
 S T A T U T O R Y I N S T R U M E N T S

1976 No. 2084

CIVIL AVIATION

**The Civil Aviation (Navigation Services Charges) (Fourth
Amendment) Regulations 1976**

<i>Made</i> - - - -	<i>3rd December 1976</i>
<i>Laid before Parliament</i>	<i>7th December 1976</i>
<i>Coming into Operation</i>	<i>1st January 1977</i>

The Secretary of State, in exercise of his powers under sections 4 and 7 of the Civil Aviation (Eurocontrol) Act 1962(a), as those sections are amended respectively by paragraphs 6 and 7 of Schedule 10 to the Civil Aviation Act 1971(b), and under section 15 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) (Fourth Amendment) Regulations 1976 and shall come into operation on 1st January 1977.

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 1975(e), as amended(f), shall be further amended as follows:—

(i) In Regulation 5 for “thirty pounds” there shall be substituted “thirty-six pounds”.

We consent to the making of these Regulations.

J. Dormand

Donald R. Coleman,

Lords Commissioners of Her
Majesty's Treasury.

3rd December 1976.

Stanley Clinton Davis,

Parliamentary Under-Secretary of State,
Department of Trade.

3rd December 1976.

(a) 1962 c. 8.

(c) 1968 c. 61.

(e) S.I. 1975/1184 (1975 II, p. 4081).

(b) 1971 c. 75.

(d) 1889 c. 63.

(f) The only relevant amending Instrument is
S.I. 1975/1968 (1975 III, p. 7304).

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations further amend the Civil Aviation (Navigation Services Charges) Regulations 1975, as amended, by increasing from thirty pounds to thirty-six 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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