
STATUTORY INSTRUMENTS

1996 No. 689

CIVIL AVIATION

The Civil Aviation (Navigation Services Charges) (Amendment) Regulations 1996

Made - - - - *8th March 1996*
Laid before Parliament *11th March 1996*
Coming into force - - *1st April 1996*

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) (Amendment) Regulations 1996 and shall come into force on 1st April 1996.

2. The Civil Aviation (Navigation Services Charges) Regulations 1995(2) shall be amended as follows:

(1) In regulation 2 the definitions of “international flight” and “maximum total weight authorised” shall be omitted and for the Table there shall be substituted the following Table—

“TABLE

Column 1	Column 2
Heathrow – London	For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes £1.37
For each additional metric tonne,, and for each fraction of a metric tonne,, over 100 metric tonnes	£0.56
Gatwick – London	

(1) 1982 c. 16. The expression “prescribed” is defined in section 105(1).

(2) S.I. 1995/497.

Status: This is the original version (as it was originally made).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

Column 1	Column 2
	For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes £1.37
	For each additional metric tonne,, and for each fraction of a metric tonne,, over 100 metric tonnes £0.56
Stansted – London,	
	For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes £1.37
For each additional metric tonne,, and for each fraction of a metric tonne,, over 100 metric tonnes,, £0.56 Aberdeen (Dyce)	£3.90
Edinburgh	£2.58
Glasgow	£2.58”

- (2) In regulation 6 for “a charge of £85” there shall be substituted “a charge of £73”.
- (3) In regulation 7(1) for “a charge of £151” there shall be substituted “a charge of £144”.
- (4) In regulation 7(3) for “a charge of £49” there shall be substituted “a charge of £39”.

Signed by authority of the Secretary of State for Transport

6th March 1996

Goschen
Parliamentary Under Secretary of State,
Department of Transport

We consent to the making of these Regulations

8th March 1996

Bowen Wells
Simon Burns
Two of the Lords Commissioners of Her
Majesty’s Treasury

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations amend the Civil Aviation (Navigation Services Charges) Regulations 1995 (“the principal Regulations”) as follows:

(1) In regulation 2(1) of the principal Regulations the definitions of “international flight” and “maximum total weight authorised” are deleted. The term “maximum total weight authorised” now has the same meaning as in the Air Navigation (No.2) Order 1995 (S.I.1995/1970).

(2) 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) of the principal Regulations 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 £1.59 per metric tonne to £1.37. For each additional metric tonne, or part thereof, in excess of 100 metric tonnes, the standard charge is reduced from £0.65 per metric tonne to £0.56.

(b) The standard charge at Edinburgh is reduced from £3.20 per metric tonne to £2.58. (regulation 2(1))

(3) The charge payable to the CAA by the operator of an aircraft which flies within the Shanwick Oceanic Control Area, as defined in regulation 6 of the principal Regulations, and in respect of which a flight plan is communicated to the appropriate air traffic control unit is reduced from £85 to £73 (regulation 2(2)).

(4) 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) of the principal Regulations is reduced from £151 to £144 (regulation 2(3)).

(5) 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 Southern North Sea described in regulation 7(4) of the principal Regulations is reduced from £49 to £39 (regulation 2(4)).