
 STATUTORY INSTRUMENTS

1979 No. 154

CIVIL AVIATION

**The Civil Aviation (Route Charges for Navigation Services)
(Second Amendment) Regulations 1979**

Made - - - - - 15th February 1979
Laid before Parliament 23rd February 1979
Coming into Operation 1st April 1979

Whereas in pursuance of tariffs approved under the Eurocontrol Convention (a) and under the Multilateral Agreement relating to the Collection of Route Charges concluded at Brussels on 8th September 1970(b) (being an international agreement to which the United Kingdom is a party) the Secretary of State has determined that the rates of charges, payable to the Eurocontrol Organisation under the Civil Aviation (Route Charges for Navigation Services) Regulations 1978(c) in respect of the navigation services specified in the said Regulations, shall be further amended as provided in the following Regulations:—

Now, therefore, the Secretary of State, in exercise of his powers under sections 4 and 7(1) of the Civil Aviation (Eurocontrol) Act 1962(d), section 15(3) of the Civil Aviation Act 1968(e), and paragraph 6 of Schedule 10 to the Civil Aviation Act 1971(f) 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 1979 and shall come into operation on 1st April 1979.

2. The Civil Aviation (Route Charges for Navigation Services) Regulations 1978 shall be further amended as follows:

- (1) In Regulation 7 in paragraph (1), for “31·1190” there shall be substituted “38·3099”.
- (2) For Schedule 2 there shall be substituted the Schedule to these Regulations.

Stanley Clinton Davis,
 Parliamentary Under-Secretary of State,
 Department of Trade.

15th February 1979.

(a) Cmnd. 2114.

(c) S.I. 1978/693 amended by S.I. 1978/837.

(e) 1968 c. 61.

(b) Cmnd. 4916.

(d) 1962 c. 8.

(f) 1971 c. 75.

SCHEDULE

(1) Aerodromes of departure (or of first destination) situated	(2) Aerodromes of first destination (or of departure)	(3) Amount of the charge in US dollars
between 14°W and 110°W and North of 55°N, but not including aerodromes situated in Iceland (ZONE I)	Copenhagen	144·43
West of 110°W and North of 55°N (ZONE II)	Amsterdam Brussels Frankfurt/Main Hamburg London Paris	386·55 427·91 326·15 58·48 438·27 486·34
between 30°W and 110°W and between 28°N and 55°N (ZONE III)	Amman Amsterdam Athens Bahrain Belgrade Berlin-Schönefeld Brussels Casablanca Cologne-Bonn Copenhagen Dublin Düsseldorf Frankfurt/Main Geneva Glasgow Hamburg Lahr Lisbon London Ljubljana Madrid Malaga Manchester Milan Moscow Munich Nice Palma (Majorca) Paris Prague Prestwick Ramstein Rome Santiago Shannon Tehran Tel-Aviv Venice Vienna	396·85 364·11 411·74 572·32 753·66 355·29 368·15 37·31 469·25 319·09 61·18 455·35 536·27 296·54 131·38 480·63 378·60 55·70 231·57 676·41 139·31 139·61 174·76 321·31 292·68 531·80 329·80 240·42 260·73 661·77 131·38 527·63 352·68 65·01 47·10 705·56 466·58 364·30 795·68

(1) Aerodromes of Departure (or of first destination) situated	(2) Aerodromes of first destination (or of departure)	(3) Amount of the charge in US dollars
ZONE III (continued)	Warsaw Zagreb Zurich	307.08 753.66 356.21
West of 110°W and between 28°N and 55°N (ZONE IV)	Amsterdam Copenhagen Frankfurt/Main London Paris Prestwick Shannon	434.68 248.25 549.92 359.49 447.66 186.19 45.23
West of 30°W and between the equator and 28°N (ZONE V)	Amsterdam Frankfurt/Main Geneva Las Palmas (Canary Islands Lisbon London Luxembourg Madrid Milan Paris Porto Santo (Madeira) Rabat Rome Shannon Zurich	362.94 381.49 279.50 214.03 59.68 215.21 227.93 129.60 262.16 175.82 17.74 37.42 310.67 50.35 274.12

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations further amend the Civil Aviation (Route Charges for Navigation Services) Regulations 1978, as amended, to give effect to a new tariff in relation to flights which enter the airspace defined in Regulation 6 of the Regulations where the United Kingdom provides air navigation services. The new tariff reflects the 1977 costs of providing the service and a higher rate of cost recovery and has been agreed internationally under the Eurocontrol Convention and the Multilateral Agreement relating to the collection of Route Charges.

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