



15 September 2013

Mr George Rogers  
President  
New Zealand Aviation Federation (Inc)  
P O Box 44-252  
Lower Hutt  
WELLINGTON

Received  
3/9

Dear George

#### **INSTRUMENT FLIGHT PROCEDURES AT UNATTENDED AERODROMES**

I wish to advise you of the situation that currently exists in relation to instrument flight procedures (IFP) at unattended locations around New Zealand. It is important you are in the picture because the process we are about to work through with the unattended aerodrome operators may result in some IFP's being withdrawn or, potentially, some increased charges for use of procedures that are retained.

In 2008, the Civil Aviation Authority regulated the provision of IFP's through Civil Aviation Rule Part 173. The rule made it a requirement for procedures to be maintained and reviewed. This was never the case in the past and there are IFP's around the country which have not been reviewed or checked against new criteria since they were originally drafted.

The costs associated with providing this maintenance and the costs associated with the review of each procedure needs to be recovered in order for Airways to be able to provide a sustainable CAR Pt 173 maintenance service.

Review of IFP involves conducting an assessment of each procedure to determine whether it remains compliant with current ICAO and CAA published requirements. The periodic review is a means to ensure procedures meet current safety standards as prescribed by those organisations. In addition, IFP reviews consider recent survey data as supplied by the aerodrome operator to ensure that the approach and departure areas are not penetrated by obstacles. Where penetrations are identified, maintenance in the form of re-design work is normally required.

Airways, in consultation with various industry participants including aerodrome operators, released its Services and Pricing Framework in July 2012. The framework set out the pricing structure for those services provided by Airways at unattended aerodromes. It announced that where Airways provides services at unattended aerodromes other than visual navigation aids and electronic navigation aids, Airways will charge aerodrome operators or owners for these services directly. Essentially these services are the IFP's that are dedicated to the location. The relatively low cost of

Airways is a Crown Entity  
P.O. Box 100  
Wellington, New Zealand  
Phone: 04-489 2000  
Fax: 04-489 2001  
www.airways.co.nz

the service and low aircraft volumes makes charging aircraft operators directly inefficient and often ineffective as the volumes are sometimes too low to recover the full cost

As a result of this situation, from 1<sup>st</sup> July 2013 Airways will need to recover the cost of providing CAR Pt 173 instrument flight procedure (IFP) maintenance services at each unattended location where the requirement for the procedure is specified by the aerodrome operator.

Airways is aware that it is not the only CAR Pt 173 service provider available in New Zealand and is committed to a pricing framework which is both sustainable and competitive.

Therefore, Airways will consult with each affected aerodrome owner to determine which instrument procedures are required. Based on the outcome of that consultation and a calculation of the resources required over a five year period for the provision of maintenance, a price will be derived which reflects the cost of service.

From your perspective, there is nothing to do but I wanted you and your members to be aware of this situation and the process we are working through in case you are approached by aerodrome operators asking for usage patterns, requirements for certain procedures or whether procedures can be withdrawn.

I am on vacation until 15 October 2013 so if you would like to discuss this with Airways, please call Scott Scrimgeour on (04) 4714738 or via email to [Scott.Scrimgeour@airways.co.nz](mailto:Scott.Scrimgeour@airways.co.nz)

Regards



Rob Irwin  
Customer Relations Manager  
Airways New Zealand