2023-2024 ANNUAL REPORT

Aviation Industry Association

Aviation INDUSTRY ASSOCIATION

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Aviation INDUSTRY ASSOCIATION

PRESIDENT'S REPORT

by Ashok Poduval, AIANZ President

Since I took over as President a year ago, there have been several changes for the organisation, including the induction of a new Chief Executive, an Office Administrator and revamping of back-office systems. Supported by a committed Council, I am pleased to say that we have progressed well working with the limited resources available to us.

The Council agreed unanimously to change our name to Aviation Industry Association New Zealand (AIANZ) as it better reflects our role as the voice of the aviation industry. We also made a strategic decision to invest in the level of technology required to support the administrative needs of the Association. With a small, but efficient office team, such tools were sorely needed to function effectively. Consequently, an overarching customer relations management (CRM) system was identified and purchased called Zoho One. The system has a database of all contacts and integrates with the accounting system, Xero, to automate several functions. In tandem with this change, our website was redesigned and is hosted on the latest WordPress platform. I am pleased to say that we have received positive feedback about the new site and the CRM system has streamlined our functioning.

I would be remiss if I did not mention that these changes were implemented under the leadership of Simon Wallace, our Chief Executive, who assumed the role in August last year, supported in February by a highly efficient and tech savvy office administrator, Stefanie Dixon. Our Executive Officer, Richard Milner deserves mention for stepping up to offer his support and knowledge of technology implementation in addition to his role as Executive Officer for the NZHA and UAVNZ. Tony Michelle, who we all know so well, provided his invaluable expertise working tirelessly to ensure that the District and Regional plans were pragmatic and did not create needless obstacles for our members, especially those in the NZAAA, but also the NZHA.

The Association has been engaged on several issues, of which I can mention a few as the divisional reports adequately cover activities and successes. Our first action after the change of government was to present a Briefing to Incoming Minister (BIM) to the Ministers of Transport and Education. We sought and obtained appointments with some of the Ministers including the Minister of Transport who has retained the aviation portfolio. Simon Wallace and I met with the Hon Simeon Brown and presented our positions on matters such as the proposed Fire and Emergency NZ (FENZ) levy, the issue of District Plans being developed without understanding and consultation of aviation requirements, the need for development of a National Policy Statement, and some of the issues related to CAA.

A recent priority has been to challenge the proposed FENZ levy on aviation operations, supported by the NZ Aviation Federation (NZAF). Bob Henderson, the President of the NZAF and Simon Wallace met with Hon Brooke Van Velden, Minister for Internal Affairs, to discuss this matter. We briefed the Minister on our concerns with the FENZ levy proposal on aviation, saying that DIA officials had neither consulted properly nor presented any evidence base to support removal of the exemption for domestic aviation from FENZ levies. It is understood a final decision on FENZ levies is due before Cabinet in December, and we will continue to press our case with the Minister's office and officials.

Another ongoing activity that is worthy of mention is the progress made with the submissions in response to District and Regional Plans and the engagement with Councils to ensure that commercial aviation activities are not affected. More details are available in the NZAAA Chair's report.

We have actively engaged with media resulting in an increase in our presence in both print media as well as radio and TV so that the public, politicians and policymakers are reminded of the importance of the aviation industry to the economy and social fabric of our country.
AIANZ is indeed the voice of the commercial aviation industry, and I would like our members to reach out to those who have not yet made the decision to join the Association. Please encourage them to do so as our efforts and commitment lead to benefits that are reaped by everyone in the aviation industry.

My heartfelt thanks to Council members Gordon Alexander, David Morgan, Kevin England, Bruce Peterson, Scott McKenzie, Jeremy Ford, Don McCracken, Isaac Henderson and Qwilton Biel for the work they do for the Association voluntarily, and to Simon and his team without whose contribution we would not be able to function. My gratitude also to all our members who continue to support AIANZ.

Ashok Poduval
AIANZ President

CHIEF EXECUTIVE'S REPORT

by Simon Wallace, Chief Executive

Kia ora,

It is a pleasure to be in my role with the Aviation Industry Association New Zealand (AIANZ). Starting in late August 2023, it has been a whirlwind of a year, but one that I have thoroughly enjoyed while navigating a new industry and new challenges. That whirlwind has included the renaming and rebranding of the organisation, a reset of all our back-office and finance systems to better serve the membership, and a renewed focus on the priorities that matter the most for our members and the wider commercial aviation industry.

At our heart, we are a policy and advocacy organisation that exists to protect and promote member interests. Whether it's our input into FENZ levies, district or regional plan work or airport landing fees, to name a few, we're at the table to articulate member and industry concerns. We are aware of the frustrations experienced on matters such as audits, certifications and operation specifications, so we meet regularly with the Civil Aviation Authority (CAA) and the Ministry of Transport (MOT) to ensure these voices are heard.

The AIANZ supports the activity that is happening across our six divisions.

This past year, work has been led by the New Zealand Agricultural Aviation Association (NZAAA) and the New Zealand Helicopter Association (NZHA) at a District and Regional Plan level to protect commercial aviation interests. The many wins that have been achieved are testimony to the hard work done and allow aviation businesses to operate. This area is a key focus for the Association.

Important work is going on in other divisions too. For our Training and Development (T&D) members, engagement with Immigration New Zealand (INZ) has resulted in much improved visa processing times for international pilot students. AIANZ helped have aircraft maintenance engineers to be placed on the Immigration Green List. To support wider supply and demand issues for pilots and engineers, the results of a comprehensive workforce project involving our members will soon be released to help our advocacy to change tertiary policy settings that remain a barrier to an aviation career.

Throughout the past year, UAVNZ has been working to shape industry standards and foster greater professionalism amongst its members. In our Operations division, the AIANZ has been on hand to advocate for cheaper landing fees at Auckland Airport, but also support our operators in tourism areas like Milford to push back on plans detrimental to operators.

The Association has lifted its game in the political sphere this past year as well with more visibility in media as the leading advocate for the commercial aviation sector. This profile is essential for aviation issues to get attention. Politically, the AIANZ is well connected with Ministers and MPs across party lines, another important element of our advocacy strategy. The event in March this year at the Grand Hall in Parliament brought together over 100 industry leaders with parliamentarians to highlight industry priorities.

As we go into the next year, the Association is in good heart with a sound financial base to continue our work for the aviation industry. I'd like to acknowledge support of AIANZ President Ashok Poduval and the whole Council who have been a sounding board on important matters. They bring experience and wisdom to the Association, work which they do in a voluntary capacity.

A big thank you to the AIANZ team of Tony, Richard, Stefanie and Geeta, all of whom have made fantastic contributions in advancing our work this year.

Last but not least, thank you to members - your ongoing support is appreciated as we work to advance and protect your interests.

Ngā mihi nunui,

Simon Wallace
AIANZ Chief Executive

BACK TO 'AVIATION INDUSTRY ASSOCIATION'

For most of our existence that dates back almost 75 years, this organisation has been known as the Aviation Industry Association or the AIA. Our purpose to represent the commercial aviation industry has been well served by that name in the past. It states categorically who we are, what we do and who we represent. The old name, Aviation New Zealand, has created confusion as demonstrated by many outside the aviation community, who mistake us for CAA or something else. That confusion has extended to politicians, Government officials, the public and media, audiences that are so critical to the work we do.

The Aviation Industry Association (AIANZ) has relaunched a new logo and new website www.aianz.org.nz to coincide with the name change. It promotes our association as the peak body for commercial aviation in New Zealand and projects the work we do to support a safe, modern, innovative, and forward-thinking industry.

This work was brought to the fore when the AIANZ, our members, the wider industry, politicians and officials, met at our Parliamentary event in the Grand Hall in March 2024, where the AIANZ outlined its priorities and those of the industry as we work with Government over the coming years.

OUR TEAM

Simon Wallace
Chief Executive

Tony Michelle
Executive Officer, NZAAA

Richard Milner
Executive Officer, NZHA & UAVNZ

Stefanie Dixon
Office Administrator

Geeta Unka
Accountant

OUR COUNCIL

Four Directors comprise the AIANZ Council Executive Committee which includes our President, Past President and two Vice Presidents.

President
Ashok Poduval
Chief Executive
Massey University School of Aviation
Based in Palmerston North

Past President
Kevin England
Bay Tours and Charters
Based in the Hawke's Bay

Vice President
David Morgan
Chief Operational and Integrity Officer
Air New Zealand
Based in Auckland

Vice President
Gordon Alexander
Aviation Manager
Aspeq Limited
Based in Christchurch

DIVISIONAL CHAIRS

Our six Divisional Chairs are also AIANZ Council Members.

Qwilton Biel
Chair
Operational Division
Based in Auckland

Jeremy Ford
Chair
Training and Development
Based in Christchurch

Isaac Henderson
Chair
UAVNZ (Drones)
Based in Palmerston North

Don McCracken
Chair
Aircraft Engineering Association of NZ (AEANZ)
Based in Auckland

Scott McKenzie
Chair
NZ Helicopter Association (NZHA)
Based in Wairarapa

Bruce Peterson
Chair
NZ Agricultural Aviation Association (NZAAA)
Based in Hawke's Bay

NZ AGRICULTURAL AVIATION ASSOCIATION

Divisional Report

The NZAAA has had several successes in securing agricultural aviation activities as a permitted activity in District Plans including our Environment Court appeal to the Central Hawke's Bay decisions. We set our strategy back in 2022/23 and we are pleased to report for the current year.

Pillar 1: Trusted Self-Regulation

Monitor and shape District and Regional plans

- Undertook four pre notification engagements with District Councils
- Submitted 10 submissions and further submissions to proposed district plans
- Appeared at five District Plan hearings and one Environment Court mediation appeal
- Briefing paper to Ministers relating to District/Regional plan issues for agricultural aviation
- Engaged with the Northland Regional Council seeking relief to agrichemical application rules

CAA engagement - UAV 101, 102 standards for agricultural ops

- CAA attended four NZAAA committee meetings.
- NZAAA submitted to AC102-1 and the proposed DAMP rule and AC.
- Provided feedback to CAA on guidance for UAV agricultural pilot training.

EPA and iwi engagement plan

- Ag aircraft Demo Day Christchurch 14 December 2023; 12 iwi and two CAA representatives present.
- Ag aircraft Demo Day Fielding 7 March 2024 with 10 EPA and four CAA representatives present.

Pillar 2: Development of Better Practices

Spreadmark, Growsafe NZS:8409, Environmental best practice focus

- Participated in the revision of the Spreadmark COP and attended five FQC meetings.
- May 2024 finalised Spreadmark and Growsafe accreditation (aerial) programmes launched.
- Proposed a revision of the Airstrip Guidelines with Worksafe.

Pillar 3: Positive Stories Amplified in Community Connections

Educate iwi, EPA, Regulators, Customers, General Public - Create Comms Plan

Highlighted agricultural aviation downturn to AIANZ Council and Ministers' Briefing
12 monthly NZAAA newsletters.
Facebook following increased 100%.
Four NZAAA media releases.

Pillar 4: NZ Agricultural Aviation Staying at the Forefront

Create a central hub for Mods / STCs accessible to operators
Work in progress.

We continue to work hard to foster relationships with stakeholders such as Federated Farmers, iwi groups, APHANZ, Ground Spread New Zealand, FQC, FANZ, and Growsafe. These relationships improve our ability to have a strong voice, and leverage off their resources to influence regulation and policies.

I want to acknowledge and thank the AIANZ staff for all their support. Many thanks to the NZAAA committee and the EO for all their hard work and we look forward to further achievements in line with our strategy in the coming months.

Bruce Peterson
Chair, NZAAA

SUPPLY, SERVICE AND ENGINEERING (SSE) & AIRCRAFT ENGINEERING ASSOCIATION NEW ZEALAND (AEANZ)

Divisional Report

Where are we now? Where do we want to be? How do we get there?

These are three very commonly asked questions across any collective group. Before we can look at answering these questions we should also ask, where have we come from?

It would be worthwhile noting comments of respected leadership from the past and I refer to the 1970 AIA Annual Report:

> *"I should like to draw members attention to the position which is fast approaching regarding licenced engineers in this industry. Most of the top engineers in General Aviation are of an age where we should be considering where the next generation of executive engineers are coming from, as our industry requires a wider range of skills than is required in other sectors of the industry". (John B Brazier, President AIANZ).*

Alas, today we find ourselves in the same position asking the same questions. The sinusoidal nature of business means that just like other nations, we suffer the same problems. We can rush to blame as to why we have a shortage but that will only serve as a futile exercise in wasted energy. We can do what we should do, which is to start doing something now to work toward building a better aviation industry for New Zealanders. In this respect I would ask a couple of other questions, what are you doing to positively influence the outcome? If you don't make a difference, who will?

It is worth noting the contribution of those that have come from offshore who are part of the industry we have today without which we would be in bad shape. The widening of knowledge and skill has been a benefit to our growth

The industry has been through tough times in the past, and the current challenges are not dissimilar. We are in a phase of rebuilding capability despite the current economic difficulty. The specific engineering shortage will be overcome, but it will require the commitment and effort of industry to make the difference.

Supply and services are in the business of managing and mitigating the complicated systems inherent in the business. To maintain these systems safely, requires, planning, knowledge, expertise, and control. With good practice and skill, we will achieve successful outcomes. Our drive to reduce harm should always be in working to ensure that those things which are inherently unpredictable are managed safely. To do this we need to ensure that our practice is safe.

The culture of a great business whether it is an airline, maintenance provider, or supply organisation, is inherent in the hearts and minds of the people that make up that organisation. As an industry, we are a strong and resilient group. We rise to the challenges ahead and do what is necessary to make aviation safer, more efficient and more enjoyable.

AIANZ is leading, by not only serving its members, but by supporting improvements in engineering staff shortages. In late 2023, we secured an immigration pathway for aircraft engineers to New Zealand. We did this with the help of our trusted partners like Air New Zealand and training providers. Right now, we are working with those same training providers on a critical workforce pipeline project to understand and determine the supply and demand of engineers into the future. This happens at the same time as supply and service organisations and LAMEs are conducting workplace training of new entrants and apprentices under the arrangement with Service IQ. My thanks to all those people for their magnificent work.

Best regards for the next year, to all our members and the wider aviation community.

Don McCracken

Chair, SSE & AEANZ

TRAINING AND DEVELOPMENT

Divisional Report

This year has been challenging but also very rewarding with more positive changes at AIANZ. There is no doubt the lasting effects of the pandemic and subsequent economic impact have made it very challenging for many aviation businesses.

The Training & Development Division (T&D) met twice following the Conference last year, once in Ohakea and the second in Wellington. Both meetings were well attended by members and saw constructive solutions sought. Some of the challenges faced this year were the lengthy issuing of visas to international students with several Flight Training Organisations (FTOs) experiencing nine to 12 weeks for a student visa to be processed.

In December of 2023 a letter from AIANZ was sent to the new Minister of Immigration, Hon Erica Stanford, but unfortunately no response was forthcoming, so in early January we went public, and our story was picked up by the media and it had three days coverage which gave profile to our concerns. The outcome from a meeting the Chief Executive of AIANZ, Simon Wallace, and I had with Immigration New Zealand (INZ) was an invite to present to the members at our meeting in Ohakea on 30 January this year. This presentation was constructive and gave us insights into the constraints INZ were facing.The positive solution to this was they had formed a team of five dedicated to processing aviation student visas. Our members have since reported a reduction in processing times of between one and three weeks.

The biggest concern for members has been the continued loss of experienced flight instructors. The Government does not believe that there is a pilot shortage, so work has been undertaken to counter this argument. Led by AIANZ with support from the Workforce Development Council (WDC), Ringa Hora, we have been involved in a project that will provide up-to-date evidence on the state of pilot supply and the constraints the industry is facing. The purpose of this work is to have concrete evidence that we can use to help grow the industry at a time where pilot demand is at an all-time high.

This project will also help build on the long-standing issue of funded students' shortfall as the barrier to entry continues to grow for aspiring pilots in both rotary and fixed wings. The work is critical to the success of the industry given the constraints FTOs are going to face in the immediate future as the cost of training continues to grow. A young person wanting to attain a Commercial Pilot Licence (CPL) since 2012 and who has been successful at gaining a place on a course has had access to a government loan of $70,000. This amount has remained fixed for the past 12 years and has had no inflation adjustment. This has created a shortfall for students' training today of anywhere between $40,000 and $60,000 and it is only going to widen. The Ringa Hora and AIANZ project is nearing completion with the results to be shared soon.

Another major piece of work that has also been undertaken by members is trying to find the solution to the previous Government removing training schemes which for years were used to enroll international students into CPL programmes. Now the team is working on building a training qualification that can be easily tailored to various international markets. This should help with attracting international students to New Zealand FTOs.

Meantime, the team at AIANZ has been working hard in the background to help better represent our members, and some may have seen the recently updated AIANZ branding along with the website going through a refresh. Investment has also gone into refreshing other office systems for the Association. We are now able to better manage our membership.

I need to acknowledge the effort of Simon, our Chief Executive, who has been dedicated to resolving some of the long-standing issues we have been facing. Simon understands the need to continue working closely with various Ministers and senior leaders across the public sector to help move our industry forward.

Lastly, I want to thank the members for all your support this year and dedication to the T&D division. There are still many challenges ahead of us, but we couldn't do it without your support and the time you give to the industry.

Jeremy Ford
Chair, Training & Development

NZ HELICOPTER ASSOCIATION

Divisional Report

This past year we have made considerable progress at the NZHA. We employed an Executive Officer, Richard Milner, giving him the tools needed to crack on with the task at hand. We share Richard's expertise with the UAVNZ, so that he works 50% of his time with us and 50% for UAVNZ.

With Richard on board, we have been able to press ahead with key projects, one of the most important of which has been ensuring our voice is heard at a District and Regional Plan level. Such plans pose a big threat to our industry and the work we are doing in collaboration with the NZAAA has been invaluable. There have been several wins with Councils', and we are starting to get traction around the country. This area will be a key focus for the foreseeable future.

The District Plan work forms a key part of the NZHA Strategy that is refreshed at regular intervals. It fits into four key areas of work that were identified by our committee which include:

1) Communication
2) Growing membership
3) Relationship management
4) Education

One-year goals have included regular newsletters and social media posts to engage with members on relevant topics, sorting out our database and developing our day-to-day relationships with existing customers, growing internal and external relationships with stakeholders like the CAA and MOT and developing educational pathways for the next generation.

A key relationship is with the CAA and going forward, the NZHA believes the regulator has a responsibility for safety investigation and promotion but to do this effectively it needs to engage with participants openly and constructively. A strong and respected regulator with the right structure would be able to navigate this line well - we do not want to see reprioritisation of resource in the CAA leading to a reduction in reporting or an increase in accidents.

We are in in challenging times, domestically and internationally. The long lead times for parts and increase in prices make it difficult to navigate the cashflow bumps. What I am buoyed by is there is still a strong desire to be involved with the helicopter industry. The calibre of students is high, and they are set on making it in the industry. There is also a new generation of vertical lift aircraft entering the market and they will be looking for the lessons learnt from our industry to help them succeed. Our experience, ingenuity and creativeness will spawn new shoots for our industry and that is exciting.

Thank you for your support of the NZHA this past year. I have enjoyed my time as Chair and look forward to continuing these efforts in 2025.

Scott McKenzie
Chair, NZHA

OPERATIONAL DIVISION

Divisional Report

Over the years, the Operational Division has gone by various names (fixed-wing, air transport, tourist flight operators), but its core focus has always been the interests of Part 119 certificate holders who operate fixed wing aircraft.

The CAA database tells us that 54 such organisations exist at present, and whilst AIANZ has lines of engagement and communication with most of these, we only count approximately 20% as Association members. To our members, thank you for your continued support. To those who are not currently members, I encourage you to take note of AIANZ's multiple efforts to improve things for commercial aviation, and to add your support to the collective. Freeloading is socially unacceptable.

Much has changed at AIANZ over the last 12 months, all of it focused on securing and strengthening ourselves as the voice of commercial aviation in New Zealand. Simon Wallace became our Chief Executive midway through the year, and with support from Richard Milner, Tony Michelle, and Stefanie Dixon, has refined and future-proofed the back-of-house functions.

The focus is now external, and on subjects that are impacting members today, or are seen as potential impacts in the future. You will have been receiving the more regular direct communications and have likely seen our heightened presence across various media channels, but what you don't always see is the ongoing engagement that occurs with entities, agencies, ministries, and politicians. All of this is aimed at achieving positive benefits for members.

Areas that have received specific attention in recent times are the Civil Aviation Act 2023. We have worked to ensure that its implementation doesn't drive unnecessary burden onto operators while keeping a watching brief on DAMP implementation. We've also kept a watch on the embedding of Just Culture and the establishment of an independent appeal mechanism for which we have made submissions. This whole area remains an active workstream ahead of the Act taking effect in April 2025.

With the change of government came a new Minister of Transport and so AIANZ prepared a targeted briefing document for the incoming minister enlightening him on the subjects of importance to commercial aviation. We have had subsequent opportunities to engage with both the Minister and officials, and it is very clear that our input has been received and digested.

The scale of the threat to our future operations is exemplified in the Milford Opportunities Project. This has been fronted by our southern operators through Destination Milford Sound, with AIANZ maintaining contact and supporting where requested. Other issues we have engaged on have been focused on smaller operators gaining access to airspace and facing arbitrary restrictions in using airports.

Talk to any certificated organisation at present, and they will be at their wits end about the length of time it takes to get Operations Specifications amendments approved. The new application forms have been introduced; they help with the preparatory stage. The ability to electronically submit documents helps at the application stage. We have been continually reinforcing to members that they need to engage early with CAA on any proposed business changes, but we still have new routes waiting nine-plus months and maintenance programmes waiting more than 12 months. Obtaining some respite is very much an active initiative for AIANZ in the future.

Cost pressures abound, the recently proposed introduction of levies by Fire and Emergency NZ has been confronted head on by AIANZ, in conjunction with a few other aviation representative bodies. At the time of writing, the results are yet to be seen, but everyone up to ministerial level is now acutely aware of the implications of these levies, as well as the bureaucratic failings that led to them even being proposed. Still to come, but of significant importance to our members, is the CAA's Funding Review which will adjust the safety levies that we pay to fund CAA. These have not been looked at for several years, and AIANZ stands ready to engage in the pending consultation process.

The last 12 months have been challenging not only for operators, but also for AIANZ itself. Thank you to Hank (Air Milford) and Justin (Air Safaris) for your assistance in keeping the Operational Division voice to the forefront, and thank you also to Simon, Stefanie, Richard, and Tony at AIANZ (along with the external support team) for their efforts on both our specific issues, as well as those of commercial aviation as a whole.

Qwilton Biel
Chair, Operational Division

UAVNZ

Divisional Report

During 2023, UAVNZ was focused on advocating for and professionalising the commercial UAV sector in New Zealand. We hosted three events with this focus in mind. The UAVNZ Symposium, our first in-person event in several years, hosted 75 attendees in Palmerston North in July 2023. This was a great opportunity to discuss the future of the industry. For the first time, we also had a divisional programme at the Aviation New Zealand (now AIANZ) conference, and in October we hosted our annual online conference, which attracted 186 attendees.

UAVNZ set four priorities for the present calendar year in its January 2024 meeting. These were:

1. Develop a better relationship and liaison with the Civil Aviation Authority (CAA),
2. Establish working groups to involve our members in important workstreams.
3. Improve public information around the rules and best practice.
4. Advocate for the introduction of a licensing system for UAV pilots (among other advocacy initiatives).

We are making good progress on all these matters. We now have an established liaison with the CAA, where the RPAS team leader attends every second meeting to provide an update and address any questions or concerns that were raised in advance.

We are working to establish seven working groups:

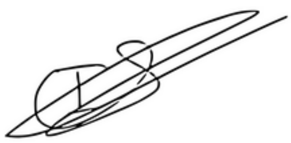
1. Public acceptance.
2. Agricultural operations.
3. AirShare.
4. Emerging technology.
5. Maintenance and airworthiness.
6. Member engagement.
7. Regulatory policy.

Four of these are up and running, with others underway. We have seen tangible outcomes from these working groups, with the added benefit of getting to include a wider swathe of our membership.

Work on our website and introducing public-facing guidance around the rules and how to conduct safe operations is underway. One of our partners and member organisations, AirShare, is also refreshing their website this year. We are working together with AirShare to present consistent messaging around how to comply with the rules and conduct safe UAV operations.

Our advocacy work has been very busy, with input into the Air Navigation Service Review (ANSR), two different Airways working groups, engagement with the Ministry of Transport (MOT) around future drone regulations, and engagement with the CAA around the Draft Part 102 Advisory Circular. We continue to push for a licensing system for UAV pilots and have had constructive conversations in this vein throughout the year.

Our membership is growing (nearly 60 member organisations), and we are seeing growing support within industry for our work to establish best practice guidelines for commercial operations. We look forward to continuing to advance the interests of the commercial UAV sector, and the wider aviation industry into 2025.



Dr Isaac Henderson
Chair, UAVNZ

FINANCIAL REPORTS

Performance Report

Aviation Industry Association of New Zealand Incorporated
For the year ended 31 March 2024

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Entity Information

Aviation Industry Association of New Zealand Incorporated
For the year ended 31 March 2024

LEGAL NAME OF ENTITY
Aviation Industry Association of New Zealand Incorporated

ENTITY TYPE AND LEGAL BASIS
Aviation Industry Association of New Zealand Incorporated is registered under the Incorporated Societies Act 1908.

SOCIETY REGISTRATION NUMBER
216071

DATE OF INCORPORATION
22 August 1950

REGISTERED OFFICE
Level 5, 5 Willeston Street, Wellington, New Zealand, 6011

POSTAL ADDRESS
PO Box 2096, Wellington, New Zealand, 6140

ENTITY VISION
Growing safe membership.

ENTITY PURPOSE OR MISSION
Providing value for members by championing safety, representing their interests and helping them be more effective in business.

ENTITY STRUCTURE
AIANZ comprises 10 Executive Council members who meet 4-5 times per year. There is a CEO, 2 Executive Officers and an Office Manager.

MAIN SOURCES OF ENTITY CASH AND RESOURCES

The Association receives cash or resources from

- Membership Subscriptions
- Conference & workshop registrations
- Interest and dividend income
- Revenue from providing other services

MAIN METHODS USED BY ENTITY TO RAISE FUNDS
The Association has members who pay subscriptions, runs conferences associated with the Aviation Industry and receives income from its investments inthe Aviation Industry.

RELIANCE ON VOLUNTEERS AND DONATED GOODS AND SERVICES
The Council members on the governing body are all volunteers. There are no volunteer staff. The Association does not receive any donated goods or services.

REVIEW INDEPENDENT ASSURANCE PRACTITIONERS
Moore Markhams Wellington Audit

BANKERS
Westpac Banking Corporation

Statement of Service Performance

Aviation Industry Association of New Zealand Incorporated For the year ended 31 March 2024

Our Vision Enable a safe, sustainable and resilient aviation industry. Our Mission Being the voice of the commercial aviation industry by representing members' interests and championing safety. Three strategic goals help us deliver: 1. Advocacy to represent members in regulatory matters and champion the interests of our member businesses with policymakers, politicians and the public.

2. Safety is at the heart of what we do as a membership organisation to advance professionalism in aviation safety.

3. Communication is how we communicate to all audiences as the voice of the commercial aviation industry.

As in previous years, each strategic goal is under-scored by four measurable objectives which are set out as Key Performance Indicators (KPIs). Each year, the strategic plan is developed after input from each of the AIANZ's six divisions. The refreshed strategic plan was implemented on 1 April 2023.

Outcomes

The AIANZ exists on its ability to deliver tangible and measurable benefits to the members that pay the Association a subscription each year. The impact of the Covid-19 pandemic is still reverberating in some parts of the membership, and this has been coupled with an economic downturn that has made business challenging.

Achievements during the year measured to strategic goals.

1. Advocacy
2. Safety
3. Communication

1. Advocacy

There has been regular engagement with a range of organisations that have a stake in the aviation industry and our members.

Advocacy is a 'long-game' for any industry association and the benefits of policy work are often hard fought and often intangible. We have had significant wins as follows (more detail below):

· District and Regional Council submissions to recognise and support commercial aviation activities.

· Faster visa processing times for international student pilots.

· Aviation engineers placed on the Immigration Green List for straight to residency pathway.

· Securing seat on the Interim Aviation Council in support of our members and the wider aviation industry.

As we do very year, we have been actively engaged in a series of strategic meetings and initiatives aimed at advancing key policies and advocating for the aviation community. We have met regularly with the Civil Aviation Authority (CAA) and the Ministry of Transport (MOT) to contribute and shape discussions on matters that affect our members. This might involve safety and regulatory matters in the case of CAA or strategic policy issues with the MOT. With the MOT, for example, we are taking a leading role as a member of the Interim Aviation Council contributing to the development of the National Policy Statement (NPS) for aviation.

Our divisions are also engaged in critical work on behalf of their sectors, for example, the District and Regional plan work covering the interests of the New Zealand Agricultural Association (NZAAA) and the New Zealand Helicopter Association (NZHA).

There have been several ‘wins’ with Councils throughout the course of this work which remains a priority area for the Association.

Extensive work too is going on to support members in other divisions.Forexample,following engagementwithImmigration New Zealand (INZ), AIANZ achieved a significant milestone with the inclusion of Aviation Engineers and Aircraft Maintenance Engineers on the Immigration Green List for Straight to Residence visas. This helps members in our Supply, Service and Engineering (SSE) division.

To help our Training and Development (T&D) members, the AIANZ went public in a call for improving visa processing times, especially for international student pilots. This resulted in rapid improvement in processing by INZ.

Throughout 2024, UAVNZ has been instrumental in advancing the unmanned aerial systems (UAS) sector in New Zealand. For example, amongst many of its work items this year, it is positively contributing to shaping industry standards and fostering professionalism among members. It is also navigating the complexities of UAS regulation and technology.

To coincide with the renaming of our organisation in March 2024, we ran a very successful function at Parliament on 5 March with the Minister of Transport, where more than 100 industry leaders attended. We used the opportunity to highlight the organisations key policy aims that were outlined in the November 2023 Briefing to the Incoming Minister https://aianz.org.nz/policy-advocacy/submissions/

2.Safety

Safety is at the heart of what we do as a membership organisation that represents commercial aviators.

· In conjunction with CAA, we ran three (3) Senior Persons’ workshops in the reporting period that attracted more than 120 participants in Christchurch (August 2023), Taupo (November 2023), and Queenstown (March 2023). These workshops attract owners’ chief executives, pilots and safety managers from commercial aviation operators.

· Advice and support continued to our members in areas that included Safety Management Systems (SMS).

· Further work was done to support UAVNZ shape industry standards.

· The Association contributed to a range of forums to help shape overall safety amongst our membership.

· Our Aircare programme continued that promotes safe practices especially for our members in our NZAAA and NZHA divisions.

· The annual conference held in Christchurch in August 2023 included many workshops across all our divisions that focused on safety in the sector.

3. Communication

Our communication channels improved markedly in the reporting year, culminating with our renaming and the launch of a modern, user-friendly website. The previous website had not been updated for more than 10 years. At the same time, we increased our presence in mainstream media. News outletswe are engaging withinclude1News,Newshub,RadioNew Zealand and print publications. Key statistics for the year included:

· 10 media releases issued.

· 48 weekly e-newsletters sent to all members with open rates of approximately 30%.

· Monthly newsletters sent to NZAAA and NZHA members with open rates of approximately 50%.

· More than 20 “Latest News’ items posted our new website.

Staffing

John Nicholson, Chief Executive, retired from his position in September 2023. He was replaced by Simon Wallace who joined in September 2023. Andrew Nicholson, Office Manager, resigned in May 2023. The position remained vacant until the appointment of Stefanie Dixon in February 2024.

Tony Michelle and Richard Milner conducted their services as Executive Officers throughout the reporting period, 1 April 2023 to 31 March 2024.

Statement of Financial Performance

Aviation Industry Association of New Zealand Incorporated
For the year ended 31 March 2024

	NOTES	2024	2023
Revenue			
Fees, subscriptions and other revenue from members	1	295,209	272,029
Revenue from providing goods or services	1	305,651	155,210
Interest, dividends and other investment revenue	1	114,048	60,613
Other operating revenue	1	53,701	60,133
Total Revenue		768,609	547,985
Expenses			
Volunteer and employee related costs	2	392,090	313,350
Costs related to providing goods or service	2	419,876	265,920
Other operating expenses	2	552	-
Total Expenses		812,518	579,270
Net Surplus/(Deficit)		(43,908)	(31,285)
Other Comprehensive Revenue			
Share of Results in ASPEQ		199,162	12,687
Total Other Comprehensive Revenue		199,162	12,687
Net Surplus/(Deficit) including Other Comprehensive Revenue		155,254	(18,598)
Taxation Charge			
Income tax expense	2	31,933	16,971
Total Taxation Charge		31,933	16,971
Net Surplus/(Deficit) for the Year including Other Comprehensive Revenue and Tax		123,320	(35,569)

This statement is to be read in conjunction with the Performance, and the Review Report.

Statement of Financial Position

Aviation Industry Association of New Zealand Incorporated
As at 31 March 2024

	NOTES	31 MAR 2024	31 MAR 2023
Assets			
Current Assets			
Bank accounts and cash	3	186,621	397,264
Debtors & Prepayments	3	76,420	75,534
Accrued Income		6,500	659
Term deposits		689,091	-
Other Current Assets	3	-	227,928
Goods and services tax		16,404	-
Total Current Assets		975,036	701,386
Non-Current Assets			
Property, Plant and Equipment			
Property, Plant &Equipment at Cost	4	49,185	47,530
Accumulated Depreciation		(48,082)	(47,530)
Total Property, Plant and Equipment		1,103	-
Trademarks			
Trademarks		-	1,540
Trademarks amortisation		-	(1,540)
Total Trademarks		-	-
Website Development		17,560	-
Investment in Associates		1,180,009	980,847
Other non-current assets	3	10,576	-
Total Non-Current Assets		1,209,248	980,847
Total Assets		2,184,284	1,682,233
Liabilities			
Current Liabilities			
Creditors and accrued expenses	5	83,907	14,075
EmployeeEntitlements	5	32,398	62,561
Advanced Subscription from AirNZ		-	46,660
Income in Advance	5	400,609	-
GST Payable		-	20,248
Income Tax Payable	6	9,269	3,907
Total Current Liabilities		526,183	147,452
Total Liabilities		526,183	147,452
Total Assets less Total Liabilities (Net Assets)		1,658,101	1,534,781

This statement is to be read in conjunction with the Performance, and the Review Report.

	NOTES	31 MAR 2024	31 MAR 2023
Accumulated Funds			
Accumulated surplus or (deficit)	7	1,656,204	1,532,884
Reserves	7	1,897	1,897
Total Accumulated Funds		1,658,101	1,534,781

President ____________________________ Chief Executive ____________________________

Date : 7 August 2024 Date : 7 August 2024

This statement is to be read in conjunction with the Performance, and the Review Report.

Statement of Cash Flows

Aviation Industry Association of New Zealand Incorporated
For the year ended 31 March 2024

	2024	2023
Cash Flows from Operating Activities		
Cash Receipts		
Fees, subscriptions and other receipts from members		
AAA Subscriptions	117,082	127,273
Airports Membership Subscriptions	-	460
Associate & Individual Membership	12,191	6,081
NZHA Subscriptions	31,863	25,703
NZHA Other Income	-	115
SSE Subscriptions	89,155	78,430
TFO Membership Subscriptions	6,926	7,820
TFO Subscriptions & Air TransportSubscriptions	47,927	34,486
Training & Development Subscriptions	63,664	38,397
UAVNZ Subscriptions	19,934	15,274
Provision for Doubtful Debts	(45,013)	(7,691)
Income in Advance- Subscriptions	53,732	-
Total Fees, subscriptions and other receipts from members	397,460	326,345
Receipts from providing goods or services		
Trade & Other Receivables		
Accrued Income	(5,841)	190
Trade Debtors	713	-
Sundry Debtors	-	(1,514)
Total Trade & Other Receivables	(5,128)	(1,324)
Aircare & Noise Abatement Income	6,070	6,641
Conference Dinner	394	4,949
Conference Registrations	139,466	98,899
Conference Sponsorship	66,125	16,675
Conference Trade Exhibit Income	48,573	10,060
Industry Project Funding	95,948	-
Noise Abatement Course	983	173
Seminar Income	26,460	-
Sponsorship Income	23,000	6,450
UAVNZ Conference Income in Advance- Service Provision	34,923	12,005
Leadership Summit Gala Dinner	343,352	-
AAA Other income	750	-
	-	150
Total Receipts from providing goods or services	780,916	154,678
Other Income		
Advertising Income	15,238	13,135
ASPEQ Director Fee	34,500	34,500
Other Income	-	17,272

This statement is to be read in conjunction with the Performance, and the Review Report.

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	2024	2023
Sundry Income	18,111	-
Total Other Income	67,848	64,908
Interest, dividends and other investment receipts		
Interest Income	30,715	10,613
Accrued Interest	(10,576)	-
Dividends Received	83,333	50,000
Total Interest, dividends and other investment receipts	103,473	60,613
Total Cash Receipts	1,349,697	606,544
Cash Payments		
GST and Income Tax		
GST	(66,056)	674
GST Payments / Refunds	(37,106)	(8,702)
Income Tax Expense	(31,933)	(16,971)
Imputation Credit Paid	158,200	-
Income Tax	(152,838)	2,971
Total GST and Income Tax	(129,734)	(22,029)
Payments to suppliers and employees		
Volunteer and employee related costs		
Salaries	(264,554)	(224,365)
Salaries and Wages	-	(4,268)
Salaries KiwiSaver Employer Contributions	(9,111)	(5,093)
Staff Training &Recruitment	(984)	-
Subcontractor Costs	(123,761)	(128,047)
PAYE Payable	5,640	(5,971)
Holiday Pay Liability	11,430	-
Salaries Payable- Payroll	(47,234)	45,656
Total Volunteer and employee related costs	(428,574)	(322,088)
Cost related to providing goods or services		
Trade & Other Payables		
Accrued Expenses	1,532	-
Trade Creditors	-	(3,240)
Sundry Creditor	(46,660)	2,466
Other Accounts Payable	-	(723)
Total Trade & Other Payables	(45,128)	(1,498)
ACC Levies	(108)	(387)
Accounting Fees	(21,116)	(13,092)
Audit Fees	(10,923)	(7,456)
Bad Debts	(29,942)	(50,239)
Bank Fees	(806)	(2,658)
Rent	(29,900)	(27,025)
Insurance	(8,242)	(7,993)
Website &IT Costs	(15,394)	(2,401)

This statement is to be read in conjunction with the Performance, and the Review Report.

	2024	2023
Legal & Consulting Fees	(1,358)	-
Office Equipment & Maintenance	(2,509)	-
Postage & Couriers	-	(230)
Postage /Printing & Stationery	(373)	-
Telephone & Internet	(3,362)	(4,383)
Travel & Accomodation	(18,775)	(1,716)
IRD Penalties	(224)	(300)
Subscriptions	(4,759)	(35,426)
Industry Project Costs	(9,733)	-
Seminar Expenses	(8,588)	-
Conference Expenses	(187,445)	(110,767)
Meeting Expenses	(6,534)	(1,893)
General Expenses	(4,420)	-
Reimbursement Exp	(672)	(4,352)
AAA Meeting Exp	-	(1,281)
AAA Travel Exp	(400)	(1,566)
AAA Expenses	(17,871)	(14,597)
Training and Development Exp	-	(922)
NZHA Expenses	(3,717)	-
N3 & Misc Trading Expenses	(26,821)	-
UAVNZ Conference Expenses	(14,220)	(13,119)
Stripe Fees	(988)	-
Prepaid Conference Expenses	(48,496)	-
Prepayments	(240)	3,810
Total Cost related to providing goods or services	(523,062)	(299,489)
Total Payments to suppliers and employees	(951,637)	(621,577)
Total Cash Payments	(1,081,371)	(643,606)
Net Cash Inflow (Outflow) from Operating Activities	268,326	(37,062)

Cash Flows from Investing and Financing Activities

Cash Payments		
Payments to acquire property, plant and equipment	(1,655)	-
Payments to purchase intangibles	(16,153)	-
Cash flows from other investing and financing activities		
Term Deposit	-	(6,413)
Term Deposit	227,928	-
Term Investments	(689,091)	-
Total Cash Payments	(478,970)	(6,413)
Net Cash Inflow (Outflow) from Investing and Financing Activities	(478,970)	(6,413)

Net Increase/(Decrease) in Cash

Net Increase/(Decrease) in Cash	(210,643)	(43,475)

Bank Accounts and Cash

Opening cash	397,264	440,740
Net change in cash for period	(210,643)	(43,475)

This statement is to be read in conjunction with the Performance, and the Review Report.

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	2024	2023
Closing cash	186,621	397,264

Statement of Accounting Policies

Aviation Industry Association of New Zealand Incorporated For the year ended 31 March 2024

Basis of Preparation

These financial statements are for Aviation Industry Association of New Zealand Incorporated. Aviation Industry Association of New Zealand Incorporated is domiciled in New Zealand and is registered under the Incorporated Societies Act 1908.

Aviation Industry Association of New Zealand Incorporated has elected to apply PBE SFR-A (NFP) Public Benefit Entity Simple Format Reporting - Accrual (Not for Profit) as established by the External Reporting Board on the basis that it does not have public accountability and has total annual expenses of equal to or less than $2,000,000.

All transactions in the Statement of Financial Performance are reported using the accrual basis of accounting. The accounting principles recognized as appropriate for the measurement and reporting of earnings and financial position on an historical cost basis have been used, with the exception of certain items for which specific accounting polities have been identified.

The Financial Statements are prepared under the assumption that the entity will continue to operate in the foreseeable future.

Historical Cost

These financial statements have been prepared on a historical cost basis, [except for certain assets which have been revalued as identified in specific accounting policies below]. The financial statements are presented in New Zealand dollars (NZ$)and all values are rounded to the nearest NZ$, except when otherwise indicated.

Changes in Accounting Policies

There have been no changes in accounting policies. All accounting policies have been applied on a consistent basis with those used in previous years.

PBE RDR (Tier 2) accounting standards applied : The entity has applied PBE IPSAS36 Investments in Associates and joint Ventures and PBE IPSAS 38 Disclosure of Interests in Other Entities in accounting for the investment in ASPEQ Limited. This has been deemed an Investment in Associate for financial reporting purposes. AIANZ holds a 30% shareholding in this entity.

Specific Accounting Policies

In the preparation of these financial statements, the specific accounting policies are as follows:

a. Property, Plant & Equipment

The entity has the following classes of Property, Plant & Equipment

Furniture & Fittings 9.6% - 12% SL.

Office Equipment 30% SL

Computer Equipment 50% SL

All property, plant, equipment are stated at cost less depreciation.

Depreciation has been calculated in accordance with rates permitted under the Income Tax Act 2007.

b. Goods & Services Tax

These financial statements have been prepared on a GST exclusive basis with the exception of accounts receivable and accounts payable which are showninclusive of GST.

c. Taxation

Income tax is accounted for using the taxes payable method. The income tax expense charged to the statement of Financial Performance represents the estimated current obligation payable to Inland Revenue in respect of each reporting period after adjusting for any variances between estimated and actual income tax payable in prior years.

d. Investments

Associates are entities in which the Association has significant influence, but not control, over the operating and/or financial policies. Subsidiaries are entities in which the Association has significant influence and control, over the operating and/or financial policies.

Associates have been reflected in the financial statements on an equity accounting basis, which shows the Association's share of retained earnings in the Statement of Financial Performance and its share of post-acquisition movements in equity in the balance sheet.

The Association's subsidiaries are non-trading subsidiaries and therefore there is no consoliation of any trading results.

e. Revenue

Interest income is recognised using the effective interest method.

Dividend revenue is recognised when the shareholders' right to receive the payment is established.

Membership subscriptions income is recognised as income inthe year to which it relates.

f. Fundraising and Grants

Grants received are included in operating revenue. If particular conditions are attached to a grant that would require it to be repaid if these conditions are not met, then the grant is recorded as a liability until the conditions are satisfied.

g. Donations

Donations received are included in operating revenue. If particular conditions are attached to a donation that would require it to be repaid if these conditions are not met, then the donation is recorded as a liability until the conditions are satisfied.
Donated goods or services (other than donated assets) are not recognised.

Where significant donated assets are received with useful lives of 12 months or more, and the fair value of the asset is readily obtainable, the donation is recorded at the value of the asset obtained. Where the fair value of the asset is not readily obtainable, the donation is not recorded. Donated assets with useful lives less than 12 months are not recorded.

h. Receivables

Receivables are stated at their estimated realisable value. Bad debts are written off in the year in which they are identified.

i. Going Concern

These financial statements have been prepared on the basis that the association is a going concern.

j. Change in Classification

Some comparative revenue amounts in the Statement of Financial Performance have been reclassified for Consistency.

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Notes to the Performance Report

Aviation Industry Association of New Zealand Incorporated
For the year ended 31 March 2024

1. ANALYSIS OF REVENUE

	2024	2023
Fees, subscriptions and other revenue from members		
AAA Subscriptions	90,929	87,350
Airports Membership Subscriptions	-	462
Associate & Individual Membership	7,753	5,659
NZHA Subscriptions	27,962	17,350
NZHA Other Income	-	100
SSE Subscriptions	64,342	65,643
TFO Subscriptions & Air TransportSubscriptions	41,119	40,223
Training & Development Subscriptions	50,408	42,575
UAVNZ Subscriptions	12,694	12,668
Total Fees, subscriptions and other revenue from members	295,209	272,029
Revenue from providing goods or services		
Aircare & Noise Abatement Income	3,550	4,729
Conference Dinner	343	3,962
Conference Registrations	107,044	95,697
Conference Sponsorship	54,500	17,551
Conference Trade Exhibit Income	38,585	13,581
Industry Project Funding	38,648	-
Noise Abatement Course	-	150
Seminar Income	23,009	-
Sponsorship Income	10,000	6,000
UAVNZ Conference	29,973	13,539
Total Revenue from providing goods or services	305,651	155,210
Interest, dividends and other investment revenue		
Dividends Received	83,333	50,000
Interest Income	30,715	10,613
Total Interest, dividends and other investment revenue	114,048	60,613
Other revenue		
Advertising Income	7,105	17,102
ASPEQ Director Fee	30,000	30,000
Sundry Income	16,596	13,031
Total Other revenue	53,701	60,133
Other Comprehensive Revenue		
Share of Results in ASPEQ	199,162	12,687
Total Other Comprehensive Revenue	199,162	12,687
Total Revenue	768,609	547,985

	2024	2023

2. ANALYSIS OF EXPENSES

	2024	2023
Volunteer and employee related costs		
Salaries & KiwiSaver	273,665	202,004
Staff Training & Recruitment	856	-
Subcontractor Costs	118,425	111,345
Total Volunteer and employee related costs	392,946	313,350
Costs relating to providing goods or service		
AAA Expenses	16,728	14,616
ACC Levies	94	337
Accounting Fees	31,411	10,367
Audit Fees	10,411	5,665
Bad Debts	22,055	49,186
Bank Fees	806	2,658
Conference Expenses	162,995	96,319
General Expenses	4,393	3,784
Industry Project Costs	32,648	-
Insurance	7,161	6,944
IRD Penalties	238	300
Legal & Consulting Fees	1,740	-
Meeting Expenses	5,699	1,646
N3 & Misc TradingExpenses	23,693	-
NZHA Expenses	4,059	-
Office Equipment & Maintenance	2,236	-
Postage /Printing & Stationery	324	-
Postage &Couriers	-	200
Rent	26,000	23,500
Seminar Expenses	9,394	-
Stripe Fees	988	-
Subscriptions	6,749	30,805
Telephone & Internet	3,223	3,812
Training and Development Exp	-	794
Travel & Accomodation	17,413	1,492
UAVNZ ConferenceExpenses	14,676	11,408
Website &IT Costs	13,889	2,088
Total Costs relating to providing goods or service	419,021	265,920
Other expenses		
Depreciation	552	-
Income Tax Expense	31,933	16,971
Total Other expenses	32,485	16,971

	2024	2023

3. ANALYSIS OF ASSETS

	2024	2023
Bank Accounts and Cash		
AIA - Day to Day account -000	66,491	88,327
Westpac Business Online Saver 001	19,308	8,156
UAV Account 003	-	492
AEANZ 004	-	4
005 account	-	58
Petty Cash	-	229
Safety Reserve Cash Management Account090	-	300,000
Short Term Deposits	100,822	-
Total Bank Accounts and Cash	186,621	397,264
Debtors and Prepayments		
Accounts Receivable	19,864	114,214
Prepaid Conference Expenses	50,696	-
Prepayments	9,342	9,102
Provision for Doubtful Debts	(3,481)	(48,495)
Trade Debtors	-	713
Total Debtors and Prepayments	76,420	75,534
Other Current Assets		
Accrued Income	6,500	659
Total Other Current Assets	6,500	659
Investments		
Investment in ASPEQ Group	1,180,009	980,847
Term Investments	689,091	227,928
Total Investments	1,869,099	1,208,775
Intangible Assets		
Website Development	17,560	-
Trade Mark at Cost	-	1,540
Trade Mark- Less Accum Depn	-	(1,540)
Total Intangible Assets	17,560	-

	2024	2023

4. Property, Plant and Equipment

	2024	2023
Furniture and Fittings		
Furniture and fittings at cost	14,629	14,629
Less accumulated depreciation	(14,629)	(14,629)
Total Furniture and Fittings	-	-

	2024	2023
Office Equipment		
Office equipment atcost	7,986	7,986
Less accumulated depreciation	(7,986)	(7,986)
Total Office Equipment	-	-
Computer Equipment		
Computer equipment at cost	26,570	24,916
Less accumulated depreciation	(25,467)	(24,916)
Total Computer Equipment	1,103	-
Total Property, Plant and Equipment	1,103	-

5. ANALYSIS OF LIABILITIES

	2024	2023
Creditors and Accrued Expenses		
Accounts Payable	68,300	-
Accrued Expenses	15,607	14,075
Total Creditors and Accrued Expenses	83,907	14,075
Income in Advance		
Income in Advance- Service Provision	346,877	-
Income in Advance- Subscriptions	53,732	-
Total Income in Advance	400,609	-
Employee Costs Payable		
Holiday Pay Liability	11,430	-
PAYE Payable	12,875	7,235
Salaries Payable- Payroll	8,092	55,326
Total Employee Costs Payable	32,398	62,561
Other Current Liabilities		
Income Tax	9,269	3,907
Total Other Current Liabilities	9,269	3,907

6. Taxation

	2024	2023
Operating surplus before taxation		
Current Year Earnings	155,254	(18,598)
Total Operating surplus before taxation	155,254	(18,598)
Non TaxableIncome	(41,205)	79,210
Taxable Income	114,048	60,613
Taxation Charge is Represented by		
Current Year Tax	31,934	16,972
Adjustment to prior year tax	-	-
Total Taxation Charge is Represented by	31,934	16,972

	2024	2023
Less Tax Credits		
Imputation credits received	23,333	14,000
Total Less Tax Credits	23,333	14,000
Tax Expense	8,600	2,972
Tax Paid		
Adjustment to prior year tax (Paid)	-	-
Total Tax Paid	-	-
Terminal tax unpaid (previous years)		
Terminal tax unpaid (previous years)	669	936
Total Terminal tax unpaid (previous years)	669	936
Income Tax Payable	9,270	3,908

7. Accumulated Funds

	2024	2023
Accumulated Funds		
Opening Balance	1,534,781	1,570,350
Accumulated surplus or(deficit)	123,320	(35,569)
Total Accumulated Funds	1,658,101	1,534,781
Total Accumulated Funds	1,658,101	1,534,781

8. Breakdown of Reserves

	2024	2023
Reserves		
Revaluation Reserve	1,897	1,897
Total Reserves	1,897	1,897

9. Commitments

AIANZ rents its premises located at Level 5, 5 Willeston Street, Wellington. The current lease expires on 1 February 2025 and the current annual rent is $26,000+GST.

	2024	2023
Within one year	21,667	26,000
Later than one year but not later than two years	-	21,667

10. Contingent Liabilities and Guarantees

At balance date there are no known contingent liabilities (2023: $0). Aviation Industry Association of New Zealand Incorporated has not granted any securities in respect of liabilities payable by any other party whatsoever.

11. Related Parties

Other than payment of a dividend from ASPEQ Limited of $83,333 gross,(2023: $50,000), there were no other transactions with related parties requiring disclosure.

12. Events After the Balance Date

No subsequent events occurred that require recognition or disclosure in the Performance Report.

13. Ability to Continue Operating

The entity will continue to operate for the foreseeable future.

Independent assurance practitioner's review report

To the Members of Aviation Industry Association of New Zealand Incorporated

We have reviewed the accompanying performance report of Aviation Industry Association of New Zealand Incorporated, which comprises of the statement of financial performance and statement of cash flows for the year ended 31 March 2024, the statement of financial position as at 31 March 2024, and the statement of accounting policies and other explanatory information.

The responsibility of the Council for the performance report
The Council are responsible on behalf of the entity for:

a) identifying suitable outcomes and outputs and quantification methods where practicable to report in the statement of service performance
b) the preparation and fair presentation of the performance report in accordance with Public Benefit Entity Simple Format Reporting – Accrual (Not-For-Profit) Standard issued in New Zealand by the New Zealand Accounting Standards Board, and
c) for such internal control as the Council determine is necessary to enable the preparation of the performance report that is free from material misstatement, whether due to fraud or error.

Assurance Practitioner's Responsibility
Our responsibility is to express a conclusion on the performance report. We conducted our review of the financial information (consisting of the statement of financial performance, statement of financial position, statement of cash flows, statement of accounting policies and notes to the performance report) in accordance with International Standard on Review Engagements (New Zealand) (ISRE (NZ)) 2400, "Review of Historical Financial Statements Performed by an Assurance Practitioner who is not the Auditor of the Entity". Those standards require us to conclude whether anything has come to our attention that causes us to believe that the performance report, taken as a whole, is not prepared in all material respects in accordance with the Public Benefit Entity Simple Format Reporting – Accrual (Not-For-Profit) Standard. Those standards also require that we comply with ethical requirements.

A review of the Performance Report in accordance with ISRE (NZ) 2400 a limited assurance engagement. We performed procedures, primarily consisting of making enquiries of management and others within the entity, as appropriate, and applied analytical procedures, and evaluated the evidence obtained. The procedures selected depend on our judgement, including the areas identified where a material misstatement is likely to arise.

The procedures performed in a review are substantially less than those performed in an audit conducted in accordance with International Standards on Auditing (New Zealand). Accordingly, we do not express an audit opinion on the performance report.

Other than in our capacity as assurance practitioner we have no relationship with, or interests in, Aviation Industry Association of New Zealand Incorporated.

Conclusion

Based on our review, nothing has come to our attention that causes us to believe that this performance report does not present fairly, in all material respects, the financial position of Aviation Industry Association of New Zealand Incorporated as at 31 March 2024 and its financial performance and cash flows for the year then ended in accordance with Public Benefit Entity Simple Format Reporting – Accrual (Not-For-Profit) Standard.

Moore Markhams

Moore Markhams Wellington Audit | Chartered Accountants, Wellington, New Zealand
12 August 2024

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