
EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations consolidate the Civil Aviation (Navigation Services Charges) Regulations 1991, as amended.

In addition to some minor and drafting amendments the following changes of substance are made:—

(1) The charges payable to the CAA for navigation services provided in connection with the use of 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 £1.69 per metric tonne to £1.59. For each additional metric tonne, or part thereof, in excess of 100 metric tonnes, the standard charge is reduced from £0.69 per metric tonne to £0.65.
- (b) The standard charge at Aberdeen (Dyce) is reduced from £4.07 per metric tonne to £3.90. The standard charge at Edinburgh is reduced from £3.56 per metric tonne to £3.20. The standard charge at Glasgow is reduced from £2.72 per metric tonne to £2.58.

(2) The charge payable to the CAA by the 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) is increased from £135 to £151 (regulation 7(1)).

(3) The co-ordinates describing the area of the Northern North Sea are amended to include an area west of the Shetland Islands (regulation 7(2)).

(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) is reduced from £70 to £49 (regulation 7(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 unchanged at £85 (regulation 6).