
STATUTORY INSTRUMENTS

1994 No. 503

CIVIL AVIATION

The Civil Aviation (Navigation Services Charges) (Fourth Amendment) Regulations 1994

| | | |
|-------------------------------|---------|-----------------------|
| <i>Made</i> | - - - - | <i>1st March 1994</i> |
| <i>Laid before Parliament</i> | | <i>8th March 1994</i> |
| <i>Coming into force</i> | - - | <i>1st April 1994</i> |

The Secretary of State for Transport, in exercise of his powers under section 73(1)(a), (3), (4) and (6a) of the Civil Aviation Act 1982(1) and of all other powers enabling him in that behalf, and with the consent of the Treasury, hereby makes the following Regulations:

1. These Regulations may be cited as the Civil Aviation (Navigation Services Charges) (Fourth Amendment) Regulations 1994 and shall come into force on 1st April 1994.

2. The Civil Aviation (Navigation Services Charges) Regulations 1991(2) shall be amended as follows—

(1) In regulation 2(1), for the Table there shall be substituted the following Table—

TABLE

| <i>Column 1</i> | <i>Column 2</i> |
|---|-----------------|
| Heathrow-London | |
| For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes | £1.69 |
| For each additional metric tonne, and for each fraction of a metric tonne, over 100 metric tonnes | £0.69 |
| Gatwick-London For | |
| each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes | £1.69 |

(1) 1982 c. 16. The expression “prescribed” is defined in section 105(1).
(2) S.I.1991/470, amended by S.I. 1992/475, 1993/499 and 1993/1176.

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

| <i>Column 1</i> | <i>Column 2</i> |
|---|-----------------|
| For each additional metric tonne, and for each fraction of a metric tonne, over 100 metric tonnes | £0.69 |
| Stansted-London | |
| For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes | £1.69 |
| For each additional metric tonne, and for each fraction of a metric tonne, over 100 metric tonnes | £0.69 |
| Aberdeen (Dyce) | £4.07 |
| Edinburgh | £3.56 |
| Glasgow | £2.72 |

(2) In regulation 6 for “a charge of ninety-six pounds” there shall be substituted “a charge of eighty-five pounds”.

(3) In regulation 7(1) for “a charge of one hundred and fifteen pounds” there shall be substituted “a charge of one hundred and thirty five pounds”.

(4) In regulation 7(3) for “a charge of sixty-eight pounds” there shall be substituted “a charge of seventy pounds”.

Signed by authority of the Secretary of State for Transport

Department of Transport
25th February 1994

Mackay of Ardbrecknish
Parliamentary Under Secretary of State,

We consent to the making of these Regulations

1st March 1994

Irvine Patnick
Tim Wood
Two of the Lords Commissioners of Her
Majesty’s Treasury

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations further amend the Civil Aviation (Navigation Services Charges) Regulations 1991. The following changes are made—

(1) The charges payable to the CAA for navigation services provided in connection with the use of the aerodromes specified in the Table in regulation 2(1) have been changed as follows:—

- (a) In respect of the three London Airports, the standard charge for the first 100 metric tonnes maximum total weight authorised of an aircraft, or part thereof, is reduced from £1.78 per metric tonne to £1.69. For each additional metric tonne, or part thereof, in excess of 100 metric tonnes, the standard charge is reduced from £0.73 per metric tonne to £0.69.
- (b) The standard charge at Aberdeen (Dyce) is reduced from £4.52 per metric tonne to £4.07. The standard charge at Edinburgh is reduced from £3.75 per metric tonne to £3.56. The standard charge at Glasgow is unchanged at £2.72 per metric tonne.

(2) The charge payable to the CAA by the operator of an aircraft which flies within the Shanwick Oceanic Control Area and in respect of which a flight plan is communicated to the appropriate air traffic control unit is reduced from £96 to £85 (regulation 2(2)).

(3) The charge payable to the CAA by an operator of a helicopter which flies from any place in the United Kingdom to a vessel or an off-shore installation within the area of the Northern North Sea described in regulation 7(2) of the principal Regulations is increased from £115 to £135 (regulation 2(3)).

(4) The charge payable to the CAA by an operator of a helicopter which flies from any place in the United Kingdom to a vessel or an off-shore installation within the area of the Southern North Sea described in regulation 7(4) of the principal Regulations is increased from £68 to £70 (regulation 2(4)).