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STATUTORY INSTRUMENTS

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**1993 No. 499**

**CIVIL AVIATION**

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

*Made* - - - - *5th March 1993*  
*Laid before Parliament* *11th March 1993*  
*Coming into force* - - *1st April 1993*

The Secretary of State for Transport, in exercise of his powers under section 73(1)(a), (3), (4) and (6)(a) 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) (Second Amendment) Regulations 1993 and shall come into force on 1st April 1993.

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

(1) In regulation 2(1), for the definition of “the standard charge” and for the Table there shall be substituted the following new definition and Table—

““the standard charge” means, for each complete metric tonne of the maximum total weight authorised of the aircraft in respect of which the charge is made, and for each fraction of a metric tonne, a charge for services provided in connection with the use of any one of the aerodromes specified in column 1 of the following Table in respect of an aircraft engaged on any flight, of the amount specified in relation to that aerodrome in Column 2 of the said 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	£1.78
For each additional metric tonne, and for each fraction of a metric tonne, over 100 metric tonnes	£0.73

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

<i>Column 1</i>	<i>Column 2</i>
Gatwick—London	
For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes	£1.78
For each additional metric tonne, and for each fraction of a metric tonne, over 100 metric tonnes	£0.73
Stansted—London	
For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes	£1.78
For each additional metric tonne, and for each fraction of a metric tonne, over 100 metric tonnes	£0.73
Aberdeen (Dyce)	£4.52
Edinburgh	£3.75
Glasgow	£2.72”

(2) For paragraph (3) of regulation 4 there shall be substituted the following paragraph:—

“(3) Subject to paragraph (6) below, where on the occasion of any landing or take-off (as the case may be) at Aberdeen (Dyce), Edinburgh or Glasgow aerodrome by an aircraft on a scheduled journey the shortest distance in the case of a landing between the aerodrome of departure and the aerodrome of landing and in the case of a take-off between the aerodrome of departure and the aerodrome of intended landing does not exceed 185 kilometres measured along the great circle, for the references to “the standard charge” in the Table in paragraph (1) of this regulation there shall be substituted references to “50% of the standard charge”.”

(3) For paragraph (4) of regulation 4 there shall be substituted the following paragraph:—

“(4) Where on the occasion of any landing or take-off (as the case may be) in connection with a flight made exclusively for the purpose of instruction or testing of flight crew, for the references to “the standard charge” in the Table in paragraph (1) of this regulation there shall be substituted references to “50% of the standard charge” in the case of any aerodrome referred to in the Table in regulation 2(1) of these Regulations.”

(4) For regulation 5 there shall be substituted the following regulation:—

**“Charges for approach services provided from an aerodrome to aircraft which do not land at that aerodrome**

5.—(1) Subject to the provisions of these Regulations, the operator of every aircraft engaged on a flight which is not for the purpose of public transport for which navigation services are provided by the CAA in connection with an approach to an aerodrome referred to in the Table in regulation 2(1) of these Regulations, not being the aerodrome of intended landing of the aircraft (whether or not the services are actually used or could be used with the equipment installed in the aircraft), shall pay to the CAA for those services for each approach to any aerodrome referred to in the said Table 25% of the standard charge.

(2) The minimum charge payable under this regulation shall be £10.00.”

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

(6) For paragraph (2) of regulation 7 there shall be substituted the following paragraph:—

“(2) The area referred to in paragraph (1) of this regulation is the area bounded by straight lines joining successively the following points—

N5500 E00302; N5500 W00100; N5600 W00230; N5740 W00230; N5740 W00400;  
N5830 W00400; N5830 W00500; N6300 W00500; N6300 E/W00000;

and thence by the Median Line to N5500 E00302.”.

Signed by authority of the Secretary of State for Transport

26th February 1993

*Caithness*  
Minister of State,  
Department of Transport

We consent to the making of these Regulations

5th March 1993

*Nicholas Baker*  
*Tim Wood*  
Two of the Lords Commissioners of Her  
Majesty’s Treasury

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

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## 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 every aerodrome listed in column 1 of the Table the same standard charge is applied in respect of aircraft engaged on any international or non international flight.
- (b) 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 £1.78 per metric tonne which is a reduction from £1.87 for aircraft engaged on international flights but which is unchanged for aircraft engaged on non international flights. For each additional metric tonne, or part thereof, in excess of 100 metric tonnes, the standard charge is £0.73 per metric tonne which is a reduction from £0.79 for aircraft engaged on international flights but which is unchanged for aircraft engaged on non international flights.
- (c) The standard charge at Aberdeen (Dyce) is £4.52 per metric tonne which is a reduction from £4.75 for aircraft engaged on international flights but which is unchanged for aircraft engaged on non international flights. The standard charge at Edinburgh is £3.75 per metric tonne which is a reduction from £4.02 for aircraft engaged on international flights and from £3.83 for aircraft engaged on non international flights. The standard charge at Glasgow is £2.72 per metric tonne which is a reduction from £2.91 for aircraft engaged on international flights and from £2.78 for aircraft engaged on non international flights (regulation 2(1)).

(2) References to Prestwick aerodrome are removed in consequence of the CAA ceasing to provide navigation services there (regulations 2(1), (2), (3) and (4)).

(3) 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 £98 to £96 (regulation 2(5)).

(4) The co-ordinates defining the area of the Northern North Sea, in respect of which flights made by helicopters from any place in the United Kingdom to a vessel or an off-shore installation are subject to a charge for the navigation services made available by the CAA in relation to that flight, are revised (regulation 2(6)).