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 STATUTORY INSTRUMENTS
 

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1974 No. 564

## CIVIL AVIATION

**The Civil Aviation (Navigation Services Charges)  
 (Third Amendment) Regulations 1974**

<i>Made</i>	- - -	26th March 1974
<i>Laid before Parliament</i>		27th March 1974
<i>Coming into Operation</i>		1st April 1974

The Secretary of State, in exercise of his powers under sections 4 and 7 of the Civil Aviation (Eurocontrol) Act 1962(a), as these sections are amended respectively by paragraphs 6 and 7 of Schedule 10 to the Civil Aviation Act 1971(b), and under section 15(3) of the Civil Aviation Act 1968(c) 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) (Third Amendment) Regulations 1974 and shall come into operation on 1st April 1974.

2. The Interpretation Act 1889(d) shall apply for the purpose of the interpretation of these Regulations as it applies for the purpose of the interpretation of an Act of Parliament.

3. The Civil Aviation (Navigation Services Charges) Regulations 1971(e), as amended(f), shall be further amended as follows:

In Regulation 6A for "seven pounds" there shall be substituted "twelve pounds".

*S. Clinton Davis,*  
 Parliamentary Under-Secretary of State  
 for Companies, Aerospace and Shipping,  
 Department of Trade.

19th March 1974.

We consent to the making of these Regulations.

*Donald R. Coleman,*  
*John Golding,*  
 Lords Commissioners of Her Majesty's  
 Treasury.

26th March 1974.

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(a) 1962 c. 8. (b) 1971 c. 75. (c) 1968 c. 61.  
 (d) 1889 c. 63. (e) S.I. 1971/1135 (1971 II, p. 3345).  
 (f) S.I. 1971/1730, 1972/188 (1971 III, p. 4716; 1972 I, p. 670).

**EXPLANATORY NOTE**

*(This Note is not part of the Regulations.)*

These Regulations further amend the Civil Aviation (Navigation Services Charges) Regulations 1971, as amended, by increasing from seven to twelve pounds the charge payable 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.

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