

**1987 No. 269**

**CIVIL AVIATION**

**The Civil Aviation (Navigation Services Charges)  
(Second Amendment) Regulations 1987**

*Made*   -   -   -   -                      *23rd February 1987*  
*Laid before Parliament*                      *5th March 1987*  
*Coming into force*                      -                      *1st April 1987*

The Secretary of State for Transport, in exercise of his powers under sections 73 and 74 of the Civil Aviation Act 1982(a) 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) (Second Amendment) Regulations 1987 and shall come into force on 1st April 1987.

2. The Civil Aviation (Navigation Services Charges) Regulations 1986(b) shall be further amended as follows—

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

**Table**

<i>Column 1</i>	<i>Column 2</i>	<i>Column 3</i>
<b>Heathrow-London</b>		
For each metric tonne and each fraction of a metric tonne up to 100 metric tonnes	£1.40	£1.18
For each additional metric tonne, and for each fraction of a metric tonne, over 100 tonnes	£0.60	£0.49
<b>Gatwick-London</b>		
For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes	£1.40	£1.18
For each additional metric tonne, and for each fraction of a metric tonne, over 100 metric tonnes	£0.60	£0.49

(a) 1982 c.16; section 73(4) was amended by section 3(2) of the Civil Aviation (Eurocontrol) Act 1983 (c.11).

(b) S.I. 1986/403, as amended by S.I. 1986/2170.

Table—continued

<i>Column 1</i>	<i>Column 2</i>	<i>Column 3</i>
Stansted-London		
For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes	£1.40	£1.18
For each additional metric tonne, and for each fraction of a metric tonne, over 100 metric tonnes	£0.60	£0.49
Aberdeen (Dyce)	£3.85	£3.25
Edinburgh	£3.85	£3.25
Glasgow	£2.85	£2.40
Prestwick	£3.85	£3.25

(2) In regulation 5 for “a charge of sixty-eight pounds” there shall be substituted “a charge of seventy pounds”.

(3) In regulation 6(1) for “a charge of eighty-five pounds” there shall be substituted “a charge of one hundred and ten pounds”.

Signed by authority of the Secretary of State

19th February 1987

*Michael Spicer*  
Parliamentary Under Secretary of State,  
Department of Transport

We consent to the making of these Regulations,

23rd February 1987

*Tim Sainsbury*  
*Michael Neubert*  
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 1986. The following changes are made—

(1) The charges payable to the Civil Aviation Authority for navigation services provided in connection with the use of aerodromes specified in the Table 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 is reduced from £1.44 per metric tonne to £1.40 for aircraft engaged on international flights and from £1.21 per metric tonne to £1.18 for aircraft engaged on domestic flights. For each additional metric tonne, or part thereof, in excess of 100 metric tonnes, the charge is reduced from £0.62 per metric tonne to £0.60 for aircraft engaged on international flights and from £0.51 per metric tonne to £0.49 for aircraft engaged on domestic flights.
- (b) Charges at Aberdeen (Dyce) are reduced by 1.5% for domestic flights (and are unchanged for international flights), charges at Edinburgh are reduced by 8.5% for domestic flights and 9.4% for international flights, charges at Glasgow are reduced by 14.3% for domestic flights and 14.9% for international flights and charges at Prestwick are reduced by 8.5% for domestic flights and 11.5% for international flights (regulation 2(1)).

(2) The charge payable to the Civil Aviation Authority 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 increased from sixty-eight pounds to seventy pounds (regulation 2(2)).

(3) The charge payable to the Civil Aviation Authority for a flight made by a helicopter from a point in the United Kingdom to an off-shore installation within the area of the northern North Sea specified in regulation 6(1) of the Regulations is increased from eighty-five pounds to one hundred and ten pounds (regulation 2(3)).