
STATUTORY INSTRUMENTS

1997 No. 667

CIVIL AVIATION

The Civil Aviation (Navigation Services Charges) (Second Amendment) Regulations 1997

Made - - - - *6th March 1997*
Laid before Parliament *11th March 1997*
Coming into force - - *1st April 1997*

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 1997 and shall come into force on 1st April 1997.

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

(1) In regulation 2 for the Table there shall be substituted the following 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	£1.27
For each additional metric tonne, and for each fraction of a metric tonne, over 100 metric tonnes	£0.52
Gatwick-London	

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

(2) S.I.1995/497, amended by S.I 1996/689.

Status: This is the original version (as it was originally made).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

<i>Column 1</i>	<i>Column 2</i>
For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes	£1.27
For each additional metric tonne, and for each fraction of a metric tonne, over 100 metric tonnes	£0.52
Stansted-London	
For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes	£1.27
For each additional metric tonne, and for each fraction of a metric tonne, over 100 metric tonnes	£0.52
Aberdeen (Dyce)	£3.40
Edinburgh	£2.20
Glasgow	£2.18”

(2) In regulation 6 for “a charge of £73” there shall be substituted “a charge of £60”.

(3) In regulation 7(1) for “a charge of £144” there shall be substituted “a charge of £146”.

Signed by authority of the Secretary of State for Transport

Department of Transport
3rd March 1997

Goschen
Parliamentary Under Secretary of State,

We consent to the making of these Regulations

6th March 1997

Patrick McLoughlin
Richard Ottaway
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 1995 (“the principal Regulations”) as follows—

(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) 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 £1.37 per metric tonne to £1.27. For each additional metric tonne, or part thereof, in excess of 100 metric tonnes, the standard charge is reduced from £0.56 per metric tonne to £0.52.
- (b) The standard charge at Aberdeen (Dyce) is reduced from £3.90 per metric tonne to £3.40. The standard charge at Edinburgh is reduced from £2.58 per metric tonne to £2.20. The standard charge at Glasgow is reduced from £2.58 per metric tonne to £2.18.

(regulation 2(1)).

(2) 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 £73 to £60 (regulation 2(2)).

(3) 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 increased from £144 to £146 (regulation 2(3)).