of any licence rating, or certificate where the issue or renewal is lawfully made by a person who is not employed in the Ministry of Transport.

Aircraft Fees and Other Charges

12. Aircraft fees and other charges—Subject to these regulations, every operator or other person in respect of whom any matter is specified in Sections B to G of the First Schedule to these regulations shall be liable to pay the appropriate fees and charges specified in those Sections of that Schedule.

Payment of Fees and Charges

13. Payment of fees and charges under this Part—(1) Subject to subclauses (2) to (4) of this regulation, the fees and charges payable under this Part of these regulations shall be payable to the Secretary—

- (a) In the case of an application fee, at the time of making the application; and
- (b) In any other case, upon an invoice issued by or on behalf of the Secretary and within the time specified in the invoice.

(2) In the case of any annual fee or charge, the Secretary may appoint a date for the payment of that fee or charge.

(3) The following provisions shall apply in relation to annual variable charges in respect of air service certificates issued to New Zealand registered companies:

- (a) The charges shall be payable quarterly in advance upon an invoice issued by or on behalf of the Secretary;
- (b) The amount invoiced may be an estimate based on revenue hours, seat-kilometres, and tonne-kilometres, or any of them, flown by

that operator in the corresponding quarterly period in the previous year, or on any other relevant information available to the Secretary:

- (c) Where the amount invoiced, and paid by the operator, is less than the amount actually payable in respect of the period concerned, the balance shall be payable not later than the date on which a return in respect of that period is required to be furnished by the operator under regulation 14 (1) of these regulations:
- (d) Where the amount invoiced, and paid by the operator, exceeds the amount actually payable in respect of the period concerned, the excess shall be credited to the next quarterly amount payable by the operator.

(4) The Secretary may approve other arrangements for the payment of charges by any operator under this Part of these regulations.

14. Returns—(1) Subject to subclause (3) of this regulation, every operator who is liable to pay annual variable charges in accordance with regulation 13 (4) of these regulations shall, not later than one calendar month after the end of each quarterly period, furnish to the Secretary a return showing the actual revenue hours, seat-kilometres, or tonne-kilometres flown by the operator in that quarter.

(2) Subject to subclause (3) of this regulation, every operator of a scheduled international flight shall in each month furnish to the Secretary a return showing the number of landings at aerodromes in New Zealand during that month.

(3) The Secretary may approve other arrangements for the furnishing of such returns by any operator.

15. Secretary may decline to process application if prescribed fees and charges not paid—Until the appropriate prescribed fees and charges have been paid the Secretary may decline to do any act, or permit any act to be done, or to receive any document, in respect of which the fees and charges are payable under the provisions of this Part of these regulations.

PART II

FEES AND CHARGES FOR FACILITIES AND SERVICES

16. Differential airport charges—(1) The Minister may approve differential airport charges being imposed at any joint venture or Crown airport that is a public licensed aerodrome.

(2) Differential airport charges shall be payable by operators to the Airport Authority, or to the Secretary if the airport authority is the Crown, in such manner as is determined by the Airport Authority concerned or the Secretary, as the case may be.

17. Airport charges payable by domestic operators—(1) Subject to subclauses (2) and (3) of this regulation, where differential airport charges are not for the time being approved in respect of any public licensed aerodrome, domestic operators carrying on air transport or aerial work operations at that aerodrome shall be liable to pay an airport charge calculated at the rate of 5 percent of the gross operating revenue earned from all such operations.

(2) Airport charges payable by domestic operators carrying on air transport operations from Wellington International Airport using aircraft

of 15,000 kg or more gross weight shall be at the rate of 6.5 percent of so much of the gross operating revenue as is proved to the satisfaction of the Secretary to be earned from all such operations.

(3) Where use is made of a public licensed aerodrome by an aircraft operated by a domestic operator in operations which are not taken into account when calculating gross operating revenue for the purposes of subclause (1) or subclause (2) of this regulation or in respect of which no airport charges are payable, the operator shall be liable for charges of such amounts as may be negotiated by the operator and the Airport Authority concerned, or by the operator and the Secretary if the Airport Authority concerned is the Crown.

18. Payment of airport charges and furnishing of returns by domestic operators—(1) Every domestic operator who is liable to pay airport charges under regulation 17 of these regulations, shall in each month furnish to the Airport Authority concerned, or to the Secretary if the Airport Authority concerned is the Crown, a return of the operator's gross operating revenue during the previous month together with payment of the charges thereon, unless the operator has made other arrangements, approved by the Airport Authority concerned or the Secretary, as the case may be, for furnishing returns and payment of the charges.

(2) Returns required under subclause (1) of this regulation shall in all cases be made on forms provided for the purpose by the Secretary and certified as correct by the owner, manager, or director of the operating business.

(3) Any return to which subclause (1) of this regulation applies shall, unless the Airport Authority concerned or the Secretary if the Airport Authority concerned is the Crown, as the case may be, otherwise approves, also be certified by the auditor of each operator or by a chartered accountant.

19. Airport charges payable by international operators—(1) Where differential airport charges are not for the time being approved in respect of the airport concerned, operators shall be liable to pay the following airport charges in respect of each landing at a New Zealand airport of a scheduled or non-scheduled international flight:

- (a) Airports other than Wellington International Airport—\$7.60 per 1,000 kg gross weight of the aircraft:
- (b) Wellington International Airport—\$9.70 per 1,000 kg gross weight of the aircraft.

(2) Where an aircraft has more than 1 maximum take-off weight specified in the certificate of airworthiness issued in respect of that aircraft, the landing charge payable by an international operator for any aircraft operated by the operator and landing in New Zealand shall be calculated according to the maximum take-off weight that the aircraft is operating under for that landing.

(3) If on the subsequent take-off of that aircraft it operates under a maximum take-off weight different from that operated under the previous landing, then the landing charge payable shall be calculated according to the heavier of those 2 maximum take-off weights.

20. Payment of airport charges by international operators—Every international operator shall pay any charges for which the operator is

liable under regulation 19 of these regulations to the Airport Authority concerned, or to the Secretary if the Airport Authority is the Crown, before take-off unless the operator has made other arrangements approved by the Airport Authority or the Secretary, as the case may be, for the furnishing of returns and payment of the charges.

21. Aircraft parking charges—(1) Subject to subclause (2) of this regulation, where differential airport charges are not for the time being approved in respect of any public licensed aerodrome, Airport Authorities may make such charges as the Minister may approve for the parking of aircraft.

(2) No charge shall be made under subclause (1) of this regulation—

- (a) To regular air transport operators when their aircraft are parked in the normal course of their schedule; or
- (b) In respect of aircraft which remain parked for less than 2 hours or remain parked when take-off is delayed by weather conditions.

(3) In addition to parking fees, operators may be charged for any special services or privileges which may be required by operators by way of security, lighting or otherwise, and for any additional facilities provided by an Airport Authority. The amount charged for any such special services or facilities shall be such amount as may be approved by the Minister.

22. Meteorological charges—(1) An annual meteorological charge of \$25 shall be payable by domestic operators in respect of each aircraft (other than a glider or helicopter) issued with a certificate of airworthiness by the Ministry of Transport.

(2) A meteorological charge of \$22.50 shall be payable by international operators in respect of each landing at a New Zealand aerodrome of a scheduled or non-scheduled international flight.

(3) Such charges shall in all cases be payable to the Secretary upon an invoice issued by or on behalf of the Secretary, at the following time:

- (a) In the case of charges payable under subclause (1) of this regulation, payment shall be made at the same time as payment is made of the annual charges payable in respect of the certificate of airworthiness issued to the aircraft concerned;
- (b) In the case of charges payable under subclause (2) of this regulation, payment shall be made at the same time as payment is made of the international operator fees payable by the operator concerned in respect of that landing.

23. International passenger security charges—(1) Subject to subclause (2) of this regulation, for the purpose of providing funds for the maintenance and operation of the Aviation Security Service, every holder of an aerodrome licence, in respect of an aerodrome from which international civil air passengers depart, shall pay to the Secretary, upon an invoice, an international passenger security charge of \$5 for each international civil air passenger leaving New Zealand from that aerodrome.

(2) The charge imposed by subclause (1) of this clause shall not be payable in respect of the following:

- (a) Any member of the crew of the aircraft departing New Zealand;
- (b) Any member of the crew of any aircraft being carried on an aircraft departing from New Zealand solely for the purposes of

positioning that crew to carry out their duties as employees of an international operator:

- (c) Any child under the age of 2 years;
- (d) Any passenger travelling on an aircraft used for the purposes of the New Zealand Defence Force;
- (e) Any passenger travelling on any aircraft being used specifically for the military, diplomatic, or ceremonial purposes of any Government;
- (f) Any passenger in transit through New Zealand who—
 - (i) Does not leave the transit/arrival/departure areas of the airport; or
 - (ii) Leaves the transit/arrival/departure areas only because of an interruption to a flight caused by unavailability of an aircraft or other essential facility or caused by any other delay beyond the control of the passenger or the international operator concerned;
- (g) Such other persons or classes of persons as the Minister may from time to time specify by notice in the *Gazette*.

PART III

GENERAL PROVISIONS

24. Services provided outside New Zealand—Where, in relation to any matter for which a fee or charge is payable under these regulations, any person employed in the Ministry or engaged by the Secretary is required to travel outside New Zealand, the overseas travel time and associated costs shall be payable by the applicant or operator in addition to any fees and charges payable under these regulations.

25. Services provided away from scheduled venues—Where an examination or test is carried out away from a scheduled venue, the examiner's travel costs shall be payable by the applicant in addition to any other fees and charges payable under these regulations.

26. Aeronautical information—Where aeronautical information is supplied to licence holders in the exercise of their licence, a reasonable charge for the supply of that information shall be payable in addition to any other fees and charges payable under these regulations.

27. Charges payable where same person carrying on domestic and international operations—Where the same person carries on business in New Zealand both as an international operator and a domestic operator, the fees and charges payable under these regulations shall be charged at the appropriate rates prescribed by these regulations in accordance with the class of operations in which the aircraft concerned is for the time being operated.

28. Recovery of charges—(1) Subject to subclause (2) of this regulation, all fees and charges payable under these regulations shall be recoverable in any court of competent jurisdiction by the Secretary where the dues are payable to the Secretary, and in any other case shall be so recoverable by the Airport Authority to which they are payable.

(2) Differential airport charges shall be recoverable from the operator in any court of competent jurisdiction as follows:

- (a) Where the charges are payable in respect of the use of any Crown airport or any facilities in connection with that airport, those charges shall be so recoverable by the Secretary:
- (b) Where the charges are payable in respect of the use of any joint-venture airport or any facilities in connection with that airport, those charges shall be so recoverable by the Airport Authority concerned.

29. Refunds—If at any time within 3 months after the payment of any fees or charges under these regulations the Secretary or the Airport Authority concerned is satisfied that an excess payment was made or that payment was made in error, a refund of the excess or the amount paid in error shall be made.

30. Amount of goods and services tax included—The fees and charges prescribed by these regulations are inclusive of goods and services tax under the Goods and Services Tax Act 1985.

31. Offences—Every person who contravenes or fails to comply with any provision of these regulations commits an offence and is liable on summary conviction to a fine not exceeding \$500.

32. Revocations—The regulations specified in the Second Schedule to these regulations are hereby revoked.

SCHEDULES

FIRST SCHEDULE

Regs. 4, 12

FEES AND CHARGES

SECTION A: FEES AND CHARGES FOR PERSONNEL LICENSING

Part I—Flight Crew

Matters in respect of which fees are payable	Fee \$
Student pilot licence—	
Issue	96 (6 months)
	124 (1 year)
	180 (2 years)
Renewal	84 (6 months)
	113 (1 year)
	169 (2 years)
	If no medical is required, the fee shall be reduced by \$23
Private pilot licence—	
Issue	96 (6 months)
	124 (1 year)
	180 (2 years)
Renewal	84 (6 months)
	113 (1 year)
	169 (2 years)
	If no medical is required, the fee shall be reduced by \$23
Each technical examination	56
Each examination recount and review	28
Flight test for issue of licence	422
Flight test for renewal of licence or removal of endorsement	282
Commercial pilot licence—	
Issue	180 (6 months)
	293 (1 year)
Renewal	169 (6 months)
	282 (1 year)
	If no medical is required, the fee shall be reduced by \$23
Each technical examination	113
Each morse test	56
Each examination recount and review	56
Flight test for issue of licence	493
Flight test for renewal of licence or removal of endorsement	282

FIRST SCHEDULE—*continued*FEES AND CHARGES—*continued*SECTION A: FEES AND CHARGES FOR PERSONNEL LICENSING—*continued**Part I—Flight Crew—continued*

Matters in respect of which fees are payable	Fee \$
Senior commercial pilot licence—	
Issue .. .. .	.. 180 (6 months)
Renewal .. .. .	.. 169 (6 months)
	If no medical is required, the fee shall be reduced by \$23
Each technical examination .. .. .	.. 180
Each examination recount and review .. .. .	.. 90
Flight test for issue of licence .. .. .	.. 844
Flight test for renewal of licence .. .. .	.. 844
Flight test for removal of endorsement .. .. .	.. 422
Airline transport pilot licence—	
Issue .. .. .	.. 180 (6 months)
Renewal .. .. .	.. 169 (6 months)
	If no medical is required, the fee shall be reduced by \$23
Each technical examination .. .. .	.. 180
Each examination recount and review .. .. .	.. 90
Flight test for issue of a licence .. .. .	.. 1,688
Flight test for renewal of a licence .. .. .	.. 844
Flight test for removal of an endorsement .. .. .	.. 422
Cadet flight engineer licence—	
Issue .. .. .	.. 180 (6 months)
	.. 293 (1 year)
Renewal .. .. .	.. 169 (6 months)
	.. 281 (1 year)
	If no medical is required, the fee shall be reduced by \$23
Flight engineer licence—	
Issue .. .. .	.. 180 (6 months)
	.. 293 (1 year)
Renewal .. .. .	.. 169 (6 months)
	.. 281 (1 year)
	If no medical is required, the fee shall be reduced by \$23
Each technical examination .. .. .	.. 113
Each examination recount and review .. .. .	.. 56

FIRST SCHEDULE—*continued*FEES AND CHARGES—*continued*SECTION A: FEES AND CHARGES FOR PERSONNEL LICENSING—*continued**Part I—Flight Crew—continued*

Matters in respect of which fees are payable	Fee \$
Flight test for issue of a licence	563
Flight test for renewal of a licence	563
Cadet flight navigator licence—	
Issue	180 (6 months) 293 (1 year)
Renewal	169 (6 months) 281 (1 year)
	If no medical is required, the fee shall be reduced by \$23
Flight navigator licence—	
Issue	180 (6 months) 293 (1 year)
Renewal	169 (6 months) 281 (1 year)
	If no medical is required, the fee shall be reduced by \$23
Each technical examination	180
Each examination recount and review	90
Flight test for issue of a licence	563
Flight test for renewal of a licence	563
Instrument rating—	
Issue	34
Each technical examination	113
Each examination recount and review	56
Flight test for issue of a licence	563
Each annual check	563
Flight test for removal of an endorsement	422
Instructor rating category A—	
Issue	34
Flight test for issue of a licence	1,890
Each annual check	352
Flight test for removal of an endorsement	563
Instructor rating category B—	
Issue	34
Flight test for issue of a licence	844
Each annual check	352
Flight test for removal of an endorsement	563

FIRST SCHEDULE—*continued*FEES AND CHARGES—*continued*SECTION A: FEES AND CHARGES FOR PERSONNEL LICENSING—*continued**Part I—Flight Crew—continued*

Matters in respect of which fees are payable	Fee \$
Instructor rating category C—	
Issue	34
Flight test for issue of a licence (excluding night flying, spinning, aerobatics, and multi-engine approvals)	844
Each annual check	352
Flight test for removal of an endorsement	563
Each additional approval	563
Instructor rating category D—	
Issue	34
Flight test for issue of a licence	563
Flight test for removal of an endorsement	563
Instructor rating category E—	
Issue	34
Flight test for issue of a licence	563
Flight test for removal of an endorsement	563
Flight examiner certificate—	
Issue (includes one approval)	208 (2 years)
Each additional approval	68
Renewal	68
Aircraft type rating—	
Issue	34
Each technical examination	113
Each examination recount and review	56
Flight test for issue of a licence	210
Flight radio telephone operator rating—	
Issue	34
Each technical examination	56
Each examination recount and review	28
Glider tow rating—	
Issue	34
Flight test for issue of a licence	210
Chemical rating—	
Issue	34
Each technical examination	113
Each examination recount and review	56
Agricultural rating—	
Issue	34
Compass rating—	
Issue	34
Each technical examination	113
Each examination recount and review	56

FIRST SCHEDULE—*continued*FEES AND CHARGES—*continued*SECTION A: FEES AND CHARGES FOR PERSONNEL LICENSING—*continued**Part I—Flight Crew—continued*

Matters in respect of which fees are payable	Fee \$
Validation of foreign private pilot licence—	
Issue	113
Each technical examination	56
Each examination recount and review	28
Validation of foreign commercial pilot licence—	
Issue	169
Each technical examination	56
Each examination recount and review	28
Validation of foreign senior commercial pilot licence—	
Issue	225
Each technical examination	180
Each examination recount and review	90
Validation of foreign airline transport pilot licence—	
Issue	225
Each technical examination	180
Each examination recount and review	90
Flying school approval—	
Issue	106 per person hour
Renewal	106 per person hour
Ground instructor rating—	
Issue	422
Renewal	282
Aircraft maintenance engineer licence—	
Issue with one category	293 (1 year)
	518 (2 years)
Renewal	259 (1 year)
	484 (2 years)
Each technical examination	113
Each examination recount and review	56
Each additional category—	
Issue	68
Each technical examination	113
Each examination recount and review	56
Each rating—	
Issue	68
Each technical examination	113
Each examination recount and review	56

FIRST SCHEDULE—*continued*

FEEs AND CHARGES—*continued*

SECTION A: FEEs AND CHARGES FOR PERSONNEL LICENSING—*continued*

Part I—Flight Crew—continued

Matters in respect of which fees are payable	Fee \$
Aircraft maintenance engineer approval—	
Issue	169
Renewal	169
Each technical examination	113
Each examination recount and review	56
Aircraft maintenance engineer certificate of competence—	
Issue	169
Renewal	169
Each technical examination	113
Each examination recount and review	56
Aircraft maintenance engineer course approval—	
Issue	106 per person hour
Aircraft maintenance engineer instructor approval—	
Issue	563
Renewal	68
Aircraft maintenance engineer training school approval—	
Issue	106 per person hour
Renewal	106 per person hour
Validation of foreign aircraft maintenance engineer licence—	
Issue	169
Renewal	169
Each technical examination	113

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FIRST SCHEDULE—*continued*FEES AND CHARGES—*continued*SECTION A: FEES AND CHARGES FOR PERSONNEL LICENSING—*continued**Part II—Medical*

Matters in respect of which fees are payable	Fee \$
Routine medical assessment—	
For issue of licence	34
For renewal of licence	23
Where a routine medical assessment is carried out for the issue or renewal of a professional flight crew licence or a non-professional flight crew licence, the fee for the assessment is included in the relevant fee prescribed by Part I of this Section and the fees prescribed by this Part of this Section are not applicable.	
Special medical assessment	90
The costs of the specialist's report shall be payable in addition to the prescribed fee.	
Aviation Medical Appeal Board appeals—	
Initial lodgment of appeal	225
Appeal hearing	450

Part III—Miscellaneous

Matters in respect of which fees are payable	Fee \$
Issue and renewal of any licence, rating, or certificate for which a fee is not otherwise prescribed ..	135
Each technical examination and examination recount for which a fee is not otherwise prescribed	135
Flight tests for which a fee is not otherwise prescribed	141 per person hour
Change of licence restriction or endorsement ..	34
Replacement of licence, certificate, or rating ..	34
Priority licensing transaction surcharge ..	100
Approval of Class 1 and 2 Simulators ..	106 per person hour
Sample examination papers—(where available)	12.50 per paper

Part IV—General Provisions

1. Non-professional flight crew licence fee—The fee for the issue of a student pilot licence or private pilot licence consists of—

- (a) Medical assessment—\$34;
- (b) Annual fee—\$56 (or part thereof);
- (c) Administration charge—\$34.

FIRST SCHEDULE—*continued*FEES AND CHARGES—*continued*SECTION A: FEES AND CHARGES FOR PERSONNEL LICENSING—*continued**Part IV—General Provisions—continued*

2. Non-professional flight crew licence renewal fee—The fee for renewal of a student pilot licence or private pilot licence consists of—

- (a) Medical assessment—\$23:
- (b) Annual fee—\$56 (or part thereof):
- (c) Administration charge—\$34.

3. Professional flight crew licence fee—The fee for the issue of a commercial pilot licence, senior commercial pilot licence, air transport pilot licence, cadet flight navigator licence, cadet flight engineer licence, flight navigator licence, or flight engineer licence consists of—

- (a) Medical assessment—\$34:
- (b) Annual fee—\$225 (or part thereof):
- (c) Administration charge—\$34.

4. Professional flight crew licence renewal fee—The fee for renewal of a licence referred to in clause 3 of this Part consists of—

- (a) Medical assessment—\$23:
- (b) Annual fee—\$225 (or part thereof):
- (c) Administration charge—\$34.

5. Aircraft maintenance engineer licence fee—The fee for issue of an aircraft maintenance engineer licence consists of—

- (a) Annual fee—\$225:
- (b) Administration charge—\$68.

6. Aircraft maintenance engineer licence renewal fee—The fee for renewal of an aircraft maintenance engineer licence consists of—

- (a) Annual fee—\$225:
- (b) Administration charge—\$34.

SECTION B: AIRCRAFT CHARGES

1. Aircraft registration—	\$
Initial registration	68
Change of registration	68
Transfer of ownership	68
Issue of duplicate certificate of registration	34
Allocation of a particular registration mark	113
Reservation of a particular registration mark	113

2. Issue of certificates of type approval—An application fee of \$113 (to be paid in advance) plus the cost of investigation at \$71 per person hour shall be payable in respect of the issue of a certificate of type approval.

FIRST SCHEDULE—*continued*FEES AND CHARGES—*continued*SECTION B: AIRCRAFT CHARGES—*continued*

3. Investigation for issue of certificate of airworthiness for first of type imported aircraft—An application fee of \$113 (to be paid in advance) plus the cost of investigation at \$71 per person hour shall be payable in respect of any investigation carried out for the issue of a certificate of airworthiness in respect of a first of type imported aircraft.

4. Design certification of aircraft parts and equipment—An application fee of \$113 (to be paid in advance) plus the cost of investigation at \$71 per person hour shall be payable in respect of the issue of a design certification of aircraft parts or equipment.

5. Certificates of airworthiness (where issued by the Ministry of Transport)—

Issue Fee	Annual Fee	Change to Certificate
Application fee of \$113 (to be paid in advance), plus cost of investigation at \$71 per person hour	\$152 per aircraft (including helicopters); plus 6.9 cents per kg of the maximum certificated take-off weight of the aircraft \$113 for gliders and balloons	Cost of investigation at \$71 per person hour

6. Permit to fly (where issued by the Ministry of Transport)—

Issue Fee	Annual Fee
Application fee of \$113 (to be paid in advance), plus cost of investigation at \$71 per person hour	\$63

7. Approval of minimum equipment lists—An application fee of \$113 (to be paid in advance) plus the cost of investigation at \$71 per person hour shall be payable in respect of the approval of minimum equipment lists.

8. Approval of aircraft modifications including the approval of flight manual amendments—An application fee of \$113 (to be paid in advance) plus the cost of investigation at \$71 per person hour shall be payable in respect of the approval of aircraft modifications or flight manual amendments.

FIRST SCHEDULE—*continued*FEES AND CHARGES—*continued*SECTION B: AIRCRAFT CHARGES—*continued*

9. Export certificate of airworthiness—An application fee of \$113 (to be paid in advance) plus the cost of investigation at \$71 per person hour shall be payable in respect of the issue of an export certificate of airworthiness.

SECTION C: AIR SERVICE CHARGES

1. Air service certificate—**(a) NZ registered companies—**

MCTOW for Aircraft	Issue Fee (per aircraft type)	Charge out rate for change to certificate
Less than 2730 kg ..	\$3,375	\$71 per person hour
2730 kg or greater but less than 5700 kg ..	\$5,063	\$113 per person hour
5700 kg or greater ..	\$11,250	\$115 per person hour
Size of Aircraft*	Annual Fee per aircraft	Annual Variable Charge (to be paid quarterly)
0–10 seats	\$197	\$2.25 per revenue hour flown
11–20 seats	\$394	\$4.50 per revenue hour flown
21 or more seats ..	\$788	\$9.00 per revenue hour flown
15 000 kg or greater ..	\$1,575	<i>International</i> 27 cents per 1000 seat* kilometres
		<i>Domestic</i> 33.75 cents per 1000 seat* kilometres
		<i>plus</i> \$1.13 per 1000 tonne kilometres for freight.

*Note: For the purposes of this Section of this Schedule—

The number of seats in the aircraft shall be deemed to be equal to the maximum number of passengers permitted to be carried in that aircraft:

“Seat-kilometres” means the product obtained by multiplying the number of seats in the aircraft by the distance flown in kilometres:

FIRST SCHEDULE—*continued*FEES AND CHARGES—*continued*SECTION C: AIR SERVICE CHARGES—*continued*

“Tonne-kilometres” means the product obtained by multiplying the number of tonnes of cargo carried by the distance flown in kilometres:

“MCTOW” means maximum certificated take-off weight.

(b) *Foreign operators—*

Issue Fee	Annual Fee
\$281 plus charge out rate at \$155 per person hour	\$3,713

(c) *Corrective action*—\$212 per person hour shall be payable in respect of corrective action taken in respect of domestic or foreign operators.

2. Aerial work certificates—

				\$
Initial issue	..	..	..	3,375
Annual fee	..	..	..	1,688 per certificate
Change to certificate	..	..	..	Cost of investigation at \$71 per person hour

3. International operators fee—A fee of \$146 per landing shall be payable in respect of all scheduled and non-scheduled international flights operated by aircraft over 5700 kg MCTOW.

SECTION D: AERODROME CHARGES

Type	Category	Entry Fee	Annual Fee
International	1,2,3	\$281 plus cost of investigation at \$71 per person hour	\$29,363
Major Domestic day or night	4,5	\$281 plus cost of investigation at \$71 per person hour	\$13,613
Minor Domestic day only 22 700 kg or below	6	\$281 plus cost of investigation at \$71 per person hour	\$9,450 (with rescue fire services) or \$8,325 (without)
General Aviation 5 700 kg or below	7	\$113 plus cost of investigation at \$71 per person hour	\$1,688

FIRST SCHEDULE—*continued*FEES AND CHARGES—*continued*SECTION D: AERODROME CHARGES—*continued*

Type	Category	Entry Fee	Annual Fee
General Aviation 3 600 kg or below, Water Aerodromes, and Heliports	8,9	\$113 plus cost of investigation at \$71 per person hour	\$450
Corrective Action—\$113 per person hour			

For the purposes of this Section, categories 1 to 9 shall have the same meanings as defined in the New Zealand Aerodrome Standards Manual.

SECTION E: OTHER AVIATION RELATED CHARGES

1. Approvals required by organisations—

Issue Fee	Annual Fee and Audit	Change to Approval
Application fee of \$281 (to be paid in advance), plus cost of investigation at \$71 per person hour	\$450 per rating per location, plus \$71 per person hour	Application fee of \$281 (to be paid in advance), plus cost of investigation at \$71 per person hour
Corrective Action—\$113 per person hour		

2. Approval of simulators—

Class of Simulator	Fee for period of currency (includes entry charge)	Period of Currency
5	\$6,750	90 days
4	\$6,750	90 days
3	\$4,500	120 days

3. Approval for use of simulators—

Class of Simulator	Annual Charge
5	\$1,688
4	\$1,688
3	\$1,688

For the purposes of this Section, classes 3, 4, and 5 shall have the same meanings as defined in Civil Aviation Pamphlet No. 37.

FIRST SCHEDULE—*continued*FEES AND CHARGES—*continued*

SECTION F: AIR TRAFFIC SERVICES AND NAVIGATION INSTALLATION CHARGES

1. Airways service certificate—

Issue fee	.. ..	\$281 (to be paid in advance), plus cost of investigation at \$71 per person hour
Change to certificate	..	\$71 per person hour
Transfer of certificate	..	\$71 per person hour

2. Navigation installations—

Frequency fee	.. ..	\$113 per annum per frequency (or pair of frequencies in the case of SSR, DME, or ILS localiser and glidepath)
Published service fee	..	\$113 per annum per frequency or pair of frequencies (where published in the Aeronautical Information Publication)

The frequency fee and the published service fee apply to navigation installations that—

(a) Utilise frequencies in the aeronautical frequency band; and

(b) Either—

(i) Are based on the ground and provide a service directly to aircraft; or

(ii) Utilise, for services provided on the ground, frequencies that could otherwise be allocated to provide services to aircraft.

“Aeronautical frequency band” means all frequencies within those parts of the radio frequency spectrum specified in the following list:

Spectrum	(MHz)	Allocation
0.19	0.415	Radio navigation (non-directional beacon)
1.6065	1.632	Radio navigation (non-directional beacon)
2.85	3.155	Aeronautical mobile communications
3.4	3.5	Aeronautical mobile communications
3.9	3.95	Aeronautical fixed communications
4.65	4.75	Aeronautical mobile communications
5.48	5.73	Aeronautical mobile communications
6.525	6.765	Aeronautical mobile communications
8.815	9.04	Aeronautical mobile communications
10.005	10.1	Aeronautical mobile communications
11.175	11.4	Aeronautical mobile communications
13.2	13.36	Aeronautical mobile communications
15.01	15.1	Aeronautical mobile communications
17.9	18.03	Aeronautical mobile communications
21.87	21.924	Aeronautical fixed communications
21.924	22	Aeronautical mobile communications

FIRST SCHEDULE—*continued*FEES AND CHARGES—*continued*SECTION F: AIR TRAFFIC SERVICES AND NAVIGATION INSTALLATION CHARGES—*continued*

Spectrum	(MHz)	Allocation
23.2	23.35	Aeronautical fixed and mobile communications
74.8	75.2	Radio navigation (Marker beacon)
108	118	Radio navigation (ILS localizer, VDR)
118	137	Aeronautical communications
328.6	335.4	Radio navigation (ILS glidepath)
960	1215	Radio navigation (DME, SSR)
5000	5250	Radio navigation (MLS)

No fee shall be payable—

- (a) In respect of frequencies specifically provided and used for search and rescue purposes; or
- (b) In the case of frequency fees, in respect of those aeronautical communications services utilising frequencies in the 118 to 137 MHz band that are not published in the Aeronautical Information Publication.

If a frequency is used at more than one location, a fee shall be payable in respect of each location:

Provided that only one fee shall be payable where the transmit and receive facilities for the same communications service are located at different places due to practical problems in operating them from one location.

Audit and surveillance fee—

Complexity level

1	..	..	\$788
2	..	..	\$1,463
3	..	..	\$2,025
4	..	..	\$2,475
5	..	..	\$2,813
6	..	..	\$3,038
7 or greater	..	..	\$3,150

An audit and surveillance fee shall be payable in respect of all navigation installations used to provide navigation information or to determine aircraft positions for separation purposes, except those navigation installations used only for communications purposes.

Where a civil operator supplies a service using a military facility, the equivalent civil complexity level shall apply.

Where all facilities of a single operator are accommodated either within a single building, or several facilities are sited at the same location in accordance with the co-location criteria for navigational facilities defined in Annex 10 to the ICAO Convention, the individual complexity levels for each facility shall be added together to give an overall complexity level and fee for that location.

FIRST SCHEDULE—*continued*FEES AND CHARGES—*continued*SECTION F: AIR TRAFFIC SERVICES AND NAVIGATION INSTALLATION CHARGES—*continued*

Where further facilities are introduced under an existing approval, a change fee shall be payable at the time the facility is introduced, in accordance with the complexity level of each such facility; and thereafter the normal annual fee shall be adjusted, in accordance with the co-location provisions above.

Where any existing facility is disestablished, no fee refund shall apply at that time, but a downward adjustment shall be made at the time of payment of the next normal annual fee.

For the purposes of this clause, the complexity level of facilities shall be as follows:

Facility Type	Complexity Level
VHF Omni-directional Range (VOR)	2
Distance measuring equipment (DME)	1
Non-directional Beacon (NDB)	1
Instrument Landing System (ILS—includes LLZ, GP, and Markers/DME)	5
Microwave Landing System (MLS)	5
Secondary Surveillance Radar (SSR) sensor*	5
Primary Surveillance Radar (PSR) sensor*	5
Precision Approach Radar (PAR) sensor*	2
Broadcast Station	1
Visual Approach Aid	1
Runway Lighting	1

*Audit and surveillance fees include all data links, data processing equipment, and displays associated with the radar.

3. Air traffic services—(1) An annual fee of \$1,913 per service shall be payable by every licensed provider of an air traffic service for each aerodrome and sector where services are provided by that provider.

(2) An air traffic service consists of the following services:

- (a) Aerodrome control:
- (b) Surface movement control:
- (c) Approach control:
- (d) Approach control radar:
- (e) Precision approach radar:
- (f) Area control:
- (g) Area control radar:
- (h) Terminal control:
- (i) Terminal control radar:
- (j) Oceanic area control:
- (k) Flight information:
- (l) Aerodrome flight information:
- (m) Alerting.

FIRST SCHEDULE—*continued*FEES AND CHARGES—*continued*SECTION F: AIR TRAFFIC SERVICES AND NAVIGATION INSTALLATION
CHARGES—*continued*

4. Approval of instrument flight rules procedures—A charge of \$155 per person hour shall be payable for the approval of instrument flight rules procedures.

5. Certification and clearance of Aeronautical Information Publication material—A charge of \$112 per person hour shall be payable for the certification and clearance, or other processing, of material to be published in the Aeronautical Information Publication.

SECTION G: MISCELLANEOUS

Approval or investigations for which a specified charge is not otherwise prescribed—An application fee of \$113 plus the cost of investigation at \$71 per person hour shall be payable in respect of any approval or investigation for which a fee or charge is not otherwise prescribed by these regulations.

SECOND SCHEDULE
REGULATIONS REVOKED

Reg. 32

Title	Statutory Regulations Serial Number
The Civil Aviation Regulations 1953: Part XV ..	Reprinted: 1980/88
The Civil Aviation Charges Regulations 1965 ..	1965/121
The Civil Aviation Charges Regulations 1965, Amendment No. 3	1967/223
The Civil Aviation Charges Regulations 1965, Amendment No. 4	1968/123
The Civil Aviation Charges Regulations 1965, Amendment No. 6	1971/205
The Civil Aviation Charges Regulations 1965, Amendment No. 7	1971/281
The Civil Aviation Charges Regulations 1965, Amendment No. 11	1977/50
The Civil Aviation Charges Regulations 1965, Amendment No. 12	1980/100
The Civil Aviation Charges Regulations 1965, Amendment No. 15	1984/278
The Civil Aviation Charges Regulations 1965, Amendment No. 16	1985/314
The Civil Aviation Charges Regulations 1965, Amendment No. 17	1986/362
The Civil Aviation Charges Regulations 1965, Amendment No. 18	1988/50
The Civil Aviation Charges Regulations 1965, Amendment No. 19	1989/41
The Civil Aviation Regulations 1953, Amendment No. 30: Regulation 3	1989/131
The Civil Aviation Charges Regulations 1965, Amendment No. 20	1989/159

MARIE SHROFF,
Clerk of the Executive Council.

EXPLANATORY NOTE

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

These regulations, which come into force 28 days after the date of their notification in the *Gazette*, revoke and replace the Civil Aviation Charges Regulations 1965 and Part XV of the Civil Aviation Regulations 1953.

Issued under the authority of the Acts and Regulations Publication Act 1989.
Date of notification in *Gazette*: 31 May 1990.
These regulations are administered in the Ministry of Transport.