


2024-2025 ANNUAL REPORT

Aviation Industry Association

Aviation
INDUSTRY
ASSOCIATION

CONTENTS

PRESIDENT'S REPORT

by Ashok Poduval (to April 2025)

In April this year, after more than 18 months in the role, I reluctantly stood down as President having been appointed to the Independent Review Function of the Civil Aviation Authority (CAA), a role that would have seen me conflicted. Since April, Gordon Alexander has ably stepped up as Acting President to support the good work of the Association.

Whereas the 2023-2024 year was a year of rebuilding and rejuvenation for the Association, this past year has seen the AIANZ grow and flourish as the peak body for the commercial aviation industry. Under the leadership of Simon Wallace and his team, there have been some notable successes for the membership and the wider industry. While I know Simon has mentioned these in his report, the success in curtailing the proposal by Fire and Emergency New Zealand (FENZ) to substantially increase levies for our members, was an undoubted highlight of the year that saved members thousands of dollars.

It didn't stop there with success achieved in trimming significant increases in CAA Fees, Levies and Charges, several wins in the work being done on District and Regional Plans, and a scaling back of Auckland Airport charges. The past year was also notable for a higher than usual number of submissions not only on these areas, but on alternative delivery models for the Aviation Security Service (AVSEC), a review of Health and Safety regulations and several NPRMs. The AIANZ team has always produced a strong evidence base in all its submission work that has delivered results for members.

One piece of work that did stand out in 2024 involved an extensive piece of research on the pilot and engineer workforce. With the support of Ringa Hora, the AIANZ produced a comprehensive report looking at demand and supply issues relating to pilots and engineers. This work provided clear evidence to the Government (who had been asking for it) of the current and upcoming workforce shortages and policy changes needed to address the matter. The workforce report has become a key document in our ongoing advocacy for changes to student loan settings for pilots and more training places for engineers.

My time as President has been enhanced by the increasing political engagement by the Association. Alongside Simon, I have attended meetings with the previous Minister of Transport Simeon Brown, a politician with a genuine interest in the sector. Simon and other members of Council have met with the Minister of Space Judith Collins and Minister for Workplace Relations, Brooke van Velden, while the AIANZ also meets with Opposition politicians. This demonstrates the Association is now well regarded in the Capital being able to secure time with the political decision-makers for our industry.

Our activity in the media has continued and resulted in an increasing presence across mainstream channels, be it print, radio or TV. This visibility is another means by which the public, politicians and policymakers are reminded of the importance of the commercial aviation industry to the economy and social fabric of our country.

AIANZ's event portfolio has evolved this past year too. The Conference in Christchurch in August 2024 was the biggest and most successful for some time. Providing high quality events with learning and networking opportunities is a key focus for the AIANZ.

As I said last year, our members are the best promoters of the work we do so I would encourage you to get your peers to join the AIANZ if they have not already done so. Success can only be achieved through a strong and unified industry body.

My thanks go again 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. Like me, Kevin, Bruce and Qwilton are also stepping away this year and Gordon will not stand for President, so I particularly want to thank them for their contribution, as well as to Simon and his team without whose tireless efforts we would not be able to function. My gratitude also to all our members who continue to support AIANZ.

Kind regards
Ashok Poduval
Former AIANZ President

PRESIDENT'S REPORT

by Gordon Alexander, AIANZ Acting President

It has been a pleasure to take the AIANZ President's mantle from Ashok and continue the good work of the Association throughout the year. Ashok's appointment by the Acting Minister of Transport to the new Independent Review Function is an acknowledgment of his expertise and integrity, but unfortunately a loss for us in the AIANZ.

In the mid-term of a government, the policy agenda has also been a full one for the Association, something that Ashok has touched on. The wins across FENZ, CAA and District and Regional Plans were strong for the AIANZ and reinforce our importance as an advocacy body. If we didn't exist, this work would not be done and to continue work requires the ongoing support of existing and new members.

There's certainly been no shortage of challenges, and I would be remiss if I didn't the mention the concern our members have expressed to us about the CAA. It is our job as the peak membership body to hold CAA to account, and while we acknowledge their critical role to uphold safety, our members pay the levies for them to operate and should expect an efficient and reliable service. The internal reorganisation in the Authority over the past year has not been without its challenges but now that process is complete, there is an expectation the industry will see an improvement in the delivery and timeliness of services.

Our position on the Aviation Council, a body appointed by the Minister, which includes aviation industry leaders, gives us a real opportunity to articulate our priorities for the industry. The AIANZ has been instrumental in the new Aviation Action Plan prioritising the workforce and advances in aviation, with actions that can only benefit and enhance the sector. Indeed, the Acting Minister will be referencing this work at Conference.

While my time has been short in the role, it is heartening to see the AIANZ regain its place as the voice of the commercial aviation industry over the past 12 to 18 months. Even more heartening is that we are now on a sound financial footing to take things forward over the next few years. I want to thank the team of Simon, Stefanie, Tony, Ray and Geeta for their contributions in this effort.

Finally, my thanks go not only to Ashok, but to Kevin England, Bruce Peterson and Qwilton Biel, who are standing down this year after several years on Council. Your contributions have been immense. To those staying on the Council, I wish you the best of luck with the ongoing challenges that we will doubtless face in the year ahead and look forward to continuing to work with you.

Kind regards

Gordon Alexander

AIANZ Acting President

CHIEF EXECUTIVE’S REPORT

by Simon Wallace, Chief Executive

Dear Members,

As always, it’s been an eventful year, one that has seen many challenges for the AIANZ and its members, but a year marked by some significant advocacy and policy wins for the sector. It’s also been a year of consolidation for the Association which may reflect some ‘green shoots’ in the economy, although there is some way to go until the commercial aviation sector returns to pre-pandemic activity levels.

The policy and advocacy successes in the past year have been significant for many of our members. In a sector as diverse as aviation, wins benefit some members more than others, but some have a universal benefit.

The work the Association did in the middle of 2024 on the Fire and Emergency New Zealand (FENZ) levies resulted in a massive scaling back of increases that would have devastated the industry. The result saved members thousands of dollars, if not tens of thousands of dollars, saving the AIANZ membership fee many times over.

Our work on the District and Regional Plans has seen success in parts of the country that without our advocacy would have made commercial aviation activities more difficult to operate. This important work is ongoing.

The Association’s well-evidenced submission to the Civil Aviation Authority (CAA) in late 2024, on the Fee, Levy and Pricing Review, saw a paring back of levies from 43% to 10%, avoiding substantial increases for most of our members.

We successfully lobbied against an Auckland Airport proposal to significantly increase charges on our operators to fund a grandiose terminal expansion.

But one of the bugbears of a peak industry body is the ‘free rider,’ element, or the non-members in the industry who benefit from our work, but do not pay. This is the case in most industries, but our work is made stronger by the very people we represent, our members. If a strong peak membership body that influences outcomes did not exist, the aviation industry would be poorer for it.

In the past year, AIANZ has been holding the CAA to account for their performance. The Authority has a role to uphold safety which we wholly support, but commercial aviation operators that fund the Authority and the CAA and Airways have the right to expect a decent service.

The AIANZ events portfolio has been going from strength to strength. Last year’s Christchurch Conference was the largest since the pre-pandemic years, with more than 350 delegates, nearly 30 trade exhibitors and strong sponsorship. The feedback was largely positive with learnings being used to improve the Wellington Conference this year.

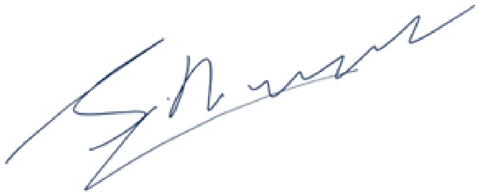
We have also delivered more workshops and networking events that have been popular with our members, including for Safety Managers, UAVNZ networking sessions and just recently Mental Health sessions for engineers and the Claude Vuichard workshops for helicopter operators. Offering these business capability events complements AIANZ's policy and advocacy focus, with practical on-the-ground learning.

The Association's presence in the media and political sphere continues to grow and we have come to be recognised as the voice of the commercial aviation sector. The political connections remain strong not only with Government Ministers, but with spokespeople across Opposition parties.

I would like to thank the AIANZ Council for their support of the team over the past year. Ashok Poduval, who stood down in April this year to take up an appointment to the Independent Review Function, has been a sounding board for me and a font of knowledge for the AIANZ, while Gordon has simply followed in Ashok's footsteps. Thank you to all the other Council members for their dedication to the Association. Finally, to the AIANZ team of Stefanie, Tony, Richard (to August 2024), Ray (from February 2025), Geeta and Harriette - thank you, your work has been invaluable for the Association.

As we head through this next year, I can report the Association has turned the corner from a financial perspective, and this provides a strong and solid foundation to advance our work and protect and promote your interests.

Thank you for your support.



Simon Wallace

AIANZ Chief Executive

Tony Michelle
Executive Officer, NZAAA

Ray Nelson
Executive Officer, AIANZ

Stefanie Dixon
Business Operations Lead

Harriette Kemp
Marketing & Communications Administrator

Geeta Unka
Accountant

THE AIANZ TEAM

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/Acting President
Gordon Alexander
Aviation Manager
Aspeq Limited
Based in Christchurch

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

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
Supply, Service, Engineering (SSE Division) and 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

What a difference 12 months makes! At this time last year, the ag industry was buckling at the knees, now we are starting to ride the crest of the rockstar of the NZ economy! The primary sector, as it did during covid, is leading from the front bringing prosperity back into the economy. Operators are reporting excellent activity levels for the autumn and activity stats for Q1 2025 are up 42% on Q1 2024.

NZAAA has had more successes in securing agricultural aviation activities as a permitted activity in proposed district plan (PDP) reviews including:

- A successful Environment Court appeal to the Mackenzie District Plan Change 23 decisions
- The Waitomo District Council decisions

Over the past year we have made submissions to and/or appeared at, hearings for:

- Kaipara District Council PDP
- Waitaki District Council PDP
- Far North District Council PDP
- Napier City Council PDP
- Mackenzie District Council Plan Change 29
- Central Otago District Council Rural Chapter pre notification engagement
- The Otago Regional Air Plan review pre notification engagement
- The West Coast Regional Council Air plan review pre notification engagement

That's an impressive list when considering the resources needed to undertake this work so we are very grateful for the ongoing funding provided by Ballance Agri Nutrients that allows us to lever off Lynette Wharfe's vast experience. A big shoutout to Lynette, Dominic Adams (Ballance), the Aviation Federation, our EO and you, our members, who all contribute to make this happen.

We have worked closely with WorkSafe and agreed a framework for ensuring that topdressing loader/refuellers are compliant with the new certification standards. We expect this work to be completed by the 4th quarter of the year when WorkSafe will turn their attention to slip tanks and trailer tankers.

That's just a snapshot of two workstreams we have undertaken over the past 12 months. We continue to engage with a wide range of stakeholders, and regular media exposure helps build our profile, get safety messaging out and promote our industry positively. Much more detail will be in my report for the NZAAA AGM for those that are interested.

I want to acknowledge the AIANZ staff for their support. Many thanks to the NZAAA committee and the EO for all their hard work and we look forward to further achievements in the next year.

Bruce Peterson
Chair, NZAAA

NZ HELICOPTER ASSOCIATION

Divisional Report

This past year, the NZHA has maintained its focus and made progress across our strategic pillars, advancing the priorities identified by our members and the committee. We farewelled Richard Milner as the Executive Officer and welcomed Ray Nelson into the role.

A key area of our work has been engaging with District and Regional Plan reviews. These plans can affect the operational viability of our industry. Through coordinated submissions and hearing appearances, supported by the NZAAA and Lynette Wharfe's planning expertise, we have achieved positive outcomes in the Mackenzie, Wairarapa, and Waitaki districts, among others. This work is a central part of our strategy, and our approach is helping to inform planning authorities around the country.

This advocacy work is guided by the NZHA Strategy, which is based on four focus areas:

- Communication
- Growing membership
- Relationship management
- Education

We have made progress in each of these areas:

Communication
Our newsletters are now published regularly and include industry updates and training opportunities. We have improved engagement through new visual content.

Membership
We continue to attract new members and strengthen our relationships with existing operators. Our involvement in regulatory processes and the annual Conference has demonstrated NZHA's value.

Relationships
We have increased our engagement with the CAA's Helicopter and Agriculture unit, Civil Defence, the Department of Conservation (DOC), and other partners. We are also engaged with the VAI-Global Executive Committee (previously VAST Working Groups) to influence ICAO SARPS (Standards and Recommended Practices) for helicopters. This will be a focus over the next few years to ensure good helicopter outcomes in NZ and worldwide.

While maintaining a constructive dialogue, we continue to advocate for greater transparency and responsiveness from the regulator, particularly regarding safety data, incident reporting, and system resourcing.

Education
We were pleased to bring the Vuichard Recovery Aviation Safety Seminars to New Zealand in August 2025. Planning for these seminars started last year have dovetailed with a recent TAIC report. They provided classroom and in-flight instruction for instructors and examiners in Wānaka and Taupō. We appreciated the significant sponsorship contribution of Gallaghers, Eye in the Sky, Bell Helicopters and The Suncourt Motel and Conference Centre (Taupō).

In addition to this, we have supported education by promoting resources such as the VAI webinar with Pete Gillies and by advocating for practical, risk-based regulation that focuses on skill as well as compliance.

Lastly, a new online noise abatement course has gone live on the AIANZ website.

Our relationship with AIANZ continues, and the 2025 Conference is being held in Wellington from 14 to 16 September. NZHA's divisional programme is confirmed, and we look forward to the collaboration and connection this event fosters each year.

Looking ahead, we remain focused on ensuring helicopters can operate throughout the country. This involves advocating for fair consideration in land-use plans, ensuring the aviation sector is understood and protected, and supporting the next generation of skilled operators as they face new economic and regulatory pressures.

Thanks to the Committee, who all volunteer their time and give guidance to our Executive Officer. Thank you for your support of NZHA. It is a privilege to represent our industry.

Scott McKenzie

Chair, NZHA

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

Divisional Report

Dear Members,

Once again I draw your attention to the words of John B. Brazier, a former President of the AIANZ, from his annual report in the 1970s:

> *“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”.*

Fast forward to 2025, and this message resonates more strongly than ever. The need for engineers with broad technical knowledge and deep practical experience remains acute, perhaps even more so now, due to the post-COVID migration of many skilled personnel from General Aviation (GA) to the airline sector.

Over the past few years, our focus has been on re-establishing stability across an industry disrupted by the global pandemic and its aftermath. Despite the progress we've made, the long-term challenge remains unchanged: the training and development of competent aeronautical engineers.

Now, as then, we must ensure that those with the natural aptitude to excel in our field are nurtured and supported to reach their potential. Competency, reliability, and efficiency are not negotiable qualities - they are essential. However, we once again find ourselves at a crossroads, reminiscent of the 1990s, where the industry rightly expects a robust and credible mechanism for the training and assessment of aeronautical maintenance engineers, one that matches or exceeds the successful standards of the past.

This is not the time to shoehorn aviation engineering into a "one size fits all" vocational training model. Aviation is different. The risks are greater, the standards are higher, and the consequences of failure more severe.

As an industry, we must commit to investing in our future. This will require time, effort, and financial commitment. The well-worn phrase “we’ve always done it this way” must now be met with thoughtful evaluation from seasoned practitioners who understand the hidden challenges and traps that can emerge without warning throughout a technical career.

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 ServiceIQ. 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

OPERATIONAL DIVISION

Divisional Report

The last 12 months would best be described as challenging for fixed-wing air transport operators. Thankfully, many have seen an uptick of inbound tourist customers, but this has come in tandem with a slower domestic economy and increasing cost pressures. On the regulatory side, we have change in the Minister responsible for aviation, multiple changes on the CAA Board, a massive restructuring of CAA itself, and more recently the appointment of a new Director of Civil Aviation who has just taken up the role. Uncertainty and change remain very much at the forefront of all matters aviation at present.

AIANZ's presence has been restored as the voice for New Zealand commercial aviation over the last year. Input is being provided on matters affecting our members across numerous local, regional, and central government agencies. Our input is being respected, it is achieving results, and we are no longer being overlooked or ignored. To sustain this presence, the Division has introduced a quarterly online meeting schedule so that issues can be considered and acted upon in a timelier manner.

Topics that have featured over recent times include;

The Fire and Emergency Levy, initially proposed to be charged on the insured value of all aircraft, would have resulted in massive cost impost across all operators. Strong lobbying and an evidence base by the AIANZ resulted in the maximum amount payable for aircraft being set at a far more appropriate level, in some cases, saving members many thousands of dollars.

CAA's Funding Review had very mixed outcomes for Division members. Smaller operators incurred a 10% increase over previous CAA charge rates; however larger operators have been hit with a near doubling of passenger safety and security levies. AIANZ's push for the charging model itself to be looked at wasn't successful on this occasion but we are promised a so called "first principles funding review" and now await the terms of reference for this.

Whilst not fronted directly by AIANZ, the efforts of our southern tourism operators in recently securing the continued existence of Milford Sound aerodrome were a huge win for Destination Milford Sound and for common sense.

The Division has supported these efforts since 2017 when the threat of aerodrome closure was first mooted, and will continue to engage as the refocused efforts to improve this iconic location progress.

Access to airspace, both controlled and uncontrolled, has risen in prominence of late. AIANZ initiated an Interest Based Problem Solving process with Airways to address the challenges being faced in and around the Queenstown Control Zone.

At the time of writing, the implementation of proposed changes is still in process, however the collaborative efforts of the ANSP, Airport Company, and local users in offering up workable solutions are pleasing to see.

In the uncontrolled airspace environment, we are maintaining a watching brief over Government led initiatives that may lock out sizeable portions of airspace. The pursuit of new technologies is great but needs to be balanced so commercial aviation can continue to operate.

All things considered, the April 2025 introduction of the new Civil Aviation Act, along with the reissue of all the Rules, occurred relatively smoothly. It is early days, but initial indications are that the new functions and processes associated with this are working reasonably well.

My 2024 report talked of operators being at their wit's end with delays in receiving approvals from CAA. It is acknowledged that a level of improvement did occur on this matter in the latter part of the calendar year, but unfortunately it has slipped backwards again with the CAA restructure and appointment of new senior managers. The ability to respond quickly to business challenges or market changes is more important than ever in tight economic times, so AIANZ will be keeping pressure on all levels of the CAA to improve in this area.

Non-scheduled operators nationwide are reporting ever increasing difficulties when operating at airports that also receive larger airline services. Access through security fences, ability to get passengers to/from the terminal, aircraft parking gates, ambulance access to uplift patients, refueling availability, are just some of the items identified. The division's 2025 Conference programme includes a forum with the Airports Association to begin work towards addressing this.

Last year I reported that only about 20% of fixed wing air transport operators are members of AIANZ. Through the efforts of Simon and his team this figure has improved, however we still suffer from freeloading. Our efforts benefit all, the stronger our collective the greater the benefits achievable, it is disappointing to report that two of the most vocal voices about the current fragility of regional air services are freeloading on our efforts and not contributing to the collective.

Thank you to Simon, Stefanie, Ray, and Tony at AIANZ for the support provided to the Division, and thank you to all members who have attended meetings and provided input on divisional issues over the last 12 months.

Qwilton Biel

Chair, Operational Division

TRAINING AND DEVELOPMENT

Divisional Report

To our members, partners, and stakeholders,

It has been a pivotal period for our sector, marked by critical submissions, collaborative achievements, and ongoing advocacy to secure the future of aviation training in New Zealand.

On 12 September 2024, the Division made a formal submission on the redesign of the Vocational Education and Training (VET) system. This submission was strengthened by the Workforce Development project, led by the AIANZ and Ringa Hora with support from both the Flight Training and Engineering sectors in collaboration with Scarlatti Research.

This work was essential in presenting a unified, data-driven response to prevailing government narratives about our industries, particularly concerning the cost of flight training. The work highlighted the very real and growing shortage of both pilots and engineers in New Zealand, reinforcing the urgent need for strategic investment and funding reform.

In a second major piece of research, Scarlatti undertook a study to quantify the economic value of international pilot training in New Zealand. The findings were clear: in 2019 alone, international students contributed a total of $86.3 million to New Zealand's GDP. This figure underscored the remarkable and often underappreciated value that international aviation training brings to our economy and communities. It also reinforced the need to ensure the sector's continued viability and competitiveness on the global stage.

One of the year's most successful initiatives has been the development of a new International Diploma designed to meet both educational and industry needs in several overseas markets. This qualification not only aligns with global expectations but also removes longstanding constraints for international students studying in New Zealand. Under the new programme settings, students are now able to work up to 20 hours per week, bringing aviation training in line with other sectors and making New Zealand a more attractive destination for aspiring pilots.

This achievement was made possible through the collaborative efforts of Ringa Hora, members of the AIANZ Training & Development Division, and their respective academic teams. It stands as a testament to what we can accomplish through genuine cross-sector collaboration.

Advocacy remains central to our work. Another win this year was the successful resolution of the long-standing FENZ levy issue, leading to considerable savings across the aviation industry. Special thanks go to Simon Wallace for his leadership and perseverance in delivering this outcome.

However, one of the most persistent barriers remains the inadequacy of current EFTS funding for pilot training. Despite ongoing discussions with Ministers, the EFTS cap for student loans has remained unchanged since 2012. The resulting funding gap, ranging from $55,000 to $70,000 which continues to prevent many talented individuals from accessing flight training.

This inequity must be addressed. If New Zealand is to grow and diversify its aviation workforce, we must ensure that student funding settings reflect the actual costs of training and give aspiring pilots the same opportunities afforded to those in other industries. We urge the Ministry of Education to prioritise this matter.

A new area of focus this year has been the revitalisation of the Future Instructor Training Working Group (FIT WG). In our most recent meetings, led by Paul Kearney, the Division revisited the recommendations from the FIT WG Report with the objective of gaining formal endorsement to guide sector-wide improvements.

There was strong consensus among members that notable updates to the flight instructor training syllabus, supporting Advisory Circulars, and the broader regulatory framework are both necessary and timely. These updates are essential to ensuring our instructor training pathways remain relevant, rigorous, and aligned with the evolving needs of the aviation sector.

In parallel, the 2018 FIT WG Report was acknowledged as a valuable foundation. Members agreed on the importance of formally adopting the report and undertaking a comprehensive review to evaluate its ongoing relevance in the current regulatory and industry context. Where appropriate, updates will be made to ensure the findings and recommendations remain fit for purpose and can continue to inform future development.

The Flight Training Code of Practice, first circulated in 2011, was also reaffirmed by members as a critical benchmark for quality and consistency. It remains a key reference point in shaping future standards and expectations for training providers.

The Civil Aviation Act 2023, which came into effect on 5 April 2025, marks an important shift in the regulatory environment. The Division recognises the importance of proactively engaging with upcoming structural and legislative changes. As the CAA modernises to meet future industry needs, all training organisations must prepare accordingly. We look forward to supporting our members through this transition.

Over the past year, the Division has convened several times. These meetings have been instrumental in driving momentum across our advocacy, qualifications development, and regulatory responses. I would like to sincerely thank all members for their continued commitment and active participation.

A special acknowledgement goes to Simon Wallace and the entire team who have supported the Division throughout the year. Your dedication and hard work continue to make a meaningful difference for our industry and its future.

In closing, while many challenges remain, I am confident that through our shared effort and determination, we will continue to advance the interests of aviation training in New Zealand. Together, we are shaping a more responsive and globally connected future for our industry.

Thank you for your continued support.
Happy and safe flying.

Jeremy Ford
Chair, Training & Development Division

UAVNZ

Divisional Report

UAVNZ has continued its growth in membership and advocacy for the sector. We started the financial year with Richard Milner as Executive Officer, then had a break for a few months, and finally introduced Ray Nelson in February. We have undertaken many activities during the last financial year, including:

- Organising both an in-person Symposium at the AIANZ conference and an online conference, the latter of which was free to financial members.
- Organising our first networking event in Feilding in February, which was well-received and will become a regular feature of member engagement.
- Establishing sub-committees to share workload and involve a greater number of members in our work.
- Providing feedback on early thinking for Notices for Proposed Rule Making.
- Meeting with Hon Judith Collins, Minister for Space, to discuss regulatory reform for advanced aviation.
- Announcing a new joint membership option for agricultural UAV operators to join UAVNZ and NZAAA at the same time.
- Continued work on professionalisation initiatives such as the Pilot Accreditation Programme.

We are pushing further membership growth and finding new ways to add value for members. Thank you to all members of the UAVNZ Executive Committee and those who sit on sub-committees for your support and service over the last year.

Dr Isaac Henderson
Chair, UAVNZ

FINANCIAL REPORTS

Performance Report

Aviation Industry Association of New Zealand Incorporated
For the year ended 31 March 2025

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Entity Information

Aviation Industry Association of NZ Incorporated
For the year ended 31 March 2025

LEGAL NAME OF ENTITY
Aviation Industry Association of New Zealand Incorporated

ENTITY TYPE
Aviation Industry Association of New Zealand Incorporated (AIANZ),is registered under the Incorporated Societies Act 1908.

SOCIETY REGISTRATION NUMBER
216071

DATE OF INCORPORATION
22 August 1950

REGISTERED OFFICE
Level 5, 5 Willeston St, Wellington NZ

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

ENTITY STRUCTURE
AIANZ is organised into six divisions each headed by a chairman.
NZ Agricultural Aviation Association (AAA)
NZ Helicopter Association (NZHA)
Unmanned Aerial Vehicles NZ (UAVNZ)
Training & Development
Aircraft Engineering Association NZ (AEANZ)
Operational Division

ENTITY GOVERNANCE ARRANGEMENT
AIANZ comprise 10 Executive Council members who meet 4-5 time per year.

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.

Statement of Service Performance

Aviation Industry Association of NZ Incorporated
For the year ended 31 March 2025

Our Purpose
We champion a sustainable and innovative commercial aviation environment that puts safety at its core.

Our Vision
We support our members by advocating for policies that protect and enhance their businesses and allow them to operate in a fair and transparent environment.

Our Goal
To be a respected and vibrant peak industry body with our members, politicians, policymakers and the public.

Three Strategic goals help us deliver on our purpose, vision and goal:

1. **Industry Voice**
   Through an evidence base, the AIANZ advocates for policies that protect and support its members, whether this is at local, regional or national level. As necessary, the Association uses a variety of communication channel to promote its policies and positions to key audiences.
2. **Membership and Events**
   AIANZ continually strives to retain its current membership and reach out to new members based on its policy and advocacy work, its revitalised annual conference and on the ground membership services.
3. **Enhancing Safety**
   Enhancing safety is at the forefront of the AIANZ work through engagement with the regulators, other government agencies, our members and the public.

Outcomes
AIANZ exists on its ability to deliver tangible and measureable benefits to the members who pay the Association a subscription each year. The impact of the Covid 19 pandemic is still being felt in some parts of the membership, and this coupled with the economic conditions of the last few years, continues to make business challenging.

Achievement During the Past Year.

1. **Industry Voice**
   Advocacy is a long game for any industry association and the benefits of policy work are often hard-fought.
   Success has been achieved in the following areas:
   Fire and Emergency (FENZ) Levies - our evidence based submission on advocacy resulted in the government significantly scaling back levy increases.
   CA Fees, Levies, and Charges - AIANZ submission work resulted in the fees, levies, and charges being pared back from 43% to 10%.

District and Regional Plans - our work saw several wins in many parts of the country that without AIANZ advocacy would have made commercial aviation activities more difficult to operate in some areas.
Workforce Demand - AIANZ published the most robust report ever produced on workforce demand and supply for pilots and engineers to support our advocacy to the government for changes to outdated student loan settings.

Meantime, the advocacy and policy work continued at pace for the Association as well as the work above, the year was notable for several significant submissions that were made including:

- Vocation Education and Training
- Independent Review of the Director of Civil Aviation Authority's decisions
- CAA Review of Fees, Levies, and Charges
- Aviation Security Review
- Airways Pricing Review
- Health and Safety at Work Act

2 <u>**Membership and Events**</u>

There was a slight increase in AIANZ membership for the reporting period with 200 financial members as at 31 March 25.

<u>**Events**</u>

AIANZ's main event was the annual Conference held in Christchurch from 25 to 27 August attracting higher attendance numbers compared to 2024. We had 355 delegates, 73 exhibitors, and 155 people attended the Gala Dinner and Awards night held to recognise excellence in the Aviation industry.
AIANZ ran a Safety manager's workshop in conjunction with our conference that was attended by 33 people.

3 <u>**Enhancing Safety**</u>

Safety is at the heart of what we do as the peak membership body for commercial aviation. AIANZ uses all available opportunities to enhance and promote safety to our membership and the wider sector. Initiatives in the past year have included:

- Safety Managers Workshops (as noted above)
- On going advice and support in areas that include Safety Management Systems (SMS) which includes collaborative work with the Civil Aviation Authority (CAA).
- The various divisional workshops held at our annual conference which promoted safety messages.
- A particular emphasis on safety in the emerging and faster growing drone sector that now includes the larger size of agricultural drones.

Our focus on safety is on that depends on and relies on the work we do with Government regulators including the CAA, Airways, Worksafe, and others.

Statement of Financial Performance

Aviation Industry Association of NZ Incorporated
For the year ended 31 March 2025

	Notes	2025	2024
Revenue			
Membership Fees and Subscriptions	1	306,926	295,209
Revenue from Providing Goods or Services	1	671,249	305,651
Interest, Dividends & Other Investment Revenue	1	243,885	114,048
Other Operating Revenue	1	55,992	53,701
Total Revenue		**1,278,052**	**768,609**
Expenses			
Employee Remuneration and Related Costs	2	402,042	392,946
Costs related to Providing Good and Services	2	534,641	419,021
Other Operating Expenses	2	910	552
Total Expenses		**937,593**	**812,518**
Net Surplus/(Deficit)		**340,459**	**(43,908)**
Other Comprehensive Revenue			
Share of Results in ASPEQ		229,725	199,162
Total Other Comprehensive Revenue		**229,725**	**199,162**
Net Surplus/(Deficit) including Other Comprehensive Revenue		**570,184**	**155,254**
Taxation Charge			
Income Tax Expense	6	69,760	31,933
Total Taxation Charge		**69,760**	**31,933**
Net Surplus/(Deficit) including Other Comprehensive Revenue and Tax		**500,424**	**123,320**

Statement of Financial Position

Aviation Industry Association of NZ Incorporated
For the year ended 31 March 2025

	Notes	2025	2024
Assets			
Current Assets			
Bank Accounts and Cash	3	115,951	186,621
Debtors and Prepayments	3	150,583	76,420
Accrued Income		5,305	6,500
Term Deposits		678,180	689,091
GST Receivable			16,404
Total Current Assets		**950,019**	**975,036**
Non- Current Assets			
Property Plant and Equipment	4		
Property Plant and Equipment at Cost		50,219	49,185
Accumulated Depreciation		(48,992)	(48,082)
Total Property Plant and Equipment		**1,227**	**1,103**
Intangible Assets	3	13,170	17,560
Investment in ASPEQ		1,409,734	1,180,009
Other Non - Current Assets			10,576
Total Non- Current Assets		**1,424,132**	**1,209,248**
Total Assets		**2,374,151**	**2,184,284**
Liabilities			
Current Liabilities			
Creditors and Accrued expenses	5	53,087	83,907
Employee Entitlements	5	15,705	32,398
Income in Advance	5	142,295	400,609
GST Payable		153	-
Income Tax Payable	6	4,386	9,269
Total Current Liabilities		215,626	526,183
Total Liabilities		**215,626**	**526,183**
Total Assets less Total Liabilities (Net Assets)		**2,158,525**	**1,658,101**

	Notes	2025	2024
Accumulated Funds			
Accumulated Surplus/(Deficit)	7	2,009,312	1,656,204
Reserves	8	149,214	1,897
Total Accumulated Funds		**2,158,525**	**1,658,101**

This performance report has been approved by those charged with governance.

Name	Gordon Alexander	Simon Wallace
Position	Acting President	Chief Executive
Signature		
Date	23 JUL 25	23 July 2025

Statement of Cash Flows

Aviation Industry Association of NZ Incorporated
For the year ended 31 March 2025

	2025	2024
Cash flows from Operating Activities		
Cash Receipts		
Membership Fees and Subscriptions	324,570	397,460
Receipts from Providing Goods or Services	354,624	780,916
Interest, Dividends & Other Investment Receipts	192,811	103,473
Other Operating Income	45,290	67,848
Total Cash Receipts	**917,295**	**1,349,697**
Cash Payments		
Payments to Suppliers and Employees	985,003	951,637
GST and Income Tax	12,838	129,734
Total Cash Payments	**997,841**	**1,081,371**
Net Cash inflow/(Outflow) from Operating Activities	**(80,546)**	**268,327**
Cash flows from Investing and Financing Activities		
Cash Receipts		
Term Investments	-	227,928
Sale of Term Investments	10,910	(689,090)
Total Cash Receipts	**10,910**	**(461,162)**
Cash Payments		
Acquire Property Plant & Equipment	(1,034)	(1,655)
Purchase Intangibles		(16,153)
Total Cash Payments	**(1,034)**	**(17,808)**
Net Cash Inflow(Outflow) from Financing Activities	**9,876**	**(478,970)**
Net Increase/(Decrease in Cash	**(70,670)**	**(210,643)**
Opening Cash	186,621	397,264
Closing Cash	**115,951**	**186,621**
This is represented by:		
Bank Accounts and Cash	**115,951**	**186,621**

Statement of Accounting Policies

Aviation Industry Association of NZ Incorporated
For the year ended 31 March 2025

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

AIANZ has applied Tier 3 Not-for-Profit Entities (NFP) standard which replaces Public Benefit Entity Simple Format Reporting - Accrual (Not for Profit) PBE SFR-A (NFP), as established by the External Reporting Board on the basis that it does not have public accountability and has annual expenses equal to or less than $5,000,000.

All transactions in the Statement of Financial Performance are reported using the accrual basis of accrual accounting. The accounting principles recognised as appropriate for the measurement and reporting of earnings and financial position on an historical basis have been used, with the exception of certain items for which specific accounting policies 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 where 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 (Tier2) accounting standards applied: This entity has applied PBE IPSAS 36 *Investments in Associates and joint Ventures* and PBE IPSAS 38 *Disclosure of Interest 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 and equipment are stated at cost less depreciation.
Depreciation has been calculated in accordance with the rates permitted under the Income Tax Act 2007.

b. Goods and Services Tax
These financial statements have been prepared on a GST exclusive basis with the exception of accounts receivable and accounts payable which are shown inclusive 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 consolidation of any trading results.

e. Revenue

Interest income is recognised using the effective interest method.
Dividend revenue is recognised when the shareholder's right to receive the payment is established.
Membership subscription income is recognised as income in the 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 met.

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 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 fair 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 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 Statements of Financial Performance may have been reclassified for consistency.

Notes to the Performance Report

Aviation Industry Association of NZ Incorporated
For the year ended 31 March 2025

1. ANALYSIS OF REVENUE

	2025	2024
Membership Fees and Subscriptions		
AAA Subscriptions	101,185	90,929
Associate & Individual Membership	6,893	7,753
NZHA Subscriptions	36,634	27,962
SSE Subscriptions	57,724	64,342
TFO & Air Transport Subscriptions	48,114	41,119
Training & Development Subscriptions	32,496	50,408
UAVNZ Subscriptions	23,879	12,694
Total Membership Fees and Subscriptions	**306,926**	**295,209**
Revenue From providing Goods or Services		
Aircare	650	3,550
Conference	330,401	200,471
Industry Project Funding	327,752	38,648
Seminar Income	-	23,009
Sponsorship Income	-	10,000
UAVNZ Conference	12,447	29,973
Total Revenue From providing Goods or Services	**671,249**	**305,651**
Interest Dividends and Other Investment Income		
Dividends Received	201,229	83,333
Interest Income	42,655	30,715
Total Interest Dividends and Other Investment Income	**243,885**	**114,048**
Other Revenue		
Advertising Income	11,770	7,105
ASPEQ Director Fee	30,000	30,000
Sundry Income	14,222	16,596
Total Other Revenue	**55,992**	**53,701**
Other Comprehensive Revenue		
Share of Results in ASPEQ	229,725	199,162
Total Other Comprehensive Revenue	**229,725**	**199,162**
Total Revenue	**1,278,052**	**768,609**

2. Analysis of Expenses

	2025	2024
Employee Remuneration and Related Costs		
Salaries & Kiwisaver	305,467	273,665
Staff Training & Recruitment	550	856
Subcontractor Costs	96,024	118,425
Total Employee Remuneration and Related Costs	**402,042**	**392,946**

Costs Related to Providing Goods and Services	2025	2024
AAA Expenses	6,936	16,728
ACC Levies	-	94
Accounting Fees	45,562	31,411
Amortisation	4,390	-
Audit Fees	7,537	10,411
Bad Debts	-	22,055
Bank Fees	676	806
Conference Expenses	187,980	162,995
General Expenses	1,273	4,393
Industry Project Costs	157,115	32,648
Insurance	7,537	7,161
IRD Penalties	-	238
Legal & Consulting Fees	6,043	1,740
Meeting Expenses	8,361	5,699
N3 & Mic Trading Expenses	11,000	23,693
NZHA Expenses	4,153	4,059
Office Equipment & Maintenance	3,883	2,236
Postage Printing & Stationary	641	324
Rent	26,341	26,000
Seminar Expenses	110	9,394
Stripe Fees	4,886	988
Subscriptions	4,949	6,749
Telephone & Internet	3,759	3,223
Training & Development	1,903	-
Travel & Accommodation	16,668	17,413
UAVNZ Conference Expenses	7,541	14,676
Website & IT Costs	15,398	13,889
Total Costs Related to Providing Goods and Services	**534,641**	**419,021**

Other Expenses		
Depreciation	910	552
Income Tax Expense	69,760	31,933
Total Other Expenses	**70,670**	**32,485**
Total Expenses	**937,592.98**	**812,517.70**

3. Analysis of Assets

	2025	2024
Bank Accounts and Cash		
Westpac Day to Day Account	62,476	66,491
Westpac Online Saver Account	53,475	19,308
Short Term Deposits	-	100,822
Total Bank Accounts and Cash	**115,951**	**186,621**

Debtors and Prepayments		
Accounts Receivable	81,328	19,864
Prepaid Conference Expenses	67,343	50,696
Prepayments	1,912	9,342
Provision for Doubtful Debts	-	(3,481)
Total Debtors and Prepayments	**150,583**	**76,420**

Other Current Assets		
Accrued Income	-	6,500
Total Other Current Assets	-	**6,500**

Investments		
Investments in ASPEQ Group	1,409,734	1,180,009
Term Investments	678,180	689,091
Total Investments	**2,087,914**	**1,869,099**

Intangible Assets		
Website Development	17,560	17,560
Less Amortisation Website Development	(4,390)	-
Total Intangible Assets	**13,170**	**17,560**

4. Property Plant and Equipment

2025 Asset Class	Opening Carrying Amount	Purchases	Disposals	Accumulated Depreciation	Closing Carrying Amount
Computer Equipment	26,570	-	-	26,295	276
Furniture & Fittings	14,629	1,034	-	14,711	952
Office Equipment	7,896	-	-	7,896	-
Total	**49,095**	**1,034**	**-**	**48,902**	**1,227**

2024 Asset Class	Opening Carrying Amount	Purchases	Disposals	Accumulated Depreciation	Closing Carrying Amount
Computer Equipment	24,916	1,655	-	25,467	1,103
Furniture & Fittings	14,629	-	-	14,629	-
Office Equipment	7,896	-	-	7,896	-
Total	**47,440**	**1,655**	**-**	**47,992**	**1,103**

Analysis of Liabilities	2025	2024
Creditors and Accrued Expenses		
Accounts Payable	30,476	68,300
Accrued Expenses	22,611	15,607
5. Total Creditors and Accrued Expenses	**53,087**	**83,907**

Employee Costs Payable		
Holiday Pay Liability	15,705	11,430
PAYE Payable	-	12,875
Salaries Payable	-	8,092
Total Employee Costs Payable	**15,705**	**32,398**

Income In Advance		
Income in Advance- Service Provision	77,483	346,877
Income in Advance - Subscriptions	64,812	53,732
Total Income In Advance	**142,295**	**400,609**

Other Current Liabilities		
Income Tax Payable	4,386	9,269
Total Other Current Liabilities	**4,386**	**9,269**

6. Taxation

	2025	2024
Operating Surplus before taxation		
Current Year Earnings	570,184	155,495
Total Operating Surplus before taxation	**570,184**	**155,495**
Non Taxable Income	320,041	41,446
Taxable Income	249,144	114,048
Taxation Charge is Represented by		
Current year Tax	**69,760**	**31,934**
Less Tax credits		
Imputation Credits Received	56,344	23,333
Total Less Tax Credits	**56,344**	**23,333**
Taxation Expense	13,416	8,600
Provisional Tax Paid (current year)		
Provisional Tax Paid (current year)	9,030	-
Total Provisional Tax Paid (current year)	**9,030**	-
Terminal Tax Unpaid (previous years)		
Terminal tax Unpaid (previous years)	-	669
Total Terminal tax Unpaid (previous years)	-	**669**
Income Tax Payable	**4,386**	**9,270**

7. Accumulated Funds

	2025	2024
Opening Balance	1,658,101	1,534,781
Accumulated Surplus or (Deficit)	500,424	123,320
Total Accumulated Funds	**2,158,525**	**1,658,101**

2025	**Accumulated Funds**	**Workforce Development Fund**	**Asset Revaluation Reserve**	**Total**
Opening Balance	1,656,204	-	1,897	1,658,101
Surplus/(Deficit)	500,424	-	-	500,424
Transfer to Reserve	(147,317)	147,317	-	-
Closing Balance	**2,009,312**	**147,317**	**1,897**	**2,158,525**

2024	**Accumulated Funds**	**Workforce Development Fund**	**Asset Revaluation Reserve**	**Total**
Opening Balance	1,532,884	0	1,897	1,534,781
Surplus/(Deficit)	123,320	-	-	123,320
Transfer to Reserve	-	-	-	-
Closing Balance	**1,656,204**	-	**1,897**	**1,658,101**

Breakdown of Reserves	**2025**	**2024**
Reserves		
Revaluation Reserve	1,897	1,897
*Ringhora Workforce Development Fund	147,317	-
Total Reserves	**149,214**	**1,897**

*In January 24 the Workforce Development Council (Ringahora), granted AIANZ $330,000 to undertake the Aviation Workforce Platform Project which was completed in August 24. Upon project completion Ringhora agreed that AIANZ could keep the surplus funds of $147,317 to fund future aviation industry workforce development initiatives.

8. Commitments

AIANZ rents its premises located at Level 5, 5 Willeston St Wellington. The current lease was renewed on 1 February 2025 and expires on 1 February 2027.

	2025	2024
Within one year	28,049	21,667
More than one year but not later than 2 years	23,373	-

9. Contingent Liabilities

At balance date there are no known contingent liabilities (2024:$0). AIANZ has not granted any securities in respect of liabilities payable by another party whatsoever.

10. Related Parties

AIANZ holds a minority 30% shareholding in ASPEQ Ltd and AIANZ Chief Executive Simon Wallace is a director on the ASPEQ Ltd board.
During the year AIANZ received the following payments from ASPEQ Ltd:
Gross Dividend payment of $201,229 (2024: $83,333)
Directors Fees of $30,000 (2024: $30,000)

11. Events After the Balance Date

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

12. 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 reportof Aviation Industry Association of New Zealand Incorporatedon pages 1to 14, which comprises of the entity information, the statement of service performance, the statement of financial performance and statement of cash flows for the year ended 31 March 2025, the statement of financial position as at 31 March 2025, and material accounting policy informationand other explanatory information.

The responsibility of the Councilfor the performance report
The Councilare responsibleon behalf of the entityfor:
a) The selection of elements/aspects of service performance, performance measures and/or descriptions and measurement bases or evaluation methods that present service performance information that is appropriate and meaningful in accordance with the applicable financial reporting framework;
b) the preparation and fair presentation of the performance report in accordance with the XRB's Tier 3 (NFP) Standardissued in New Zealand by the New Zealand Accounting Standards Board, and
c) for such internal control as the Councildetermine 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", and the review of the non-financial information (consisting of the entity information and statement of service performance) in accordance with the International Standard on Assurance Engagements (New Zealand) ISAE (NZ) 3000 (Revised). 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 theXRB's Tier 3 (NFP) Standard. Those standards also require that we comply with ethical requirements.

A review of the Performance Report in accordance with ISRE (NZ) 2400 and ISAE (NZ) 3000 (Revised) is a limited assurance engagement. A review of the statement of service performance also involves performing procedures to obtain evidence and evaluating the suitability of the reported performance measuresand quantification methods used. We performedprocedures, primarily consisting of making enquiries of management and others within the entity, as appropriate, and appliedanalytical procedures, and evaluatedthe evidence obtained. The procedures selected depend on our judgement, including the areasidentified 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) and ISAE (NZ) 3000 (Revised). 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 entity information and the financial position of Aviation Industry Association of New Zealand Incorporatedas at 31 March 2025 and its financial performance, cash flows and service performance for the year then ended in accordance with XRB's Tier 3 (NFP) Standard.

Moore Markhams

Moore MarkhamsWellington Audit|Chartered Accountants, Wellington, New Zealand
29 July 2025




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