
STATUTORY INSTRUMENTS

1993 No. 3098

CIVIL AVIATION

The Civil Aviation (Route Charges for Navigation Services) (Second Amendment) Regulations 1993

<i>Made</i>	- - - -	<i>9th December 1993</i>
<i>Laid before Parliament</i>		<i>10th December 1993</i>
<i>Coming into force</i>		
<i>Regulations 1 and 3</i>		<i>31st December 1993</i>
<i>Regulation 2</i>		<i>1st January 1994</i>

Whereas in pursuance of tariffs approved under the Eurocontrol Convention⁽¹⁾ and under the Multilateral Agreement relating to Route Charges concluded at Brussels on 12th February 1981⁽²⁾ (being international agreements to which the United Kingdom is a party), the Secretary of State for Transport has determined the rates of charges, as specified in the following Regulations, payable to Eurocontrol in respect of navigation services provided for aircraft:

Now, therefore, the Secretary of State for Transport in exercise of his powers under section 73(1) (a), (1A)(a), and (6)(b)(i) of the Civil Aviation Act 1982⁽³⁾ and of all other powers enabling him in that behalf, hereby makes the following Regulations:

1. These Regulations may be cited as the Civil Aviation (Route Charges for Navigation Services) (Second Amendment) Regulations 1993. This regulation and regulation 3 shall come into force on 31st December 1993 and regulation 2 shall come into force on 1st January 1994.

2. The Civil Aviation (Route Charges for Navigation Services) Regulations 1993⁽⁴⁾ shall be amended as follows:

(a) For Schedule 2 thereof shall be substituted—

(1) Cmnd. 8662.

(2) 1982 c. 16; section 73(1A) was added by section 1 of the Civil Aviation (Air Navigation Charges) Act 1989 (c. 9);

(3) “prescribed” is defined in section 105(1).

(4) S.I.1993/1965 amended by S.I.1993/2970 (which is revoked by regulation 3 of these Regulations).

Status: This is the original version (as it was originally made).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

“SCHEDULE 2

Regulations 3(1), 6(1)
and 7

SPECIFIED AIRSPACES

(1) <i>Country</i>	(2) <i>Publication in which FIRS are described</i>	(3) <i>Unit Rate in ECUs</i>	(4) <i>Established at a Rate of exchange of</i>
Austria	AIP Austria	61.94	1 ECU = 13.7310 Sch
Belgium	AIP Belgique	68.69	1 ECU = 40.2940 BF
Cyprus	AIP Cyprus	25.88	1 ECU = 0.582156 £Cy
France	AIP France	66.12	1 ECU = 6.64476 FF (France Metropolitaine)
Germany	AIP Germany	77.92	1 ECU = 1.95094 DM
Greece	AIP Greece	28.40	1 ECU = 266.971 Dra
Hungary	AIP Hungary	18.66	1 ECU = 107.520 Hf
Ireland, Republic of	AIP Ireland	26.46	1 ECU = 0.806562 £Ir
Malta	AIP Malta	38.81	1 ECU = 0.443779 Lm
Netherlands	AIP Netherlands	50.62	1 ECU = 2.19395 G
Portugal	AIP Portugal	39.59	1 ECU = 190.384 Esc Santa Maria FIR 11.16
Spain	AIP España	Madrid &	1 ECU = 153.043 Pts Barcelona FIRS — 52.14 Canaries FIRS — 55.56
Switzerland	AIP Switzerland	82.45	1 ECU = 1.72410 SF
Turkey	AIP Turkey	27.52	1 ECU = 12721.3 LT
United Kingdom	United Kingdom Air Pilot	87.15	1 ECU = £0.760394”

†Excluding Shanwick FIR

(b) For Schedule 3 thereof there shall be substituted—

“SCHEDULE 3

Regulation 7

(1) <i>Aerodromes of departure (or of first destination) situated</i>	(2) <i>Aerodromes of first destination (or of departure)</i>	(3) <i>Amount of the charge in ECUs</i>
Zone I		
-between WO1400 and W11000 and North of N5500 with the exception of Iceland	Frankfurt	1292.23
	London	853.65
	Paris	1131.78
	Prestwick	447.08
ZONE II		
-between WO4000 and W11000 and N2800 and N5500	Abidjan	144.52
	Anman	1683.41
	Amsterdam	837.35
	Athens	1227.88
	Banjul	140.06
	Barcelona	785.30
	Basle	957.79
	Belfast	196.35
	Berlin	1130.86
	Birmingham	477.14
	Bordeaux	544.50
	Bristol	477.16
	Brussels	795.70
	Bucharest	1699.32
	Budapest	1449.09
	Cairo	1407.27
	Cardiff	321.42
	Casablanca	339.15
Cologne-Bonn	998.03	
Copenhagen	750.13	

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(1) <i>Aerodromes of departure (or of first destination) situated</i>	(2) <i>Aerodromes of first destination (or of departure)</i>	(3) <i>Amount of the charge in ECUs</i>
	Dakar	139.95
	Dublin	145.01
	Düsseldorf	952.96
	East Midlands	527.05
	Frankfurt	1066.62
	Geneva	951.11
	Glasgow	290.18
	Hamburg	887.47
	Helsinki	497.92
	Istanbul	1501.74
	Jeddah	1594.22
	Johannesburg	140.28
	Kiev	1017.56
	Lagos	140.73
	Lamezia Terme	1212.08
	Las Palmas (Canary Islands)	500.37
	Leeds and Bradford	470.40
	Lille	722.53
	Lisbon	383.03
	London	562.31
	Luxembourg	930.35
	Lyons	930.77
	Maastricht	869.51
	Madrid	569.26
	Malaga	620.23
	Manchester	432.57
	Manston	635.81
	Marseille	964.42
	Milan	1032.76
	Monrovia	140.06
	Moscow	538.90
	Munich	1254.24

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(1) <i>Aerodromes of departure (or of first destination) situated</i>	(2) <i>Aerodromes of first destination (or of departure)</i>	(3) <i>Amount of the charge in ECUs</i>
	Nantes	491.23
	Naples	1071.35
	Newcastle	452.16
	Nice	972.51
	Oporto	282.14
	Oslo	355.89
	Ostend	709.98
	Paris	742.07
	Ponta Delgada (Azores)	145.30
	Prague	1280.03
	Prestwick	290.18
	Riyadh	1575.01
	Rome	1122.86
	Sal Island (Cape Verde)	139.95
	Santa Maria (Azores)	155.46
	Santiago	264.50
	Shannon	100.55
	Sofia	1541.76
	Stockholm	555.89
	Stuttgart	1089.79
	Tel Aviv	1571.79
	Tenerife	458.22
	Timisoara	1699.32
	Toulouse-Blagnac	710.87
	Turin	1089.37
	Venice	1315.01
	Vienna	1476.29
	Warsaw	892.83
	Zürich	1104.80
ZONE III		
-West of W11000 and between N2800 and N5500	Amsterdam	949.63
	Copenhagen	779.12

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(1) <i>Aerodromes of departure (or of first destination) situated</i>	(2) <i>Aerodromes of first destination (or of departure)</i>	(3) <i>Amount of the charge in ECUs</i>
	Düsseldorf	1039.53
	Frankfurt	1090.71
	Geneva	1299.90
	Hamburg	707.89
	London	800.79
	Luxembourg	1143.09
	Madrid	457.82
	Manchester	633.91
	Milan	1072.67
	Munich	1515.09
	Paris	930.64
	Prestwick	399.15
	Rome	1072.67
	Shannon	95.79
	Zürich	1380.33
ZONE IV		
-West of W04000 and between N2000 and N2800 (including Mexico)	Amsterdam	812.88
	Barcelona	895.34
	Berlin	1008.70
	Brussels	822.85
	Cologne-Bonn	937.90
	Copenhagen	792.12
	Düsseldorf	956.98
	Frankfurt	1055.26
	Gothenburg	679.56
	Hamburg	1008.17
	Helsinki	492.40
	Lisbon	438.04
	London	604.46
	Madrid	601.96
	Manchester	400.37

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(1) <i>Aerodromes of departure (or of first destination) situated</i>	(2) <i>Aerodromes of first destination (or of departure)</i>	(3) <i>Amount of the charge in ECUs</i>
	Milan	969.17
	Munich	1205.98
	Oslo	498.50
	Paris	682.66
	Prague	1219.53
	Rome	1108.53
	Sal Island (Cape Verde)	91.40
	Santa Maria (Azores)	156.35
	Shannon	181.74
	Stockholm	551.07
	Vienna	1399.98
	Zürich	1029.48
ZONE V		
-West of W04000 and between the equator and N2000	Amsterdam	989.54
	Barcelona	916.15
	Basle	1038.05
	Bordeaux	725.99
	Cologne-Bonn	1075.14
	Düsseldorf	1150.21
	Frankfurt	1132.27
	Glasgow	415.91
	Hamburg	1111.30
	Helsinki	648.17
	Las Palmas (Canary Islands)	644.80
	Lisbon	519.37
	London	780.95
	Lyons	980.39
	Madrid	702.70
Manchester	606.47	
Marseille	1142.96	

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(1) <i>Aerodromes of departure (or of first destination) situated</i>	(2) <i>Aerodromes of first destination (or of departure)</i>	(3) <i>Amount of the charge in ECUs</i>
	Milan	1083.73
	Munich	1230.52
	Nantes	688.31
	Oporto	504.99
	Paris	820.24
	Porto Santo (Maderia)	317.09
	Prestwick	426.37
	Rome	1262.22
	Santa Maria (Azores)	204.56
	Santiago	520.41
	Shannon	275.82
	Stockholm	1200.10
	Tenerife	639.24
	Toulouse-Blagnac	963.96
	Vienna	1248.94
	Zürich	1148.56 ⁷

3. The Civil Aviation (Route Charges for Navigation Services) (Amendment) Regulations 1993⁽⁵⁾ are hereby revoked.

Signed by authority of the Secretary of State for Transport

Department of Transport
9th December 1993

Caithness
Minister of State,

(5) S.I. 1993/2970.

EXPLANATORY NOTE

(This note is not part of the Regulation)

These Regulations revoke the Civil Aviation (Route Charges for Navigation Services) (Amendment) Regulations 1993 and amend the Civil Aviation (Route Charges for Navigation Services) Regulations 1993 as follows:

The unit rates and transatlantic charges are introduced, reflecting forecasts of costs and traffic for 1994, and taking into account the balance of over and under recoveries of revenue as compared with costs experienced by the countries participating in the Eurocontrol charging system in 1992 (regulation 2).

The unit rates in ECUs set out in regulation 2(a) and the amount of the charges in ECUs set out in regulation 2(b) (for transatlantic flights) are calculated by reference to the costs of provision of en-route navigation services in the participating countries in the Eurocontrol charges system, the amount of traffic using each country's airspace and the relationship of each country's currency to the ECU over a period agreed by Ministers of the participating countries. The interaction of these elements varies in each country. In calculating the revised charges the average of the exchange rates between the ECU and the currencies of the participating countries obtaining in the month of July 1993 have been used.

The unit rates for Belgium, Luxembourg, Malta, Netherlands, Portugal and Turkey have decreased on average by 19.6%. The unit rates for Austria, Cyprus, France, Germany, Greece, Hungary, Ireland, Spain and Switzerland have increased on average by 19.3% and for Portugal (Santa Maria) by 0.8% and Spain (Canaries) by 5.1%.

The unit rate for the United Kingdom has decreased by 9.5%. Bucharest, Johannesburg, Timisoara, Munich, Rome, Glasgow and Vienna are added to certain zones for the purposes of regulation 7 and Schedule 3 to the principal Regulations. The reference to Belgrade is deleted from Schedule 3 (regulation 2(b)).