

## AIRWAYS CORPORATION PRICING CONSULTATION 2019 – 2022

Flying New Zealand, historically known as the Royal New Zealand Aero Club, represents Aero Clubs within New Zealand and promotes aviation interest to everyone who wants to learn to fly an aircraft for the purpose of a recreational interest or for the purpose of gaining appropriate qualifications to become a Commercial Pilot for Airline's or for any other commercial operators.

Given the opportunity to attend the Airways Corporation Pricing Consultation for the period 2019 – 2022, which is very much appreciated, the information that was shared was constructive and appropriate in informing us of what approach Airways Corporation is planning to take.

We have shared the information with Aero Clubs and while there may be feedback from individual Club's, the details that follow highlights our feedback along with feedback from Clubs that we have received.

- There is acknowledgement that the price increases have been minimised and that Airways is a State Owned Enterprise which is tasked with returning a dividend to the Government.
- However, whatever the costs are for now or in the future, there is concern that there will be a reduction in the usage of Air Traffic Control service by recreational pilots which highlights concern of there being safety related events along with potential increases in airspace breaches. It is suggested that if there was to be a reduction in charges there would be an increase in utilisation of aircraft and ATC services.
  - It is recommended that in order to ensure pilot training is constructive and effective, that circuit flying was literally only a single charge per flight as opposed to having a circuit fee for each circuit. Given the presentation detail, if one circuit or multiple circuits had one cost of \$3.80 (for 2020) then there would be considerable benefit for everyone, to learn, keep current and maintain a constructive experience of accessing airspace.
  - In respect of General Aviation access and use of ADSB, in order for light aircraft to be monitored within and outside of controlled airspace, it is also suggested / recommended that it

would be more attractive if Airways Corporation were able to subsidise or otherwise reduce the costs associated with installation of ADSB equipment in General Aviation aircraft.

- There is acknowledgement of standard pricing being beneficial, albeit there has been a question and suggestion from some aero clubs as to whether circuit or airspace access could be priced differently to suit “off peak” or “on peak” timings. Whilst this would be different at each location, it was also suggested that each Control Tower provide the timings that were beneficial for “off peak” timings etc.

A handwritten signature in black ink, appearing to read 'Paul Drake', with a stylized, cursive script.

Paul Drake  
Vice President  
Flying New Zealand