

AIRWAYS



**STANDARD TERMS & CONDITIONS
FOR THE PROVISION OF AIRWAYS' SERVICES**

EFFECTIVE 1 NOVEMBER 2024

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Introduction

Airways Corporation of New Zealand Limited ('Airways') is a State-Owned Enterprise established under the State-Owned Enterprises Act 1986. Airways provides services on a commercial basis under that Act, and is authorised by Section 99 of the Civil Aviation Act 1990 and under Part 172 of the Civil Aviation Rules to provide the services covered by these Standard Terms.

This document sets out the contractual terms and conditions upon which Airways' services are provided and related pricing information.

If you have any questions about any of the information contained in this document or payment queries, please contact Airways via either of the following:

Mail

Customer Accounts
Airways Corporation of New Zealand Limited
PO Box 53 093
Auckland 2150
New Zealand

Phone

0800 500 045 (toll-free within New Zealand)
or + 64 9 257 7500

Email

customer.accounts@airways.co.nz

Standard Terms and Conditions

1 Interpretation

1.1 In these Standard Terms, unless the context otherwise requires:

Address in relation to an operator means the last address, whether physical or electronic, as set out on the Civil Aviation Authority Aircraft Register or notified by the operator to Airways as being the address for communication of any notice under these Standard Terms.

Aerodrome means any defined area of land or water intended or designed to be used either wholly or partly for the landing, departure, parking, maintenance, loading, unloading and surface movement of aircraft and other related activities, and includes any buildings, installations and equipment on or adjacent to any such area used in connection with the aerodrome or its administration.

Aerodrome Service charge means a charge covering the provision of aerodrome control services, aerodrome visual navigation aid services, aerodrome flight information services and alerting services as further detailed in Airways' Service Framework but excluding services covered by:

- a) the circuit charge
- b) the vicinity landings charge
- c) the controlled VFR transit charge.

Aerodrome traffic means all aircraft traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome.

Aircraft means any machine that can derive support in the atmosphere from the reactions of the air other than by the reactions of the air against the surface of the earth.

Airways means Airways Corporation of New Zealand Limited, and includes its successors and assigns.

Airways' Pricing Framework means Airways' current published Pricing Framework (as amended from time to time).

Airways' Service Framework means Airways' current published Service Framework (as amended from time to time).

Airways' services means the following services, which fall within the Base Services categories and are separated out for the purposes of the pricing schedule, or are other services provided by Airways:

- a) air traffic control service for aerodrome traffic ("aerodrome control service")
- b) air traffic control service for controlled flights in controlled airspace ("area control service")
- c) air traffic control service for arriving or departing controlled flights ("approach control service")

- d) air traffic service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and to assist such organisations as required (“alerting service”)
- e) a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights (“area flight information service”)
- f) a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights in the immediate environment of an aerodrome (“aerodrome flight information service”)
- g) a service provided to ensure separation, as far as possible, between aircraft operating on an IFR flight plan outside control areas, but within advisory routes or advisory areas (“air traffic advisory service”)
- h) services provided for the purpose of providing pre-flight information (weather and NOTAM), receiving and processing flight plans, and processing post-flight information (“National Briefing Office pre-flight and post-flight services”)
- i) services provided to IFR aircraft in uncontrolled airspace (“IFR services in uncontrolled airspace”)
- j) the provision of visual navigation aids at an aerodrome (“aerodrome visual navigation aid service”)
- k) a service provided to parachute operations in controlled airspace (“parachute service”)
- l) the provision of electronic navigation aids other than visual navigation aids (“electronic navigation aids service”)
- m) any other air navigation services provided by Airways (“any other services”).

Approach Service charge means a charge covering the provision of approach control services, area flight information services, alerting services, electronic navigation aids services and/or navigation procedures as further detailed in Airways’ Service Framework.

Base services means those Airways’ services which are classified as base services in Airways’ Service Framework.

CAA means the New Zealand Civil Aviation Authority.

Callsign means a three letter operator designator as issued through ICAO via a local governing body i.e. CAA.

Circuit includes:

- a) a missed approach
- b) approach training with no landing intended
- c) a touch and go
- d) an overshoot
- e) a stop and go
- f) a go round.

but does not include a landing.

Circuit charge means a charge covering the provision of services to operators undertaking a circuit or circuits in the circumstances described in Part A, clause 1(f) of the pricing schedule.

Controlled airspace means an airspace of defined dimensions for which an air traffic control service is provided in respect of controlled flights.

Controlled VFR transit charge means a charge covering the provision of services for VFR flights through an aerodrome control zone in the circumstances described in Part A, clause 1(h) of the pricing schedule.

En-route Domestic Service charge means a charge covering the provision of area control services, area flight information services, electronic navigation aids services and alerting services for IFR flights within the NZCC as further detailed in Airways' Service Framework.

En-route Oceanic Service charge means a charge covering the provision of area control services, area flight information services and alerting services for IFR and VFR flights within the NZCO as further detailed in Airways' Service Framework.

Flight operation means the flight of an aircraft which takes place partially or totally within New Zealand airspace.

Hirer, in relation to an aircraft, includes any person, other than the owner.

ICAO means the International Civil Aviation Organisation.

IFR means instrument flight rules.

International flight means a flight by an aircraft beginning in New Zealand airspace and ending outside New Zealand airspace, or beginning outside New Zealand airspace and ending in New Zealand airspace.

International overflight means a flight beginning and ending outside New Zealand airspace but passing through New Zealand airspace.

Landing includes:

- a) any landing made within the aerodrome boundary fence in respect of each aerodrome, if aerodrome control or flight information services are available
- b) any movement which but for its inclusion within this landing definition would constitute a circuit where, following such movement the aircraft departs the aerodrome control zone without landing or undertaking another circuit
- c) in respect of vicinity landing charges, any landing made within the vicinity of an aerodrome.

Manoeuvring area:

- a) means that part of an aerodrome to be used for the take-off and landing of aircraft and for the surface movement of aircraft associated with take-off and landing

b) does not include areas set aside for loading, unloading or maintenance of aircraft.

MCTOW, in relation to an aircraft, means the maximum certified take-off weight of the aircraft as specified in the certificate of airworthiness issued in respect of the aircraft and its associated flight manual, measured in tonnes (up to 3 decimal places).

New Zealand airspace means the NZZC, NZZO and such other airspace as defined and published in the NZAIP.

NZAIP means New Zealand Aeronautical Information Publication.

NZZC means the New Zealand Flight Information Region.

NZZO means the Auckland Oceanic Flight Information Region.

NOTAM means notice to airmen concerning any establishment condition or change in any aeronautical facility, service, procedure or hazard.

Operator, in relation to an aircraft, includes the person flying or using the aircraft, or causing or permitting the aircraft to fly, be used or be in any place, whether or not the person is present with the aircraft or the owner or the hirer.

Owner, in relation to an aircraft, includes any person lawfully entitled to the possession of the aircraft for 28 days or longer.

Overdue SARTIME charge means a charge covering the provision of alerting and search and rescue related services in the circumstances described in Part A, clause 3(f) of the pricing schedule.

Parachute service charge means a charge covering the provision of parachute services.

Pricing period means the pricing period specified in Part A of the pricing schedule.

Pricing schedule means the schedule of prices attached to and forming part of the Standard Terms.

Standard Terms means these standard terms and conditions for the provision of Airways services (as amended from time to time).

VFR means visual flight rules.

VFR flight plan charge means a charge covering the provision of alerting services and flight information services.

Vicinity, for the purpose of the vicinity landings charge means any part of the aerodrome control zone which is not at the attended aerodrome but local variations to this definition may be implemented following consideration of any location specific air traffic services issues and consultation with operators affected.

Vicinity landings charge means a charge covering the separation and/or flight information service received while operating in an aerodrome control zone and making a vicinity landing in the circumstances described in Part A, clause 1(g) of the pricing schedule.

1.2 In interpreting these Standard Terms:

- 1.2.1 Words denoting the singular number shall include the plural and vice versa.
- 1.2.2 Words denoting natural persons shall include corporations, body corporates and unincorporated bodies and vice versa, and words denoting one gender shall include the other gender.
- 1.2.3 Headings are for guidance only and shall not affect the interpretation of these Standard Terms.
- 1.2.4 The pricing schedule shall be deemed to form part of and be fully incorporated in these Standard Terms.

2 Provision of Airways' Services

- 2.1 Airways will provide Airways' services in accordance with these Standard Terms.
- 2.2 Airways' services shall be provided in accordance with the applicable requirements contained in the Civil Aviation Rules and any other applicable regulations.
- 2.3 Airways may, in addition to any other right available to it under the Standard Terms or at common law, refuse to provide Airways' services to any operator who refuses to abide by these Standard Terms or, upon reasonable notice pursuant to clause 12, to any operator who is in breach of these Standard Terms.
- 2.4 Airways' services shall be provided during the times, and pursuant to the levels of service, detailed in the NZAIP. However, Airways may set or change its hours of service provided such changes are notified by NOTAM.

3 Origins and Destinations

- 3.1 For charging purposes, the aerodrome of origin or the aerodrome of destination will be recorded if it is a recognised aeronautical reference point having a recognised designator or place name abbreviation. An en-route charge may be imposed, at Airways' discretion, where the origin or destination does not have such a designator or abbreviation, in which case, the location closest to the point of origin or designation with a designator or abbreviation shall be used.

- 3.2 The designators and abbreviations to be used are recorded in the NZAIP together with additions and deletions as they arise from time to time.

4 Charges for Airways Services

- 4.1 Every operator who receives, or owner whose aircraft receives, any Airways service under these Standard Terms, shall make payment to Airways for such service in accordance with the charges for the time being specified in the pricing schedule, including any amendments notified pursuant to these Standard Terms and, except as required by law, such payment must be made without withholding or deduction for any reason (whether by set-off, counterclaim or otherwise).
- 4.2 Use of an operator callsign denotes, for charging purposes, the operator responsible for charges in respect of such flights. Inter-operator agreements will not be recognised by Airways.
- 4.3 The person acting as a handling agent for an operator carrying out international flights or international overflights shall be responsible for the payment of charges by that operator. The operator who carries out such flights shall be responsible for ensuring compliance with this clause 4.3.
- 4.4 Airways shall not reduce any charges by reason of the unavailability of part or all of Airways' services.
- 4.5 Airways may at any time require an owner or operator who will, or who has, become liable to pay charges to Airways for Airways services, to provide a security to Airways in relation to those charges. The security may include, without limitation, a security interest (over collateral of sufficient value to satisfy the obligations to Airways (as determined by Airways) bond, guarantee or direct debit authority in favour of Airways and may be required from the owner or operator of aircraft, or their bankers, at Airways' sole discretion. If Airways requires a security interest, Airways may register such security interest on the New Zealand Personal Property Securities Register, and the owner, operator or person who has possession of the collateral shall do anything reasonably required by Airways to enable Airways to register the security interest, perfect and maintain the registration.
- 4.6 Airways may refuse to provide Airways services to any operator who has failed to provide reasonable security within 30 days of Airways' request pursuant to clause 4.5 of these Standard Terms.

5 Payments

- 5.1** All payments due to Airways are to be paid in such manner as Airways directs, and must be received by Airways in accordance with the terms and by the due date shown on the invoice (unless otherwise agreed in writing with Airways). Invoices are generally issued on a monthly basis.
- 5.2** In the event of there being a genuine error in an invoice, the operator shall identify such error giving full details at the time of payment of the balance of the invoice. An operator may withhold payment of the amount represented by the error but shall pay the balance of the invoice by the due date.
- 5.3** When Airways resolves the error it will advise the operator. Any outstanding amount found to have been validly invoiced will be deemed to have been payable on the invoice payment date and interest may (at Airways' discretion) accrue daily from that day at the default interest rate specified in these Standard Terms.

6 Review of Airways' Charges

- 6.1** Subject to clause 6.3, the quantum of any charges specified in the pricing schedule shall not be amended prior to expiry of the then current pricing period (normally three years from the immediately preceding review date).
- 6.2** On or after the expiry of each pricing period, Airways may amend the charges specified in the pricing schedule. If the current pricing period expires before Airways amends the charges pursuant to this clause, the current charges shall remain applicable pending any subsequent amendment.
- 6.3** Airways may amend the charges specified in the pricing schedule within a current pricing period in the following circumstances:

6.3.1 Base revenue fluctuations

If Airways' traffic volume forecast, in respect of aircraft of 5 tonnes and over, for the second and/or third year of a pricing period (each a "Reset Year") indicates that revenue derived from such aircraft movements will be outside a range of -2% to +2% from the target pricing revenue used when fixing prices at the start of the relevant pricing period (the "Target Revenue"), Airways will reset prices in respect of such aircraft for the relevant Reset Year. This forecast and reset process shall proceed as follows:

- a) Airways will undertake a traffic volume forecast in April of the year preceding each Reset Year (a "Forecast Year") based on airlines' published schedules as at 1 April in the Forecast Year.
- b) Airways will post the results of such forecast on its website (or otherwise advise affected operators of the outcomes) on or about 30 April in the Forecast Year.

- c) Airways will subsequently update its forecast to take account of:
 - i. any updates to airlines' published schedules notified by affected operators before 15 May in the Forecast Year; and
 - ii. at Airways' absolute discretion, any other expected schedule changes advised by affected operators before 15 May in the Forecast Year.
- d) The final forecast completed as outlined above, shall be used to reset prices for the relevant Reset Year as follows:
 - i. Airways will bear or receive the benefit of the first 2% of any revenue variance between the Target Revenue for the relevant Reset Year and the forecast revenue.
 - ii. Prices will be set at the level necessary to adjust (up or down) for any remaining variance between the Target Revenue and the forecast revenue.

6.3.2 One-off forecast volume adjustment

If Airways' traffic volume forecast, in respect of aircraft of 5 tonnes and over, for the period 1 February 2023 to 30 June 2023 (the Period) indicates that revenue derived from such aircraft movements will be outside a range of -2% to +2% from the target pricing revenue used when fixing prices at the start of the relevant pricing period (the "Target Revenue"), Airways will reset prices in respect of such aircraft for the Period. This forecast and reset process shall proceed as follows

- a) Airways will undertake a traffic volume forecast in November 2022 and share its forecast with customers and invite them to provide additional information about their schedules for Airways consideration.
- b) Airways will consider the additional customer information and revise its traffic volume forecast if necessary
- c) The final forecast completed as outlined above, shall be used to reset prices for the Period as follows:
 - i. Airways will bear or receive the benefit of the first 2% of any revenue variance between the Target Revenue for the Period and the forecast revenue.
 - ii. Prices will be set at the level necessary to adjust (up or down) for any remaining variance between the Target Revenue and the forecast revenue.

6.3.3 Charges may also be adjusted to the extent reasonably necessary to remove the financial effect (upon Airways) of any of the following events:

- a) Material change to the scope of Airways' network (e.g. addition or removal of an aerodrome).

- b) Legislative change (including change to any statute, decree, ordinance, rule, regulation, treaty or other legislative measure) that has, or will have, a material and adverse effect upon Airways' provision of the Airways services (or upon costs associated therewith).
- c) Material (unplanned) service enhancements.
- d) Any other circumstance that has, or will have a material and adverse effect on Airways, its assets, liabilities or financial position (including profits or losses) not being a circumstance that could reasonably have been avoided by prudent management action.

6.4 All amendments to charges pursuant to this clause must be notified in accordance with clause 8 below.

7 Default Interest

7.1 If an operator fails to pay any amount payable to Airways under these Standard Terms by the due date, Airways without prejudice to any other rights available under these Standard Terms or at common law:

- a) May charge interest on the amount so unpaid. Interest shall be charged at the aggregate of the overdraft rate charged or chargeable to Airways by its principal bankers plus 2% calculated on a daily basis. Such interest shall be payable for the period from the due date for payment until payment of both principal and interest is made in full and shall accrue after as well as before judgement, and be payable on demand. Unless otherwise instructed, any payments received may be offset against oldest outstanding invoices first;
- b) Shall be entitled to recover from the operator all costs, charges, disbursements and expenses (including legal costs on a solicitor and own client basis) incurred by Airways in connection with obtaining or attempting to obtain payment of any amount payable to Airways under the Standard Terms.

8 Variations to these Standard Terms

8.1 Airways may alter or vary these Standard Terms at any time. Airways shall notify any changes either in writing, by publication on its internet website or by public notice in the main metropolitan newspapers in Auckland, Hamilton, Wellington, Christchurch and Dunedin, no later than 30 days before any change becomes effective and such notice shall be deemed as notice properly given.

9 Operator to Maintain Standards

- 9.1** Every operator will ensure that their aircraft is operated at all times by properly qualified persons and in accordance with all applicable statutory and governmental requirements and all applicable international treaties relating to aviation.

10 Limitation and Exclusion of Liability

- 10.1** In this clause

- a) "Airways" means Airways Corporation of New Zealand Limited and includes its directors, officers, employees and agents.
- b) The sums mentioned in terms of Special Drawing Rights refer to the Special Drawing Right as defined by the International Monetary Fund. Conversion of the sums into New Zealand currency shall, in the case of judicial proceedings, be made according to the value of New Zealand currency in terms of the Special Drawing Right at the date of judgement.

- 10.2** Airways shall have no liability for loss, damage or delay (including, but not limited to, direct, indirect, consequential, financial or economic loss, and claims for indemnity or contribution) suffered or incurred by an operator, whether such liability arises in contract or in tort or in any way howsoever, in respect of or arising out of or in any way connected with the provision of Airways services contemplated by these Standard Terms except as follows:

- a) In the case of claims for loss or damage to the hull of any aircraft, the liability of Airways (if any) shall be limited to the direct cost of repair or replacement but only up to the insured value of such aircraft.
- b) In the case of claims arising from the death of or injury to any person the liability of Airways (if any) shall be limited to the equivalent of 113,100 Special Drawing Rights per person.
- c) In the case of claims in respect of loss of or damage to passengers' baggage the liability of Airways (if any) shall be limited to 1,131 Special Drawing Rights for each passenger.
- d) In the case of claims in respect of loss of or damage to cargo the liability of Airways (if any) shall be limited to 19 Special Drawing Rights per kg of cargo.

- 10.3** The sums mentioned in this clause are subject to abatement in accordance with Airways' proportion of responsibility (if any) for the event giving rise to the claim.

- 10.4** Nothing in this clause shall be construed as any indication or acceptance by Airways of any liability in any respect for any amount.

10.5 In respect of any third party claim, action, demand or proceeding against Airways every operator undertakes and agrees to fully indemnify Airways if and to the extent that such claim, action, demand or proceeding arises out of or is caused or contributed to be any wrongful act, neglect or default of the operator and/or to the extent that such claim, action, demand or proceeding relates to losses or damages claimed by that operator from a third party which would not be recoverable under clause 10.2 if claimed by that operator directly from Airways.

11 Governing Law

11.1 Any dispute arising out of the application or interpretation of these Standard Terms shall be governed by the laws of New Zealand, and the parties shall agree to submit to the non-exclusive jurisdiction of the courts of New Zealand.

12 Notices and Invoices

12.1 Every notice given (including any invoice) pursuant to these Standard Terms shall be sufficiently given if provided in writing (including in electronic form) and delivered or sent to an operator at its address, or to Airways at the mail or email address set out in the Introduction section of these Standard Terms. Operators are obliged to promptly notify Airways in writing of any change of address.

13 No Waiver

13.1 No delay, failure or forbearance by Airways to exercise (in whole or part) any right, power or remedy under, or in connection with these Standard Terms shall operate as a waiver. No waiver of any breach of any provision of these Standard Terms shall be effective unless that waiver is in writing and signed by Airways against whom the waiver is claimed. No waiver of any breach shall be, or be deemed to be, a waiver of any other or subsequent breach.

14 Privacy and Data Use

14.1 Airways collects operator names and addresses from the Civil Aviation Authority Aircraft Register under arrangement with the CAA. This information is used for the purposes of recovering charges owing pursuant to these Standard Terms, investigating incidents, communicating with operators with regard to matters associated with Airways' services (including, for example, in relation to incident investigations or pending pricing consultations) and other matters

associated with the provision of Airways' services. It is also supplied to certain airport companies to support such companies' billing processes.

- 14.2** Airways' systems also capture and record details of aircraft movements including arrival and departure times and locations (both scheduled and actual), aircraft identifiers, persons on board, flight paths and associated information. Such aircraft movement and associated information may also be used for the purposes outlined in clause 14.1. Airways also supplies movement and associated data to third parties for commercial purposes (including, but not by way of limitation, in relation to airport billing, aircraft noise monitoring, customised reports/data for aviation consultants, airport flight information displays and aviation related products/services offered by third parties).
- 14.3** In collecting, holding and processing personal information outlined in clauses 14.1 and 14.2 above, Airways will comply with the Privacy Act 2020 and any other applicable privacy laws. Operators are entitled to receive upon request access to their personal information and to request that Airways correct the personal information it holds on them. Such requests can be made using the contact details listed in the Introduction section of these Standard Terms.
- 14.4** In order to ensure compliance with applicable laws and to maintain cyber security standards, Airways and its authorized contractors monitor use of and interaction with Airways' information systems (including email traffic, web browsing and file transfers). This monitoring includes activity logging and analysis, and occasional formal audit. Encrypted traffic streams are routinely opened by our monitoring systems for the purpose of ensuring these do not contain malware or other threats to our cyber security. Information gathered through such monitoring (regardless of whether it relates to or is connected with an operator involved in any malicious or illegal activity) may be:
- a) used to prevent and resolve unauthorized access to or attacks on Airways' information systems);
 - b) provided to others (such as security data analysis companies, information security providers, the police and/or other government agencies) to:
 - i. comply with New Zealand or overseas laws;
 - ii. improve cyber security; and/or
 - iii. assist Airways to decide what is needed in order to comply with such laws or improve cyber security;

Airways shall not be responsible or liable to any operator or other party if it uses or provides information about an operator for the purposes outlined above. Airways may, and only if absolutely necessary in certain circumstances, be forced to limit its on-going exposure by blocking or otherwise terminating certain data flows that enter or exit our facilities. Where possible and reasonable, Airways will give prior warning to affected parties.

Pricing Schedule

A. Standard Charges

a) Pricing Period

Subject to clause 6 of the Standard Terms, the charges set out in this pricing schedule apply for the pricing period from 1 November 2024 to 30 June 2025.

b) Definitions

Definitions applicable to this section unless the context otherwise requires:

- i. minimum price means the minimum price specified in the table applicable to the relevant charge and period (as set out below)
- ii. base rate means the base rate specified in the table applicable to the relevant charge and period (as set out below)
- iii. weight rate means the weight rate specified in the table applicable to the relevant charge and period (as set out below)
- iv. chargeable distance means the distance in nautical miles between the origin and destination aerodromes minus the terminal navigation radius at both aerodromes. Nautical miles between common New Zealand routes are specified in Table A (see appendices)
- v. oceanic chargeable distance means:
 1. For international flights
Airways' reasonable estimate of the average distance flown in nautical miles (by aircraft on the relevant route) between the outer boundary of the NZZO and the aerodrome of arrival or departure minus the total of 150 nautical miles plus the appropriate terminal navigation radius.
 2. For international overflights
Airways' reasonable estimate of the average distance flown within the NZZO by aircraft on the relevant route in nautical miles.
- vi. terminal navigation radius (or TNR) means the appropriate terminal distance as specified in Table C (see appendices).

1. Charges within the New Zealand Flight Information Region (NZZC)

a) Aerodrome Service charge:

The greater of the minimum price or:

| | |
|-----------------------------------|---|
| aircraft under 5 tonnes MCTOW | = base rate x MCTOW / 5 |
| aircraft from 5 – 30 tonnes MCTOW | = base rate + weight rate x (MCTOW – 5) |
| aircraft over 30 tonnes MCTOW | = base rate + weight rate x 5 x $\sqrt[3]{(MCTOW - 5)}$ |

where the minimum price and applicable rates are as set out in the tables below:

For the period 1 February – 30 June 2023

| Location | Minimum Price | Base Rate | Weight Rate >5 tonnes |
|----------------------------|---------------|-----------|-----------------------|
| Auckland | \$12.42 | \$16.13 | \$4.58 |
| Christchurch | \$12.42 | \$16.13 | \$8.06 |
| Wellington | \$12.42 | \$16.13 | \$11.41 |
| Queenstown | \$8.68 | \$16.13 | \$9.85 |
| Regional Airport (Group 1) | \$8.68 | \$16.13 | \$16.82 |
| Regional Airport (Group 2) | \$8.68 | \$16.13 | \$15.56 |
| Milford | \$35.50 | \$97.54 | Not Applicable |
| Kapiti | \$8.68 | \$16.13 | \$70.00 |

Group 1 includes Nelson, Palmerston North, Tauranga and Hamilton.

Group 2 includes Dunedin, Gisborne, New Plymouth, Napier, Invercargill, Rotorua and Woodbourne.

For the period 1 July 2023 – 30 June 2024

| Location | Minimum Price | Base Rate | Weight Rate >5 tonnes |
|--|---------------|-----------|-----------------------|
| Auckland | \$12.72 | \$16.52 | \$4.16 |
| Christchurch | \$12.72 | \$16.52 | \$8.15 |
| Wellington | \$12.72 | \$16.52 | \$9.84 |
| Queenstown | \$8.89 | \$16.52 | \$9.93 |
| Regional Airport Group 1 (1 Jul 23 – 30 Nov 23) | \$8.89 | \$16.52 | \$16.07 |
| Regional Airport Group 1 (1 Dec 23 – 30 Jun 24) | \$8.89 | \$16.52 | \$15.68 |
| Regional Airport (Group 2) | \$8.89 | \$16.52 | \$15.24 |
| Milford | \$46.57 | \$127.96 | Not Applicable |
| Kapiti | \$8.89 | \$16.52 | \$78.49 |

Group 1 includes Nelson, Palmerston North, Tauranga and Hamilton.

Group 2 includes Dunedin, Gisborne, New Plymouth, Napier, Invercargill, Rotorua and Woodbourne.

For the period 1 July 2024 – 30 June 2025

| Location | Minimum Price | Base Rate | Weight Rate >5 tonnes |
|---|---------------|-----------|-----------------------|
| Auckland | \$12.94 | \$16.80 | \$4.13 |
| Christchurch | \$12.94 | \$16.80 | \$8.05 |
| Wellington | \$12.94 | \$16.80 | \$9.79 |
| Queenstown | \$9.04 | \$16.80 | \$9.81 |
| Regional Airport, Group 1 | \$9.04 | \$16.80 | \$16.02 |
| Regional Airport, Group 2 (1 Jul -31 Oct 24) | \$9.04 | \$16.80 | \$15.53 |
| Regional Airport, Group 2 (1 Nov 24 – 30 Jun 25) | \$9.04 | \$16.80 | \$14.97 |
| Milford | \$58.40 | \$160.47 | Not Applicable |
| Kapiti | \$9.04 | \$16.80 | \$79.83 |

Group 1 includes Nelson, Palmerston North, Tauranga and Hamilton.

Group 2 includes Dunedin, Gisborne, New Plymouth, Napier, Invercargill, Rotorua and Woodbourne.

b) Approach Service charge:

i. Attended Aerodromes

The greater of the minimum price or:

| | |
|-----------------------------------|--|
| aircraft under 5 tonnes MCTOW | = base rate x MCTOW / 5 |
| aircraft from 5 - 30 tonnes MCTOW | = base rate + weight rate x (MCTOW - 5) |
| aircraft over 30 tonnes MCTOW | = base rate + weight rate x 5 x $\sqrt{(MCTOW - 5)}$ |

where the minimum price and applicable rates are as set out in the tables below:

For the period 1 February – 30 June 2023

| Location | Minimum Price | Base Rate | Weight Rate >5 tonnes |
|---|----------------|-----------|-----------------------|
| International towers | \$6.21 | \$24.89 | \$10.11 |
| Regional towers | \$6.21 | \$24.89 | \$8.60 |
| Additional Auckland CAT III weight rate (added to the international tower price for aircraft over 30 tonnes) | Not Applicable | | \$0.43 |
| Additional Queenstown Multilat weight rate (added to the regional tower price for aircraft over 5 tonnes) | Not Applicable | | \$1.76 |

International Towers include Auckland, Wellington and Christchurch.

Regional Towers includes Queenstown, Nelson, Palmerston North, Tauranga, Hamilton, Dunedin, Gisborne, New Plymouth, Napier, Invercargill, Rotorua and Woodbourne

For the period 1 July 2023 – 30 June 2024

| Location | Minimum Price | Base Rate | Weight Rate >5 tonnes |
|--|----------------|-----------|-----------------------|
| International towers | \$6.36 | \$25.49 | \$13.30 |
| Regional towers | \$6.36 | \$25.49 | \$11.50 |
| Additional Auckland CAT III weight rate (added to the international tower price for aircraft over 30 tonnes) | Not Applicable | | \$0.48 |
| Additional Queenstown Multilat weight rate (added to the regional tower price for aircraft over 5 tonnes) | Not Applicable | | \$1.69 |

International Towers include Auckland, Wellington and Christchurch.

Regional Towers includes Queenstown, Nelson, Palmerston North, Tauranga, Hamilton, Dunedin, Gisborne, New Plymouth, Napier, Invercargill, Rotorua and Woodbourne

For the period 1 July 2024 – 30 June 2025

| Location | Minimum Price | Base Rate | Weight Rate >5 tonnes |
|--|----------------|-----------|-----------------------|
| International towers | \$6.47 | \$25.92 | \$13.98 |
| Regional towers | \$6.47 | \$25.92 | \$12.25 |
| Additional Auckland CAT III weight rate (added to the international tower price for aircraft over 30 tonnes) | Not Applicable | | \$0.45 |
| Additional Queenstown Multilat weight rate (added to the regional tower price for aircraft over 5 tonnes) | Not Applicable | | \$1.64 |

International Towers include Auckland, Wellington and Christchurch.

Regional Towers includes Queenstown, Nelson, Palmerston North, Tauranga, Hamilton, Dunedin, Gisborne, New Plymouth, Napier, Invercargill, Rotorua and Woodbourne

For landings outside the published hours of aerodrome control service watch at attended aerodromes the approach service charge will be 40% of the standard approach service charge (calculated as specified above).

ii. Unattended Aerodromes

The greater of the minimum price or:

| | |
|-----------------------------|--|
| aircraft under 5 tonnes | = base rate x MCTOW / 5 |
| aircraft from 5 – 30 tonnes | = base rate + weight rate x (MCTOW – 5) |
| aircraft over 30 tonnes | = base rate + weight rate x 5 x $\sqrt{(MCTOW - 5)}$ |

where the minimum price and applicable rates are as set out in the tables below:

For the period 1 February – 30 June 2023

| Location | Minimum Price | Base Rate | Weight Rate >5 tonnes |
|-----------------------------|---------------|-----------|-----------------------|
| Taupo | \$3.79 | \$21.23 | \$12.15 |
| Timaru | \$3.79 | \$21.23 | \$18.66 |
| Whanganui | \$3.79 | \$21.23 | \$11.30 |
| Hokitika | \$3.79 | \$21.23 | \$12.03 |
| Whangarei | \$3.79 | \$21.23 | \$5.54 |
| Kerikeri | \$3.79 | \$21.23 | \$3.26 |
| Kapiti | \$3.79 | \$21.23 | \$4.54 |
| Whakatane | \$3.79 | \$21.23 | \$11.45 |
| Westport | \$3.79 | \$21.23 | \$9.80 |
| Kaitaia | \$3.79 | \$21.23 | \$14.93 |
| Great Barrier | \$3.79 | \$21.23 | \$17.67 |
| Oamaru | \$3.79 | \$21.23 | \$18.66 |
| Wanaka | \$3.79 | \$21.23 | \$18.66 |
| Wairoa | \$3.79 | \$21.23 | \$18.66 |
| Other unattended aerodromes | No charge | | |

For the period 1 July 2023 – 30 June 2024

| Location | Minimum Price | Base Rate | Weight Rate >5 tonnes |
|-----------------------------|---------------|-----------|-----------------------|
| Taupo | \$3.88 | \$21.74 | \$13.52 |
| Timaru | \$3.88 | \$21.74 | \$20.77 |
| Whanganui | \$3.88 | \$21.74 | \$12.58 |
| Hokitika | \$3.88 | \$21.74 | \$13.39 |
| Whangarei | \$3.88 | \$21.74 | \$6.17 |
| Kerikeri | \$3.88 | \$21.74 | \$3.45 |
| Kapiti | \$3.88 | \$21.74 | \$5.05 |
| Whakatane | \$3.88 | \$21.74 | \$12.74 |
| Westport | \$3.88 | \$21.74 | \$10.91 |
| Kaitaia | \$3.88 | \$21.74 | \$16.62 |
| Great Barrier | \$3.88 | \$21.74 | \$19.67 |
| Oamaru | \$3.88 | \$21.74 | \$20.77 |
| Wanaka | \$3.88 | \$21.74 | \$20.77 |
| Wairoa | \$3.88 | \$21.74 | \$20.77 |
| Other unattended aerodromes | No charge | | |

For the period 1 July 2024- 30 June 2025

| Location | Minimum Price | Base Rate | Weight Rate >5 tonnes |
|-----------------------------|---------------|-----------|-----------------------|
| Taupo | \$3.95 | \$22.11 | \$13.75 |
| Timaru | \$3.95 | \$22.11 | \$21.12 |
| Whanganui | \$3.95 | \$22.11 | \$12.79 |
| Hokitika | \$3.95 | \$22.11 | \$13.62 |
| Whangarei | \$3.95 | \$22.11 | \$6.27 |
| Kerikeri | \$3.95 | \$22.11 | \$3.23 |
| Kapiti | \$3.95 | \$22.11 | \$5.14 |
| Whakatane | \$3.95 | \$22.11 | \$12.96 |
| Westport | \$3.95 | \$22.11 | \$11.10 |
| Kaitaia | \$3.95 | \$22.11 | \$16.90 |
| Great Barrier | \$3.95 | \$22.11 | \$20.00 |
| Oamaru | \$3.95 | \$22.11 | \$21.12 |
| Wanaka | \$3.95 | \$22.11 | \$21.12 |
| Wairoa | \$3.95 | \$22.11 | \$21.12 |
| Other unattended aerodromes | No charge | | |

c) En-route Domestic Service charge:

The greater of the minimum price or:

| | |
|-----------------------------|---|
| aircraft under 5 tonnes | = base rate x chargeable distance / 100 |
| aircraft from 5 - 30 tonnes | = [base rate + weight rate x (MCTOW - 5)] x chargeable distance/100 |
| aircraft over 30 tonnes | = [base rate + weight rate x 5 x $\sqrt{(MCTOW - 5)}$] x chargeable distance/100 |

where the minimum price and applicable rates are as set out in the following tables:

For the period 1 February - 30 June 2023

| Area | Minimum Price | Base Rate | Weight Rate >5 tonnes |
|-------------------|---------------|-----------|-----------------------|
| Domestic En-route | \$7.25 | \$7.20 | \$3.37 |

For the period 1 July 2023- 30 June 2024

| Area | Minimum Price | Base Rate | Weight Rate >5 tonnes |
|-------------------|---------------|-----------|-----------------------|
| Domestic En-route | \$7.42 | \$7.37 | \$3.55 |

For the period 1 July 2024 - 30 June 2025

| Area | Minimum Price | Base Rate | Weight Rate >5 tonnes |
|-------------------|---------------|-----------|-----------------------|
| Domestic En-route | \$7.55 | \$7.50 | \$3.41 |

d) VFR Flight Plan charge:

| | 2022/23 | 2023/24 | 2024/25 |
|---------------------------------------|---------|---------|---------|
| VFR flight plans filed online | \$5.52 | \$5.65 | \$5.75 |
| VFR flight plans filed by other means | \$7.93 | \$8.12 | \$8.26 |

e) Parachute Service charge:

Operators receiving a parachute service shall (in addition to any other applicable charges) pay a charge per flight as specified in the table below (based on the applicable aircraft weight and the airspace complexity of the location as specified in Table B [see appendices]).

For the period 1 February – 30 June 2023

| Aircraft Weight | Airspace Complexity | | |
|---------------------------|---------------------|--------|---------|
| | Low | Medium | High |
| Low (<1,700 kg) | \$2.41 | \$3.06 | \$12.20 |
| Medium (1,700 - 2,500 kg) | \$3.67 | \$4.90 | \$12.20 |
| Heavy (>2,500 kg) | \$4.90 | \$7.30 | \$12.20 |

For the period 1 July 2023 – 30 June 2024

| Aircraft Weight | Airspace Complexity | | |
|---------------------------|---------------------|--------|---------|
| | Low | Medium | High |
| Low (<1,700 kg) | \$2.47 | \$3.13 | \$12.49 |
| Medium (1,700 - 2,500 kg) | \$3.76 | \$5.02 | \$12.49 |
| Heavy (>2,500 kg) | \$5.02 | \$7.48 | \$12.49 |

For the period 1 July 2024 – 30 June 2025

| Aircraft Weight | Airspace Complexity | | |
|---------------------------|---------------------|--------|---------|
| | Low | Medium | High |
| Low (<1,700 kg) | \$2.51 | \$3.18 | \$12.70 |
| Medium (1,700 - 2,500 kg) | \$3.82 | \$5.11 | \$12.70 |
| Heavy (>2,500 kg) | \$5.11 | \$7.61 | \$12.70 |

f) Circuit charge:

Circuits are charged a fixed circuit charge as specified in the table below for each circuit made. However, a circuit charge will not be applied if the reason for a circuit is due to air traffic control instructions.

| Year | Circuit charge |
|--------------------------------|----------------|
| 1 February 2023 - 30 June 2023 | \$4.08 |
| 1 July 2023 - 30 June 2024 | \$4.18 |
| 1 July 2024 - 30 June 2025 | \$4.25 |

g) Vicinity Landings charge:

Landings in the vicinity of an aerodrome are charged at a fixed vicinity landings charge as specified in the table below for each landing made.

| Year | Vicinity landings charge |
|--------------------------------|--------------------------|
| 1 February 2023 - 30 June 2023 | \$4.08 |
| 1 July 2023 - 30 June 2024 | \$4.18 |
| 1 July 2024 - 30 June 2025 | \$4.25 |

h) Controlled VFR Transit charge:

A VFR flight through an aerodrome control zone that does not:

- ▶ land at the aerodrome (thereby incurring an aerodrome service charge);
- ▶ incur a vicinity landing charge;
- ▶ incur a circuit charge;

is charged a controlled VFR transit charge as specified in the table below in respect of each new aerodrome control zone entered during a single flight. An aircraft entering and exiting a single aerodrome control zone multiple times in a single flight will incur a single controlled VFR transit charge.

| Year | Controlled VFR transit charge |
|--------------------------------|-------------------------------|
| 1 February 2023 - 30 June 2023 | \$4.08 |
| 1 July 2023 - 30 June 2024 | \$4.18 |
| 1 July 2024 - 30 June 2025 | \$4.25 |

i) Conditions and provisos:

- ▶ Aerodrome service charges are incurred in respect of landings with rates determined based on the aerodrome of destination.
- ▶ Approach service charges are incurred in respect of landings and missed approaches with rates determined based on the aerodrome of destination.
- ▶ Aerodrome service charges will not apply at an unattended aerodrome (i.e. outside the hours when aerodrome control services are provided or at aerodromes where aerodrome control services are not provided).

2. Charges within the Auckland Oceanic Flight Information Region (NZZO)

a) En-route Oceanic Service charge:

The greater of the minimum price or:

| | |
|-----------------------------|---|
| aircraft under 5 tonnes | = base rate x oceanic chargeable distance / 100 |
| aircraft from 5 - 30 tonnes | = [base rate + weight rate x (MCTOW - 5)] x oceanic chargeable distance/100 |
| aircraft over 30 tonnes | = [base rate + weight rate x 5 x $\sqrt{(MCTOW - 5)}$] x oceanic chargeable distance/100 |

where the minimum price and applicable rates are as set out in the tables below:

For the period 1 February – 30 June 2023

| Area | Minimum Price | Base Rate | Weight Rate >5 tonnes |
|------------------|---------------|-----------|-----------------------|
| Oceanic En-route | \$21.75 | \$7.20 | \$0.81 |

For the period 1 July 2023 – 30 June 2024

| Area | Minimum Price | Base Rate | Weight Rate >5 tonnes |
|------------------|---------------|-----------|-----------------------|
| Oceanic En-route | \$22.27 | \$7.37 | \$1.03 |

For the period 1 July 2024 – 30 June 2025

| Area | Minimum Price | Base Rate | Weight Rate >5 tonnes |
|------------------|---------------|-----------|-----------------------|
| Oceanic En-route | \$22.65 | \$7.50 | \$0.94 |

b) Conditions and provisos:

- i. International flights will pay en-route domestic service charges based on a fixed chargeable distance of 150 nautical miles.
- ii. Domestic flights operating between the Chatham Islands and Christchurch, Dunedin, Gisborne, Hastings, Napier or Wellington will pay:
 1. En-route domestic service charges based on a fixed chargeable distance of 75 nautical miles
 2. En-route oceanic service charges calculated as above provided that the 'oceanic chargeable distance' used for the purposes of the calculation shall mean: Airways' reasonable estimate of the average distance flown in nautical miles (by aircraft on the relevant route) between the outer boundary of the NZZO and the aerodrome of arrival or departure minus the total of 75 nautical miles plus the appropriate terminal navigation radius.

All other routes between New Zealand and the Chatham Islands will be charged standard en- route domestic service and en-route oceanic service charges (as described above).

3. Miscellaneous

a) Extended or Unscheduled Out of Hours Service

Where extended coverage is requested and approved outside the published “core hours” of watch at the regional aerodromes, it will incur a flat fee (excluding GST) as shown in the table below for a maximum of 3 hours. This fee will be in addition to the normal Airways services charges that will also apply as specified in the pricing schedule.

| | 2022/23 | 2023/24 | 2024/25 |
|---|---------|---------|---------|
| Out of hours - Aerodrome control service | \$426.8 | \$437.0 | \$444.5 |
| Out of hours - Aerodrome flight information service | \$256.1 | \$262.2 | \$266.7 |

b) Callsign as sole identifier

When a flight is identified only by a callsign, Airways is not able to ascertain the specific aircraft that is being flown. Airways’ charges will therefore be calculated based on the heaviest MCTOW for that aircraft type in your fleet. To ensure that Airways’ charges are based on the weight of the specific aircraft that is being flown, you must provide the registration mark.

c) Goods and Services Tax (GST)

Inland Revenue regards all Airways’ services as being liable for GST. The tax is therefore levied on all flights departing from and/or arriving into a New Zealand aerodrome and it is payable in addition to the charges specified in this pricing schedule. International flights which depart from and/or arrive into a New Zealand aerodrome are charged GST on the entire flight. However, GST is not charged on international overflights. Operators who believe that GST-exempt or zero- rated services are supplied to them should make the appropriate claim to Inland Revenue.

d) Charging with a change of flight rules

Notwithstanding anything to the contrary, for the purposes of charging for IFR services, the mere activation of an IFR flight plan will attract the full IFR charge. However, in those circumstances where an aircraft cancels IFR at or before the TNR, such flights will be charged 65% of the applicable IFR approach charge.

e) Notification of aircraft MCTOW

Operators must notify Airways of the MCTOW of their aircraft. If an operator fails to provide such notification, Airways’ charges will be calculated based on the standard weight of that type of aircraft as specified in a national civil aircraft register or the manufacturer’s specifications.

Any operator who modifies their aircraft to the extent that the aircraft’s MCTOW is increased or decreased shall notify this new MCTOW to Airways in writing within 14 days of the modification being made.

At Airways' request, operators must promptly provide proof of any MCTOW information notified pursuant to this clause in the form of a copy of the aircraft's certificate of airworthiness.

f) Overdue SARTIME charge

A charge shown in the table below will be incurred in respect of each instance where:

- ▶ an Operator fails to amend or cancel a previously notified SARTIME before that SARTIME expires
- ▶ such failure was not the result of an emergency situation which requires the commencement of search and rescue action.

| | 2022/23 | 2023/24 | 2024/25 |
|-----------------|---------|---------|---------|
| Overdue SARTIME | \$42.73 | \$43.76 | \$44.50 |

g) Enhanced Services

From time to time, Airways may offer services above the base services ("enhanced services"). Enhanced services will be offered and priced upon terms to be fixed on a case by case basis. Where charges or rates are included in the pricing schedule in respect of the provision of enhanced services (e.g. the additional weight rates included for Auckland CAT III and Queenstown Multilateral services in Section A clause 1(b)), such charges/rates will be added to any applicable standard charges/rates.

B. Alternative Charges and Exemptions

1. Exemptions for specific aircraft, activities and events

a) Air-shows, exhibitions and competitions

Airways is willing to consider applications from organisers of air-shows, pageants and competitions for a concession on Airways' charges for such special events. The decision to grant any concession in any particular case is at the sole discretion of Airways.

Customer Accounts
Airways Corporation of New Zealand Limited
PO Box 53 093
Auckland 2150
NEW ZEALAND

Applications must be made at least 20 working days prior to the event. Late applications will not be considered.

Prior to the event, the organiser must deliver to both the Customer Accounts and the Chief Controller or Chief Flight Service Specialist at the aerodrome at which the event is to take place, a list containing the registrations of the aircraft taking part in the event.

b) Emergencies

Airways will credit the aerodrome service charge and approach service charge (if applicable) when fully satisfied that those charges were due to a genuine emergency. A genuine emergency is considered to occur when a risk to the aircraft and/or the health of persons on board develops during flight which necessitates an immediate landing at the first available aerodrome.

The exemption is only available if the emergency arose during the flight and the aerodrome of landing was not the aircraft's intended destination at the commencement of the flight. Application for the credit must be made in writing to Customer Accounts at:

Customer Accounts
Airways Corporation of New Zealand Limited
PO Box 53 093
Auckland 2150
NEW ZEALAND

c) Vicinity Landing Charge Exception Where:

- ▶ an aircraft undertakes multiple landings within the vicinity of an aerodrome; and
- ▶ Airways is able to materially reduce the quantity of aerodrome control and/or flight information services provided in respect of such aircraft by issuing one instruction/clearance covering all such landings (a block clearance),

Airways may, at its discretion, waive any or all but one of the applicable vicinity landing charges.

Appendices: Tables A – C

Table A: Distance chart in nautical miles

| | LX | AR | AA | CH | DN | GS | HN | HK | NV | KT | KK | MS | MF | NR | NS | NP | OU | OH | PM | PP | QN | RO | AP | TG | TU | WN | WS | WK | WU | WR | WP | WB | |
|------------------|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Alexandra | LX | 0 | 550 | 547 | 170 | 55 | 547 | 513 | 164 | 84 | 632 | 630 | 372 | 69 | 477 | 287 | 427 | 73 | 399 | 400 | 355 | 29 | 525 | 488 | 544 | 95 | 331 | 228 | 550 | 400 | 608 | 556 | 295 |
| Ardmore | AR | 550 | 0 | 8 | 401 | 573 | 172 | 53 | 386 | 634 | 142 | 117 | 237 | 557 | 171 | 267 | 124 | 506 | 191 | 199 | 231 | 554 | 90 | 115 | 69 | 467 | 257 | 322 | 106 | 175 | 80 | 21 | 273 |
| Auckland | AA | 547 | 8 | 0 | 400 | 571 | 180 | 57 | 383 | 631 | 137 | 112 | 240 | 553 | 176 | 266 | 123 | 504 | 193 | 201 | 233 | 551 | 97 | 120 | 77 | 465 | 258 | 319 | 114 | 176 | 76 | 15 | 273 |
| Christchurch | CH | 170 | 401 | 400 | 0 | 176 | 378 | 359 | 81 | 249 | 504 | 496 | 203 | 210 | 309 | 134 | 277 | 108 | 233 | 233 | 188 | 186 | 364 | 325 | 385 | 74 | 163 | 112 | 387 | 238 | 469 | 412 | 131 |
| Dunedin | DN | 55 | 573 | 571 | 176 | 0 | 553 | 533 | 195 | 82 | 664 | 659 | 378 | 122 | 484 | 306 | 449 | 68 | 410 | 410 | 365 | 81 | 540 | 502 | 561 | 106 | 339 | 257 | 564 | 414 | 636 | 581 | 307 |
| Gisborne | GS | 547 | 172 | 180 | 378 | 553 | 0 | 132 | 398 | 628 | 310 | 281 | 175 | 574 | 70 | 268 | 178 | 486 | 151 | 147 | 191 | 559 | 84 | 88 | 102 | 452 | 215 | 345 | 66 | 157 | 244 | 194 | 253 |
| Hamilton | HN | 513 | 53 | 57 | 359 | 533 | 132 | 0 | 351 | 597 | 194 | 170 | 186 | 525 | 119 | 227 | 87 | 465 | 139 | 147 | 182 | 519 | 48 | 62 | 42 | 427 | 208 | 288 | 74 | 126 | 133 | 72 | 228 |
| Hokitika | HK | 164 | 386 | 383 | 81 | 195 | 398 | 351 | 0 | 248 | 469 | 466 | 231 | 177 | 328 | 130 | 264 | 134 | 247 | 251 | 208 | 168 | 366 | 331 | 384 | 95 | 188 | 64 | 393 | 244 | 443 | 392 | 146 |
| Invercargill | NV | 84 | 634 | 631 | 249 | 82 | 628 | 597 | 248 | 0 | 714 | 713 | 453 | 105 | 558 | 371 | 512 | 144 | 481 | 482 | 437 | 85 | 609 | 571 | 628 | 175 | 412 | 312 | 634 | 483 | 692 | 640 | 377 |
| Kaitiāia | KT | 632 | 142 | 137 | 504 | 664 | 310 | 194 | 469 | 714 | 0 | 32 | 370 | 624 | 313 | 372 | 239 | 600 | 323 | 332 | 358 | 630 | 233 | 257 | 209 | 560 | 381 | 406 | 244 | 304 | 67 | 121 | 386 |
| Kerikeri | KK | 630 | 117 | 112 | 496 | 659 | 281 | 170 | 466 | 713 | 32 | 0 | 351 | 625 | 288 | 362 | 224 | 595 | 304 | 313 | 341 | 629 | 205 | 232 | 181 | 554 | 365 | 402 | 214 | 286 | 37 | 97 | 374 |
| Masterton | MS | 372 | 237 | 240 | 203 | 378 | 175 | 186 | 231 | 453 | 370 | 351 | 0 | 404 | 106 | 110 | 135 | 311 | 47 | 39 | 29 | 386 | 174 | 135 | 199 | 277 | 42 | 187 | 191 | 66 | 316 | 254 | 85 |
| Milford Sound | MF | 69 | 557 | 553 | 210 | 122 | 574 | 525 | 177 | 105 | 624 | 625 | 404 | 0 | 504 | 307 | 438 | 135 | 424 | 427 | 383 | 40 | 543 | 508 | 559 | 143 | 361 | 237 | 570 | 421 | 607 | 560 | 321 |
| Napier | NR | 477 | 171 | 176 | 309 | 484 | 70 | 119 | 328 | 558 | 313 | 288 | 106 | 504 | 0 | 199 | 127 | 416 | 81 | 76 | 121 | 489 | 85 | 56 | 111 | 382 | 145 | 275 | 92 | 89 | 251 | 191 | 183 |
| Nelson | NS | 287 | 267 | 266 | 134 | 306 | 268 | 227 | 130 | 371 | 372 | 362 | 110 | 307 | 199 | 0 | 143 | 238 | 117 | 123 | 83 | 296 | 238 | 201 | 256 | 199 | 71 | 77 | 264 | 114 | 335 | 277 | 31 |
| New Plymouth | NP | 427 | 124 | 123 | 277 | 449 | 178 | 87 | 264 | 512 | 239 | 224 | 135 | 438 | 127 | 143 | 0 | 382 | 90 | 102 | 119 | 433 | 113 | 89 | 123 | 343 | 141 | 201 | 143 | 69 | 193 | 134 | 150 |
| Oamaru | OU | 73 | 506 | 504 | 108 | 68 | 486 | 465 | 134 | 144 | 600 | 595 | 311 | 135 | 416 | 238 | 382 | 0 | 342 | 342 | 297 | 99 | 472 | 433 | 493 | 40 | 271 | 194 | 495 | 346 | 570 | 515 | 239 |
| Ohakea | OH | 399 | 191 | 193 | 233 | 410 | 151 | 139 | 247 | 481 | 323 | 304 | 47 | 424 | 81 | 117 | 90 | 342 | 0 | 12 | 45 | 410 | 132 | 93 | 156 | 306 | 72 | 194 | 154 | 22 | 269 | 207 | 104 |
| Palmerston North | PM | 400 | 199 | 201 | 233 | 410 | 147 | 147 | 251 | 482 | 332 | 313 | 39 | 427 | 76 | 123 | 102 | 342 | 12 | 0 | 45 | 412 | 136 | 96 | 160 | 307 | 70 | 200 | 155 | 34 | 278 | 216 | 106 |
| Paraparaumu | PP | 355 | 231 | 233 | 188 | 365 | 191 | 182 | 208 | 437 | 358 | 341 | 29 | 383 | 121 | 83 | 119 | 297 | 45 | 45 | 0 | 367 | 177 | 138 | 201 | 262 | 26 | 160 | 199 | 56 | 308 | 246 | 62 |
| Queenstown | QN | 29 | 554 | 551 | 186 | 81 | 559 | 519 | 168 | 85 | 630 | 629 | 386 | 40 | 489 | 296 | 433 | 99 | 410 | 412 | 367 | 0 | 534 | 497 | 552 | 114 | 344 | 231 | 560 | 410 | 609 | 559 | 306 |
| Rotorua | RO | 525 | 90 | 97 | 364 | 540 | 84 | 48 | 366 | 609 | 233 | 205 | 174 | 543 | 85 | 238 | 113 | 472 | 132 | 136 | 177 | 534 | 0 | 39 | 26 | 435 | 204 | 306 | 30 | 125 | 168 | 112 | 232 |
| Taupo | AP | 488 | 115 | 120 | 325 | 502 | 88 | 62 | 331 | 571 | 257 | 232 | 135 | 508 | 56 | 201 | 89 | 433 | 93 | 96 | 138 | 497 | 39 | 0 | 64 | 397 | 165 | 272 | 62 | 87 | 195 | 135 | 194 |
| Tauranga | TG | 544 | 69 | 77 | 385 | 561 | 102 | 42 | 384 | 628 | 209 | 181 | 199 | 559 | 111 | 256 | 123 | 493 | 156 | 160 | 201 | 552 | 26 | 64 | 0 | 455 | 227 | 322 | 36 | 147 | 143 | 91 | 253 |
| Timaru | TU | 95 | 467 | 465 | 74 | 106 | 452 | 427 | 95 | 175 | 560 | 554 | 277 | 143 | 382 | 199 | 343 | 40 | 306 | 307 | 262 | 114 | 435 | 397 | 455 | 0 | 237 | 154 | 459 | 309 | 530 | 475 | 202 |
| Wellington | WN | 331 | 257 | 258 | 163 | 339 | 215 | 208 | 188 | 412 | 381 | 365 | 42 | 361 | 145 | 71 | 141 | 271 | 72 | 70 | 26 | 344 | 204 | 165 | 227 | 237 | 0 | 146 | 225 | 82 | 333 | 271 | 43 |
| Westport | WS | 228 | 322 | 319 | 112 | 257 | 345 | 288 | 64 | 312 | 406 | 402 | 187 | 237 | 275 | 77 | 201 | 194 | 194 | 200 | 160 | 231 | 306 | 272 | 322 | 154 | 146 | 0 | 334 | 188 | 379 | 328 | 103 |
| Whakatane | WK | 550 | 106 | 114 | 387 | 564 | 66 | 74 | 393 | 634 | 244 | 214 | 191 | 570 | 92 | 264 | 143 | 495 | 154 | 155 | 199 | 560 | 30 | 62 | 36 | 459 | 225 | 334 | 0 | 150 | 177 | 127 | 256 |
| Whanganui | WU | 400 | 175 | 176 | 238 | 414 | 157 | 126 | 244 | 483 | 304 | 286 | 66 | 421 | 89 | 114 | 69 | 346 | 22 | 34 | 56 | 410 | 125 | 87 | 147 | 309 | 82 | 188 | 150 | 0 | 252 | 190 | 106 |
| Whangarei | WR | 608 | 80 | 76 | 469 | 636 | 244 | 133 | 443 | 692 | 67 | 37 | 316 | 607 | 251 | 335 | 193 | 570 | 269 | 278 | 308 | 609 | 168 | 195 | 143 | 530 | 333 | 379 | 177 | 252 | 0 | 62 | 344 |
| Whenuapai | WP | 556 | 21 | 15 | 412 | 581 | 194 | 72 | 392 | 640 | 121 | 97 | 254 | 560 | 191 | 277 | 134 | 515 | 207 | 216 | 246 | 559 | 112 | 135 | 91 | 475 | 271 | 328 | 127 | 190 | 62 | 0 | 285 |
| Woodbourne | WB | 590 | 273 | 273 | 131 | 307 | 253 | 228 | 146 | 377 | 386 | 374 | 85 | 321 | 183 | 31 | 150 | 239 | 104 | 106 | 62 | 306 | 232 | 194 | 253 | 202 | 43 | 103 | 256 | 106 | 344 | 285 | 0 |

Table B: Parachute service charge – airspace complexity classifications

| Location of parachute operations | Less than 20 average flights*/day during high season operations | Average 20 flights*/day or more during high season operations |
|---|---|---|
| Class C control zone | High | High |
| Class D control zone and/or instrument approach area and/or an area where IFR aircraft position for visual approach | Medium | High |
| On or adjacent to major air route(s) such that active ATC is required to control IFR traffic or delays to IFR aircraft are incurred | Medium | High |
| Within area of conflict with IFR routes and not in radar coverage | Medium | High |
| Low density IFR routes where parachuting has low priority or workload | Low | Low |
| Parachute operations outside controlled airspace | No charge | No charge |

*Flight count is for the total number of parachute flights in the relevant area of airspace, not per operator

Examples of airspace complexity classifications are located in the Standard Terms and Conditions Explanatory document (available on Airways' website: www.airways.co.nz)

Table C: Aerodromes by type and terminal navigation radius

| Aerodrome Type | Aerodrome Name | Abbreviation | TNR in Nautical Miles |
|----------------------------|------------------|--------------|-----------------------|
| International | Auckland | AA | 25 |
| | Christchurch | CH | 25 |
| | Wellington | WN | 25 |
| Domestic Attended | Dunedin | DN | 15 |
| | Gisborne | GS | 15 |
| | Hamilton | HN | 15 |
| | Invercargill | NV | 15 |
| | Milford Sound | MF | 15 |
| | Napier | NR | 15 |
| | Nelson | NS | 15 |
| | New Plymouth | NP | 15 |
| | Ohakea | OH | 25 |
| | Palmerston North | PM | 15 |
| | Paraparaumu | PP | 10 |
| | Queenstown | QN | 15 |
| | Rotorua | RO | 15 |
| | Tauranga | TG | 10 |
| | Whenuapai | WP | 10 |
| Woodbourne | WB | 10 | |
| Domestic Unattended | Alexandra | LX | 10 |
| | Ardmore | AR | 10 |
| | Ashburton | AS | 10 |
| | Feilding | FI | 10 |
| | Glentanner | GT | 10 |
| | Great Barrier | GB | 10 |
| | Hastings | HS | 10 |
| | Hawera | HA | 10 |
| | Hokitika | HK | 10 |
| | Kaikoura | KI | 10 |
| | Kaitaia | KT | 10 |
| | Kerikeri | KK | 10 |
| | Manapouri | MO | 10 |
| | Masterton | MS | 10 |
| | Matamata | MA | 10 |
| | Motueka | MK | 10 |
| | Mount Cook | MC | 10 |
| | North Shore | NE | 10 |
| | Oamaru | OU | 10 |
| | Omaka | OM | 10 |
| | Pukaki | UK | 10 |
| | Ryans Creek | RC | 10 |
| | Taieri | TI | 10 |
| | Takaka | TK | 10 |
| | Taupo | AP | 10 |
| | Timaru | TU | 10 |
| | Wairoa | WO | 10 |
| | Wanaka | WF | 10 |
| | Westport | WS | 10 |
| | Whakatane | WK | 10 |
| Whanganui | WU | 10 | |
| Whangarei | WR | 10 | |
| Whitianga | WT | 10 | |

