



THE CIVIL AVIATION CHARGES REGULATIONS 1991

CATHERINE A. TIZARD, Governor-General

ORDER IN COUNCIL

At Wellington this 25th day of February 1991

Present:

HER EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to sections 38, 40, and 100 of the Civil Aviation Act 1990, Her Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

ANALYSIS

- 1. Title and commencement
- 2. Interpretation
- 3. Application

PART I

ADMINISTRATIVE FEES AND CHARGES

Personnel Licensing

- 4. Fees and charges for personnel licensing
- 5. Examination fees
- 6. Priority licensing transaction surcharge
- 7. Fees and charges payable where applicant holds more than one licence
- 8. Flight tests unable to be completed

- 9. Refund of examination, recount and review fee
- 10. Refund for withdrawal from test
- 11. Exemptions

Aircraft Fees and Other Charges

- 12. Aircraft fees and other charges

Payment of Fees and Charges

- 13. Payment of fees and charges under this Part
- 14. Returns
- 15. Secretary may decline to process application if prescribed fees and charges not paid

## PART II

## FEES AND CHARGES FOR FACILITIES AND SERVICES

16. Differential airport charges
17. Airport charges payable by domestic operators
18. Payment of airport charges and furnishing of returns by domestic operators
19. Airport charges payable by international operators
20. Payment of airport charges by international operators
21. Aircraft parking charges
22. Meteorological charges
23. International passenger security charges

## PART III

## GENERAL PROVISIONS

24. Services provided outside New Zealand
25. Services provided away from scheduled venues
26. Aeronautical information
27. Charges payable where same person carrying on domestic and international operations
28. Recovery of charges
29. Refunds
30. Amount of goods and services tax included
31. Offences
32. Revocations  
Schedule

## REGULATIONS

**1. Title and commencement**—(1) These regulations may be cited as the Civil Aviation Charges Regulations 1991.

(2) These regulations shall come into force on the 1st day of March 1991.

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

“The Act” means the Civil Aviation Act 1990:

“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 fixed by the Minister in respect of different joint-venture or Crown 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 Transport:

“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

\*S.R. 1953/108 (Reprinted with Amendments Nos. 1 to 22: S.R. 1980/88)

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 applies 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 Schedule to these regulations shall be liable to pay the appropriate fees and charges specified in that Section of the 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 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 Schedule to these regulations, the holder shall be liable to pay—

- (a) The medical assessment portion and administration charge in respect of all licences held (as specified in Part IV of the said Section A); and  
 (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 by the Secretary towards the rescheduled test.

**9. Refund of examination recount and review fee**—Where an examination candidate achieves a pass standard as a result of a recount, the Secretary shall refund to him or her the examination recount and review fee.

**10. Refund for withdrawal from test**—Where a candidate applies for and subsequently withdraws from a technical examination, practical test, or flight test, the Secretary shall refund to him or her 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, the relevant owner, operator, provider, applicant, or other person, as the case may be, shall be liable to pay the appropriate fees and charges specified in Sections B to G of the Schedule to these regulations.

#### *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 fix the date by which that fee or charge is payable.

(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 (3) 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 by that operator 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 fix differential airport charges in respect of 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 fixed 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 fixed 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 fixed in respect of any public licensed aerodrome, Airport Authorities may make such charges as the Minister may fix 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 fixed by the Minister.

**22. Meteorological charges**—(1) An annual meteorological charge of \$21.25 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 \$19.10 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 unserviceability 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 or fixed under 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. Revocation**—The Civil Aviation Charges Regulations 1990 (S.R. 1990/121) are hereby revoked.

---

Regs. 4, 12

## SCHEDULE

## FEES AND CHARGES

## SECTION A: FEES AND CHARGES FOR PERSONNEL LICENSING

*Part I—Flight Crew*

| Matters in respect of which fees are payable                            | Fee<br>\$  |
|---|--|
| <b>Student pilot licence—</b>   |  |
| Issue .. .. .   | 82 (6 months)  |
|   | 105 (1 year)   |
|   | 153 (2 years)  |
| Renewal .. .. .   | 71 (6 months)  |
|   | 96 (1 year)  |
|   | 144 (2 years)  |
|   | If no medical is<br>required, the fee<br>shall be reduced<br>by \$20 |
| <b>Private pilot licence—</b>   |  |
| Issue .. .. .   | 82 (6 months)  |
|   | 105 (1 year)   |
|   | 153 (2 years)  |
| Renewal .. .. .   | 71 (6 months)  |
|   | 96 (1 year)  |
|   | 144 (2 years)  |
|   | If no medical is<br>required, the fee<br>shall be reduced<br>by \$20 |
| Each technical examination .. .. .                                      | 48   |
| Each examination recount and review .. .. .                             | 24   |
| Flight test for issue of licence .. .. .                                | 359  |
| Flight test for renewal of licence or removal<br>of endorsement .. .. . | 240  |
| <b>Commercial pilot licence—</b>  |  |
| Issue .. .. .   | 153 (6 months)   |
|   | 249 (1 year)   |
| Renewal .. .. .   | 144 (6 months)   |
|   | 240 (1 year)   |
|   | If no medical is<br>required, the fee<br>shall be reduced<br>by \$20 |
| Each technical examination .. .. .                                      | 96   |
| Each Morse test .. .. .   | 48   |
| Each examination recount and review .. .. .                             | 48   |
| Flight test for issue of licence .. .. .                                | 419  |
| Flight test for renewal of licence or removal<br>of endorsement .. .. . | 240  |

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<br>\$  |
|---|--|
| <b>Senior commercial pilot licence—</b>           |  |
| Issue .. .. .                                     | 153 (6 months)   |
| Renewal .. .. .                                   | 144 (6 months)   |
|   | If no medical is<br>required, the fee<br>shall be reduced<br>by \$20 |
| Each technical examination .. .. .                | 153  |
| Each examination recount and review .. .. .       | 77   |
| Flight test for issue of licence .. .. .          | 717  |
| Flight test for renewal of licence .. .. .        | 717  |
| Flight test for removal of endorsement .. .. .    | 359  |
| <b>Airline transport pilot licence—</b>           |  |
| Issue .. .. .                                     | 153 (6 months)   |
| Renewal .. .. .                                   | 144 (6 months)   |
|   | If no medical is<br>required, the fee<br>shall be reduced<br>by \$20 |
| Each technical examination .. .. .                | 153  |
| Each examination recount and review .. .. .       | 77   |
| Flight test for issue of a licence .. .. .        | 1,435  |
| Flight test for renewal of a licence .. .. .      | 717  |
| Flight test for removal of an endorsement .. .. . | 359  |
| <b>Cadet flight engineer licence—</b>             |  |
| Issue .. .. .                                     | 153 (6 months)<br>249 (1 year)                                       |
| Renewal .. .. .                                   | 144 (6 months)<br>240 (1 year)                                       |
|   | If no medical is<br>required, the fee<br>shall be reduced<br>by \$20 |
| <b>Flight engineer licence—</b>                   |  |
| Issue .. .. .                                     | 153 (6 months)<br>249 (1 year)                                       |
| Renewal .. .. .                                   | 144 (6 months)<br>240 (1 year)                                       |
|   | If no medical is<br>required, the fee<br>shall be reduced<br>by \$20 |
| Each technical examination .. .. .                | 96   |
| Each examination recount and review .. .. .       | 48   |
| Flight test for issue of a licence .. .. .        | 479  |

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<br>\$  |
|---|--|
| Flight test for renewal of a licence .. .. .      | 479  |
| <b>Cadet flight navigator licence—</b>            |  |
| Issue .. .. .                                     | 153 (6 months)<br>249 (1 year)                                       |
| Renewal .. .. .                                   | 144 (6 months)<br>240 (1 year)                                       |
|   | If no medical is<br>required, the fee<br>shall be reduced<br>by \$20 |
| <b>Flight navigator licence—</b>                  |  |
| Issue .. .. .                                     | 153 (6 months)<br>249 (1 year)                                       |
| Renewal .. .. .                                   | 144 (6 months)<br>240 (1 year)                                       |
|   | If no medical is<br>required, the fee<br>shall be reduced<br>by \$20 |
| Each technical examination .. .. .                | 153  |
| Each examination recount and review .. .. .       | 77   |
| Flight test for issue of a licence .. .. .        | 479  |
| Flight test for renewal of a licence .. .. .      | 479  |
| <b>Instrument rating—</b>                         |  |
| Issue .. .. .                                     | 29   |
| Each technical examination .. .. .                | 96   |
| Each examination recount and review .. .. .       | 48   |
| Flight test for issue of a licence .. .. .        | 479  |
| Each annual check .. .. .                         | 479  |
| Flight test for removal of an endorsement .. .. . | 359  |
| <b>Instructor rating category A—</b>              |  |
| Issue .. .. .                                     | 29   |
| Flight test for issue of a licence .. .. .        | 1,607  |
| Each annual check .. .. .                         | 299  |
| Flight test for removal of an endorsement .. .. . | 479  |
| <b>Instructor rating category B—</b>              |  |
| Issue .. .. .                                     | 29   |
| Flight test for issue of a licence .. .. .        | 717  |
| Each annual check .. .. .                         | 299  |
| Flight test for removal of an endorsement .. .. . | 479  |
| <b>Instructor rating category C—</b>              |  |
| Issue .. .. .                                     | 29   |

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<br>\$     |
|---|---------------|
| Flight test for issue of a licence (excluding night flying, spinning, aerobatics, and multi-engine approvals) .. .. . | 717           |
| Each annual check .. .. .   | 299           |
| Flight test for removal of an endorsement .. .. .   | 479           |
| Each additional approval .. .. .  | 479           |
| <b>Instructor rating category D—</b>  |               |
| Issue .. .. .   | 29            |
| Flight test for issue of a licence .. .. .  | 479           |
| Flight test for removal of an endorsement .. .. .   | 479           |
| <b>Instructor rating category E—</b>  |               |
| Issue .. .. .   | 29            |
| Flight test for issue of a licence .. .. .  | 479           |
| Flight test for removal of an endorsement .. .. .   | 479           |
| <b>Flight examiner certificate—</b>   |               |
| Issue .. .. .<br>(includes one approval)  | 177 (2 years) |
| Each additional approval .. .. .  | 58            |
| Renewal .. .. .   | 58            |
| <b>Aircraft type rating—</b>  |               |
| Issue .. .. .   | 29            |
| Each technical examination .. .. .  | 96            |
| Each examination recount and review .. .. .   | 48            |
| Flight test for issue of a licence .. .. .  | 179           |
| <b>Flight radio telephone operator rating—</b>  |               |
| Issue .. .. .   | 29            |
| Each technical examination .. .. .  | 48            |
| Each examination recount and review .. .. .   | 24            |
| <b>Glider tow rating—</b>   |               |
| Issue .. .. .   | 29            |
| Flight test for issue of a licence .. .. .  | 179           |
| <b>Chemical rating—</b>   |               |
| Issue .. .. .   | 29            |
| Each technical examination .. .. .  | 96            |
| Each examination recount and review .. .. .   | 48            |
| <b>Agricultural rating—</b>   |               |
| Issue .. .. .   | 29            |
| <b>Compass rating—</b>  |               |
| Issue .. .. .   | 29            |
| Each technical examination .. .. .  | 96            |
| Each examination recount and review .. .. .   | 48            |

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<br>\$                     |
|---|-------------------------------|
| <b>Validation of foreign private pilot licence—</b>           |                               |
| Issue .. .. .   | 96                            |
| Each technical examination .. .. .                            | 48                            |
| Each examination recount and review ..                        | 24                            |
| <b>Validation of foreign commercial pilot licence—</b>        |                               |
| Issue .. .. .   | 144                           |
| Each technical examination .. .. .                            | 48                            |
| Each examination recount and review ..                        | 24                            |
| <b>Validation of foreign senior commercial pilot licence—</b> |                               |
| Issue .. .. .   | 191                           |
| Each technical examination .. .. .                            | 153                           |
| Each examination recount and review ..                        | 77                            |
| <b>Validation of foreign airline transport pilot licence—</b> |                               |
| Issue .. .. .   | 191                           |
| Each technical examination .. .. .                            | 153                           |
| Each examination recount and review ..                        | 77                            |
| <b>Flying school approval—</b>                                |                               |
| Issue .. .. .   | 90 per person<br>hour         |
| Renewal .. .. .   | 90 per person<br>hour         |
| <b>Ground instructor rating—</b>                              |                               |
| Issue .. .. .   | 359                           |
| Renewal .. .. .   | 240                           |
| <b>Aircraft maintenance engineer licence—</b>                 |                               |
| Issue with one category .. .. .                               | 249 (1 year)<br>440 (2 years) |
| Renewal .. .. .   | 220 (1 year)<br>411 (2 years) |
| Each technical examination .. .. .                            | 96                            |
| Each examination recount and review ..                        | 48                            |
| <b>Each additional category—</b>                              |                               |
| Issue .. .. .   | 58                            |
| Each technical examination .. .. .                            | 96                            |
| Each examination recount and review ..                        | 48                            |
| <b>Each rating—</b>   |                               |
| Issue .. .. .   | 58                            |
| Each technical examination .. .. .                            | 96                            |
| Each examination recount and review ..                        | 48                            |

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<br>\$             |
|---|-----------------------|
| <b>Aircraft maintenance engineer approval—</b>                      |                       |
| Issue .. .. .   | 144                   |
| Renewal .. .. .   | 144                   |
| Each technical examination .. .. .                                  | 96                    |
| Each examination recount and review ..                              | 48                    |
| <b>Aircraft maintenance engineer certificate of competence—</b>     |                       |
| Issue .. .. .   | 144                   |
| Renewal .. .. .   | 144                   |
| Each technical examination .. .. .                                  | 96                    |
| Each examination recount and review ..                              | 48                    |
| <b>Aircraft maintenance engineer course approval—</b>               |                       |
| Issue .. .. .   | 90 per person<br>hour |
| <b>Aircraft maintenance engineer instructor approval—</b>           |                       |
| Issue .. .. .   | 479                   |
| Renewal .. .. .   | 58                    |
| <b>Aircraft maintenance engineer training school approval—</b>      |                       |
| Issue .. .. .   | 90 per person<br>hour |
| Renewal .. .. .   | 90 per person<br>hour |
| <b>Validation of foreign aircraft maintenance engineer licence—</b> |                       |
| Issue .. .. .   | 144                   |
| Renewal .. .. .   | 144                   |
| Each technical examination .. .. .                                  | 96                    |



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<br>\$ |
|--|-----------|
| <b>Routine medical assessment—</b>   |           |
| For issue of licence .. .. .   | 29        |
| For renewal of licence .. .. .   | 20        |
| 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. |           |
| <b>Special medical assessment</b> .. .. .  | 77        |
| The costs of the specialist's report shall be payable in addition to the prescribed fee.   |           |
| <b>Aviation Medical Appeal Board appeals—</b>  |           |
| Initial lodgment of appeal .. .. .   | 191       |
| Appeal hearing .. .. .   | 383       |

*Part III—Miscellaneous*

| Matters in respect of which fees are payable  | Fee<br>\$           |
|---|---------------------|
| Issue and renewal of any licence, rating, or certificate for which a fee is not otherwise prescribed .. | 115                 |
| Each technical examination and examination recount for which a fee is not otherwise prescribed          | 115                 |
| Flight tests for which a fee is not otherwise prescribed  | 127 per person hour |
| Change of licence restriction or endorsement ..   | 29                  |
| Replacement of licence, certificate, or rating ..   | 29                  |
| Priority licensing transaction surcharge ..   | 85                  |
| Approval of Class 1 and 2 Simulators ..   | 90 per person hour  |
| Sample examination papers—(where available) ..  | 10.50 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—\$29;
- (b) Annual fee—\$47 (or part thereof);
- (c) Administration charge—\$29.

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—\$20;
- (b) Annual fee—\$47 (or part thereof);
- (c) Administration charge—\$29.

**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—\$29;
- (b) Annual fee—\$191 (or part thereof);
- (c) Administration charge—\$29.

**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—\$20;
- (b) Annual fee—\$191 (or part thereof);
- (c) Administration charge—\$29.

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

- (a) Annual fee—\$191;
- (b) Administration charge—\$58.

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

- (a) Annual fee—\$191;
- (b) Administration charge—\$29.

## SECTION B: AIRCRAFT CHARGES

| 1. Aircraft registration—                              | \$ |
|--|----|
| Initial registration .. .. .                           | 58 |
| Change of registration .. .. .                         | 58 |
| Transfer of ownership .. .. .                          | 58 |
| Issue of duplicate certificate of registration .. .. . | 29 |
| Allocation of a particular registration mark .. .. .   | 96 |
| Reservation of a particular registration mark .. .. .  | 96 |

**2. Issue of certificates of type approval**—An application fee of \$96 (to be paid in advance) plus the cost of investigation at \$60 per person hour shall be payable in respect of the issue of a certificate of type approval.

**3. Investigation for issue of certificate of airworthiness for first of type imported aircraft**—An application fee of \$96 (to be paid in advance)

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

plus the cost of investigation at \$60 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 \$96 (to be paid in advance) plus the cost of investigation at \$60 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 \$96 (to be paid in advance), plus cost of investigation at \$60 per person hour | \$129 per aircraft (including helicopters); plus 5.9 cents per kg of the maximum certificated take-off weight of the aircraft<br>\$96 for gliders and balloons | Cost of investigation at \$60 per person hour |

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

| Issue Fee   | Annual Fee |
|---|------------|
| Application fee of \$96 (to be paid in advance), plus cost of investigation at \$60 per person hour | \$54       |

**7. Approval of minimum equipment lists**—An application fee of \$96 (to be paid in advance) plus the cost of investigation at \$60 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 \$96 (to be paid in advance) plus the cost of investigation at \$60 per person hour shall be payable in respect of the approval of aircraft modifications or flight manual amendments.

**9. Export certificate of airworthiness**—An application fee of \$96 (to be paid in advance) plus the cost of investigation at \$60 per person hour shall be payable in respect of the issue of an export certificate of airworthiness.

## SCHEDULE—continued

## FEES AND CHARGES—continued

## SECTION C: AIR SERVICE CHARGES

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

| MCTOW for Aircraft                          |       | Issue Fee<br>(per aircraft<br>type) | Charge out rate for<br>change to certificate                         |
|---|-------|-------------------------------------|--|
| Less than 2730 kg                           | ..    | \$2,869                             | \$60 per person hour   |
| 2730 kg or greater but less<br>than 5700 kg | ..    | \$4,304                             | \$96 per person hour   |
| 5700 kg or greater                          | ..    | \$9,563                             | \$98 per person hour   |
| Size of Aircraft*                           |       | Annual Fee<br>per aircraft          | Annual Variable Charge<br>(to be paid quarterly)                     |
| 0-10 seats                                  | .. .. | \$167                               | \$1.91 per revenue<br>hour flown                                     |
| 11-20 seats                                 | .. .. | \$335                               | \$3.82 per revenue<br>hour flown                                     |
| 21 or more seats                            | .. .. | \$670                               | \$7.65 per revenue<br>hour flown                                     |
| 15 000 kg or greater                        | ..    | \$1,339                             | <i>International</i><br>22.95 cents per<br>1000 seat*<br>kilometres  |
|   |       |                                     | <i>Domestic</i><br>28.69 cents per<br>1000 seat*<br>kilometres       |
|   |       |                                     | <i>plus</i><br>96 cents per 1000<br>tonne kilometres<br>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:

“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.

SCHEDULE—*continued*FEES AND CHARGES—*continued*SECTION C: AIR SERVICE CHARGES—*continued*(b) *Foreign operators—*

| Issue Fee  | Annual Fee |
|--|------------|
| \$239 plus charge out rate at<br>\$132 per person hour | \$3,156    |

(c) *Corrective action*—\$180 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         | .. | .. | .. | 2,869   |
| Annual fee            | .. | .. | .. | 1,435 per certificate                               |
| Change to certificate |    | .. | .. | Cost of investigation<br>at \$60 per person<br>hour |

**3. International operators fee**—A fee of \$124 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    | \$239 plus cost of investigation at \$60 per person hour | \$24,959   |
| Major Domestic day or night   | 4,5      | \$239 plus cost of investigation at \$60 per person hour | \$11,571   |
| Minor Domestic day only 22 700 kg or below                          | 6        | \$239 plus cost of investigation at \$60 per person hour | \$8,033 (with rescue fire services) or \$7,076 (without) |
| General Aviation 5 700 kg or below                                  | 7        | \$96 plus cost of investigation at \$60 per person hour  | \$1,435  |
| General Aviation 3 600 kg or below, Water Aerodromes, and Heliports | 8,9      | \$96 plus cost of investigation at \$60 per person hour  | \$383  |

Corrective Action—\$96 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.

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

## SECTION E: OTHER AVIATION RELATED CHARGES

**1. Approvals required by organisations—**

| Issue Fee  | Annual Fee and Audit                                     | Change to Approval   |
|--|--|--|
| Application fee of \$239 (to be paid in advance), plus cost of investigation at \$60 per person hour | \$383 per rating per location, plus \$60 per person hour | Application fee of \$239 (to be paid in advance), plus cost of investigation at \$60 per person hour |

Corrective Action—\$96 per person hour

**2. Approval of simulators—**

| Class of Simulator | Fee for period of currency (includes entry charge) | Period of Currency |
|--------------------|--|--------------------|
| 5                  | \$5,738  | 90 days            |
| 4                  | \$5,738  | 90 days            |
| 3                  | \$3,825  | 120 days           |

**3. Approval for use of simulators—**

| Class of Simulator | Annual Charge |
|--------------------|---------------|
| 5                  | \$1,435       |
| 4                  | \$1,435       |
| 3                  | \$1,435       |

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

---

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

## SECTION F: AIR TRAFFIC SERVICES AND NAVIGATION INSTALLATION CHARGES

**1. Airways service certificate—**

|                         |       |   |
|-------------------------|-------|---|
| Issue fee               | .. .. | \$239 (to be paid in advance), plus cost of investigation at \$60 per person hour |
| Change to certificate   | .. .. | \$60 per person hour  |
| Transfer of certificate | .. .. | \$60 per person hour  |

**2. Navigation installations—**

|                       |       |   |
|-----------------------|-------|---|
| Frequency fee         | .. .. | \$96 per annum per frequency (or pair of frequencies in the case of SSR, DME, or ILS localiser and glidepath)     |
| Published service fee | .. .. | \$96 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        |

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            | .. | .. | \$670   |
| 2            | .. | .. | \$1,244 |
| 3            | .. | .. | \$1,721 |
| 4            | .. | .. | \$2,104 |
| 5            | .. | .. | \$2,391 |
| 6            | .. | .. | \$2,582 |
| 7 or greater | .. | .. | \$2,678 |

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.

Where further facilities are introduced under an existing approval, a change fee shall be payable at the time the facility is introduced, in



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

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 \$1,626 per service shall be payable, by every licensed provider of an air traffic service, in respect of 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.

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 \$132 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 \$96 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 \$96 plus the cost of investigation at \$60 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.

C. J. HILL,  
Acting 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 on 1 March 1991, replace the Civil Aviation Charges Regulations 1990.

The new regulations—

- (a) Continue the fees and charges prescribed or provided for by the previous regulations;  
and
- (b) Reduce the rates of most of the former fees and charges by 15 percent.

Issued under the authority of the Acts and Regulations Publication Act 1989.

Date of notification in *Gazette*: 28 February 1991.

These regulations are administered in the Ministry of Transport.