STATUTORY INSTRUMENTS

1972 No. 150

CIVIL AVIATION

The Civil Aviation Authority (Charges) Regulations 1972

Made - - - -	*7th February* 1972
Laid before Parliament	*17th February* 1972
Coming into Operation	*1st April* 1972

The Secretary of State, in exercise of his powers under section 9(3) of the Civil Aviation Act 1971**(a)** and of all other powers enabling him in that behalf, hereby makes the following Regulations.

1. These Regulations may be cited as the Civil Aviation Authority (Charges) Regulations 1972 and shall come into operation on 1st April 1972.

2.—(1) In these Regulations, the expression "the Act" means the Civil Aviation Act 1971 and "the Order" means the Air Navigation Order 1972**(b)**.

(2) Expressions used in Schedule 1 to these Regulations shall, unless the context otherwise requires, have the same respective meanings as in the Order.

(3) The Interpretation Act 1889**(c)** 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 provisions of Schedule 1 to these Regulations shall have effect with respect to the charges to be paid to the Civil Aviation Authority in connection with matters arising under the Order.

4. The provisions of Schedule 2 to these Regulations shall have effect with respect to the charges to be paid to the Authority in connection with air transport licences required by or under the Act.

5. Upon making an application for the issue of a travel organiser's licence in pursuance of Regulations made under section 26 of the Act the applicant shall pay a charge of £5.00 to the Authority.

Michael Noble,
Minister for Trade,
Department of Trade and Industry.

7th February 1972.

(a) 1971 c. 75.
(b) S.I. 1972/129 (1972 I, p. 366).
(c) 1889 c. 63.

SCHEDULE 1

CHARGES UNDER THE AIR NAVIGATION ORDER 1972

Certificate of Registration (*Article* 4(8))

1. The charge to be paid upon an application being made for the issue of a certificate of registration of an aircraft pursuant to Article 4(8) of the Order shall be £1·50 in the case of a glider and in any other case shall be in accordance with the following scale:

Where the maximum total weight—

	£
(*a*) does not exceed 2,730 kg.	5·00
(*b*) exceeds 2,730 kg. but does not exceed 5,700 kg.	15·00
(*c*) exceeds 5,700 kg. but does not exceed 13,600 kg. ...	20·00
(*d*) exceeds 13,600 kg. but does not exceed 45,500 kg. ...	35·00
(*e*) exceeds 45,500 kg.	55·00

For the purposes of this paragraph "maximum total weight" means the maximum total weight authorised in the certificate of airworthiness in force in respect of the aircraft, or, if no such certificate is in force, in the certificate of airworthiness last in force in respect of that aircraft. In any other case "maximum total weight" means the maximum total weight authorised of the prototype or modification thereof to which the aircraft in the opinion of the Authority conforms.

Aircraft Dealer's Certificate (*Article* 4(9))

2. The charge to be paid upon an application being made for an aircraft dealer's certificate shall be £50·00.

Permit for an aircraft to fly without a Certificate of Airworthiness (*Article* 7(1))

3. The charges to be paid upon an application being made for a permit to fly in pursuance of proviso (*e*) to Article 7(1) of the Order shall be as follows:

For any investigations required by the Authority in connection with the application, a charge of an amount equivalent to the cost of making such investigations but not exceeding £2·20 per kg. of the maximum total weight of the aircraft for any year, or part of a year, of the period required for carrying out the investigation.

For the issue of a permit the charge shall be £1·00.

For the purposes of this paragraph "maximum total weight" means the maximum total weight specified in the application for the permit.

First Issue of Certificate of Airworthiness (*Article* 8(1))

4. When an application is made for the first issue of a certificate of airworthiness in respect of an aircraft there shall be paid for the investigations required by the Authority in pursuance of Article 8(1) of the Order (not including the investigation of any aircraft engine) a charge of an amount equal to the cost of making the investigations but not exceeding £2·20 per kg. of the maximum total weight of the aircraft for any year, or part of the year, of the period required for carrying out the investigation:

Provided that—

(1) in the case of an aircraft which in the opinion of the Authority conforms to a prototype aircraft or to a modification of a prototype aircraft, the charge to be paid shall be—

	£
(*a*) in the case of a glider of which the maximum total weight does not exceed 910 kg.	2·00
(*b*) in the case of a glider of which the maximum total weight exceeds 910 kg.	5·00
(*c*) in any other case in respect of each 455 kg. or part thereof of the maximum total weight of the aircraft ...	9·00

(2) in the case of an aircraft which in the opinion of the Authority is a modification of a prototype aircraft the charge shall not be less than that which would have been payable if paragraph (1) of this proviso had applied.

For the purpose of this paragraph "maximum total weight" means the maximum total weight specified in the application for the certificate.

Approval of Engine (*Article* 8(1))

5. The charges to be paid upon an application being made for the approval of an engine, whether in connection with an application for the issue or renewal of a certificate of airworthiness or for any other of the purposes of the Order (including any investigations required for the purpose) shall be in accordance with the following scale:

	£
(*a*) When the power output of the engine as determined by the Authority:	
(i) does not exceed 200 B.H.P. or 500 lb. thrust	2·00
(ii) exceeds 200 B.H.P. or 500 lb. thrust but does not exceed 500 B.H.P. or 1,250 lb. thrust	4·00
(iii) exceeds 500 B.H.P. or 1,250 lb. thrust but does not exceed 1,000 B.H.P. or 2,500 lb. thrust	6·00
(iv) exceeds 1,000 B.H.P. or 2,500 lb. thrust but does not exceed 2,000 B.H.P. or 5,000 lb. thrust	8·00
(*b*) When the power output as so determined exceeds 2,000 B.H.P. or 5,000 lb. thrust, in respect of the first 2,000 B.H.P. or 5,000 lb. thrust	8·00
and in respect of each additional 100 B.H.P. or 250 lb. thrust ...	0·50

Second or Subsequent Issue or Renewal of Certificate of Airworthiness (*Article* 8(1) *and* (6))

6. When an application is made for the second or subsequent issue or the renewal of a certificate of airworthiness in pursuance of Article 8(1) or (6) of the Order, the charge to be paid in respect thereof (including any investigations required in connection with the application) shall be £3·00 in the case of a glider where the maximum total weight authorised of the glider does not exceed 910 kg. and £5·00 where the maximum total weight authorised of the glider exceeds 910 kg. and in any other case shall be £9·00 in respect of each 455 kg. or part thereof of the maximum total weight authorised of the aircraft.

Validation of Certificate of Airworthiness (*Article* 8(5) *and* (6))

7. The charge to be paid upon an application being made for:

(1) the first issue of a certificate of validation of a certificate of airworthiness in respect of any aircraft in pursuance of Article 8(5) of the Order (including any investigation required in connection with the application) shall be the same as the charge which would be paid under paragraph 4 of this Schedule in respect of an application for the first issue of a certificate of airworthiness in respect of that aircraft, assuming it to be an aircraft which in the opinion of the Authority was a modification of a prototype aircraft;

(2) the second or subsequent issue or the renewal of such certificate of validation in pursuance of Article 8(5) and (6) of the Order shall be the same as the charge which would be paid under paragraph 6 of this Schedule in respect of the second or subsequent issue or the renewal of a certificate of airworthiness in respect of that aircraft.

Approval of persons (*Articles* 8(8) *and* 11(4)(*d*))

8. The charge to be paid upon an application being made by a person for the making of inspections of his organisation for the purposes of Articles 8(8) and 11(5)(*e*) of the Order shall be £80·00 per annum for each branch of the organisation which is separately inspected.

Approval in respect of aircraft and equipment including modification, repair, etc. (*excluding engines and radio apparatus*) (*Articles* 8(7), 11(3), 13(2))

9. The charge to be paid upon an application being made for approval pursuant to any requirement of Articles 8(7), 11(3) or 13(2) of the Order (other than for approval of an engine) shall be an amount equivalent to the cost of making the investigations which the Authority deems necessary for the purpose but not exceeding £5,000 for any year, or part of a year, of the period required for carrying out the investigation.

Approval of type, etc. of radio apparatus (*Article* 14(5))

10. The charge to be paid upon an application being made for the approval by the Authority of radio apparatus or the manner of installation thereof, or of any modification of the apparatus or the manner of its installation, for the purpose of Article 14(5) of the Order shall be an amount equivalent to the cost of making the investigations which the Authority deems necessary for the purpose but not exceeding £1,000 for any year, or part of a year, of the period required for carrying out the investigation.

Licences for Aircraft Maintenance Engineers (*Article* 12)

11. The charges to be paid upon an application being made for the grant or renewal of a licence to act as an aircraft maintenance engineer or for the inclusion or renewal of a rating in such a licence, in pursuance of Article 12 of the Order, shall be as follows:

	£
(*a*) for a licence, or for the renewal of a licence if the applicant is required to pass an examination	10·00
(*b*) for the inclusion of a rating in a licence	6·50
(*c*) for the renewal of a licence if the applicant is not required to pass an examination	3·50

Provided that the charges specified above shall cover only one examination in respect of the inclusion or extension of a rating in a licence and, if an additional examination is required in respect of such inclusion or extension, the charge to be paid for such additional examination shall be £6·50.

Licences for Flight Crew (*Article* 20(1) *and Ratings therein* (*Article* 20(3) *and* (4))

12.—(1) The following charges shall be paid upon an application being made for the grant or renewal of a licence, in pursuance of Article 20(1) of the Order, to act as:

	£
(*a*) a professional pilot	10·00
(*b*) a flight navigator or a flight engineer, or a flight radiotelegraphy operator (except when the applicant is the holder of a flight radiotelegraphy operator's temporary licence)	6·00
(*c*) a flight radiotelephony operator, whether the licence is general or restricted (except where the applicant is the holder of a licence to act as a pilot, flight navigator, flight engineer or flight radiotelegraphy operator)	4·00
(*d*) a private pilot	5·00
(*e*) a student pilot	2·00

(2) The following charges shall be paid upon an application being made for the grant or renewal of any licence to act as a member of the flight crew of an aircraft or for the inclusion or renewal of a rating in such a licence in respect of such of the following examinations and tests as may be required:

	£
(*a*) on the performance of aircraft	7·50
(*b*) for the Technical Examination—Aircraft, Part I (General) and Part 2 (Type):	
(i) for the inclusion of an aircraft rating in a licence for a single type of aircraft where the maximum total weight authorised of the aircraft:	
(*aa*) does not exceed 5,700 kg.	13·50
(*bb*) exceeds 5,700 kg. but does not exceed 34,000 kg. ...	16·50
(*cc*) exceeds 34,000 kg. but does not exceed 91,000 kg. ...	19·50
(*dd*) exceeds 91,000 kg.	24·50
for the resitting of Part I (General) of such an examination ...	4·50
(ii) for the extension of an aircraft rating in a licence to include any additional type of aircraft in a licence, or for the resitting of Part 2 (Type), where the maximum total weight authorised of the aircraft:	
(*aa*) does not exceed 5,700 kg.	9·00
(*bb*) exceeds 5,700 kg. but does not exceed 34,000 kg. ...	12·00
(*cc*) exceeds 34,000 kg, but does not exceed 91,000 kg. ...	15·00
(*dd*) exceeds 91,000 kg.	20·00
for the resitting of Part I (General) of such an examination ...	3·00
(*c*) on radiotelephony, being an examination consisting of not more than 2 parts, for each part of the examination on each occasion when that part is taken	2·00
(*d*) on the morse code	2·00
(*e*) on each occasion each examination is taken:	
(i) on aviation law, flight rules and procedures; seamanship; seaplanes, collision regulations	3·00
(ii) on signals (practical)	2·00
(iii) by the holders of a Private Pilot's Licence (Aeroplanes) for an Instrument Rating (Aeroplanes) on flight rules and procedures; navigation (flight planning); navigation (general); meteorology	2·00
(iv) by applicants for a Commercial Pilot's Licence (Aeroplanes), a Commercial Pilot's Licence (Helicopters and Gyroplanes) or an Airline Transport Pilot's Licence (Helicopters and Gyroplanes) on navigation (flight planning); navigation (general); navigation (plotting); navigation (radio aids); meteorology ...	3·00
(v) by applicants for a Flight Navigator's Licence, a Senior Commercial Pilot's Licence (Aeroplanes) or an Airline Transport Pilot's Licence (Aeroplanes) on navigation (flight planning); navigation (general); navigation (plotting); navigation (radio aids); navigation (instruments); meteorology (practical); meteorology (theory)	4·00
(*f*) upon an application being made for a flying test conducted by or on behalf of the Authority for the inclusion in a pilot's licence of a flying instructor's rating or an assistant flying instructor's rating or for the renewal of such a rating	7·50
(*g*) upon an application being made for a flying test conducted by or on behalf of the Authority for the Instrument Rating (Aeroplanes); General Flight Test (Day); General Flight Test (Night)	20·00

(3) For the purposes of this paragraph—

"a licence to act as a professional pilot" means a licence of one of the following classes:

Commercial Pilot's Licence (Aeroplanes)
Senior Commercial Pilot's Licence (Aeroplanes)
Airline Transport Pilot's Licence (Aeroplanes)
Commercial Pilot's Licence (Helicopters and Gyroplanes)
Airline Transport Pilot's Licence (Helicopters and Gyroplanes)
Commercial Pilot's Licence (Balloons)
Commercial Pilot's Licence (Airships)
Commercial Pilot's Licence (Gliders);

"a licence to act as a private pilot" means a licence of one of the following classes:
Private Pilot's Licence (Aeroplanes)
Private Pilot's Licence (Helicopters and Gyroplanes)
Private Pilot's Licence (Balloons and Airships).

Medical Examinations and Tests (*Articles* 20(6) *and* 62(1))

13.—(1) When the Authority requires a medical examination to be conducted by a person appointed by it for the grant of a licence to act as a member of the flight crew (other than a Student Pilot's Licence, a Private Pilot's Licence (Aeroplanes), a Private Pilot's Licence (Helicopters and Gyroplanes) or a Private Pilot's Licence (Balloons and Airships)) or to act as a student air traffic controller or an air traffic controller, the charge to be paid upon an application being made for the examination shall be £12·50.

(2) The charge to be paid upon an application being made for a medical examination by the Authority required for the renewal of the medical certificate in a licence to act as such a member of the flight crew or as such a student air traffic controller or air traffic controller, shall be £4·75.

(3) The following charges shall be paid upon an application being made for the grant or renewal of the medical certificate in a licence to act as such a member of the flight crew or as such a student air traffic controller or air traffic controller in respect of such of the following tests as may be required:

	£
(*a*) recording of standard resting electrocardiogram	3·75
(*b*) report on standard resting electrocardiogram	3·25
(*c*) audiogram and report	3·50

Air Traffic Controllers' Licences (*Article* 62(1))

14.—(1) The charges to be paid in respect of the grant or renewal of an air traffic controller's licence or a student air traffic controller's licence, the inclusion or renewal of a rating in such a licence and the naming of an aerodrome or place, or an additional aerodrome or place, in pursuance of Article 62(1) of the Order shall be as follows:

	£
(*a*) upon an application being made for the air traffic controller's licence technical examination	6·00
(*b*) upon an application being made for the grant of an air traffic controller's or a student air traffic controller's licence	4·00
(*c*) upon an application being made for the renewal of an air traffic controller's or a student air traffic controller's licence	4·00
(*d*) upon an application being made for the inclusion or renewal of:	
(i) an aerodrome control rating	4·00
(ii) an approach control rating	8·00
(iii) an approach radar control rating	12·00
(iv) a precision approach radar control rating	10·00
(v) an area control rating	12·00
(vi) an area radar control rating	12·00
(*e*) upon an application being made for the naming of an aerodrome or place, or of any additional aerodrome or place, in respect of each rating to which the application relates	8·00

(2) The charges to be paid upon an application being made for the resitting of an examination or part of an examination in respect of the licence and ratings specified in the following sub-paragraphs, and in respect of the naming of an aerodrome or place or an additional aerodrome or place shall be as follows:

	£
(*a*) air traffic controller's licence:	
technical examination, for each part	2·00
(*b*) aerodrome control rating:	
written examination	2·00
oral examination	2·00
(*c*) approach control rating:	
written examination	2·00
oral examination	2·00
practical examination	4·00
(*d*) approach radar control rating:	
written examination, for each part	2·00
oral examination	2·00
practical examination	6·00
(*e*) precision approach radar control rating:	
written examination	2·00
oral examination	2·00
practical examination	6·00
(*f*) area control rating:	
written examination, for each part	2·00
oral examination	2·00
practical examination	6·00
(*g*) area radar control rating:	
written examination, for each part	2·00
oral examination	2·00
practical examination	6·00
(*h*) naming of an aerodrome or place, or additional aerodrome or place:	
oral examination	2·00
practical examination	6·00

Aerodrome Licences (*Article* 69)

15. Upon an application being made for the grant, renewal or variation of an aerodrome licence the charges shall be as follows:

	£
For an inspection of an aerodrome by the Authority not followed by the grant or renewal of a licence	7·50
For the grant of a licence for a period not exceeding 8 days, including inspection of the aerodrome by the Authority	7·50
For the grant or renewal of a licence for a period exceeding 8 days, including inspection of the aerodrome by the Authority	The charge specified in the table at the foot of this paragraph.
For the variation of a licence	£5·00

Provided that where a licence is granted or renewed for a period which will expire within 12 months from the date on which the grant or renewal becomes operative and an application is made for the renewal of the licence, or for the grant of a further licence to the same person for the same aerodrome, for any subsequent period falling within those 12 months, then—

(*a*) if the application is for the renewal of the licence without variation or for the grant of a further licence on the same terms as the previous licence, no charge shall be payable in respect of the renewal or grant; and

(*b*) if the application is for the renewal of the licence with variations or for the grant of a further licence on terms different from those of the previous licence, the application shall be treated for the purpose of this paragraph as if it were an application for the variation of a licence.

Table	*Charge payable*
The weight certified in the application for the grant or renewal of the licence as being the maximum total weight authorised of the heaviest aircraft which the applicant expects to use the aerodrome, while the licence is in force, for the purpose of the public transport of passengers or of instruction in flying:	£
Not exceeding 2,950 kg.	10·00
Exceeding 2,950 kg. but not exceeding 6,800 kg.	25·00
Exceeding 6,800 kg.	50·00

Validation of a Licence (*Articles* 12(4) *and* 21)

16. When an application is made for the issue of a certificate of validation of a licence under the Order the following charges shall be paid in respect of the following examinations and test (if required) conducted by or on behalf of the Authority:

For a medical examination, For a technical examination, For a flying test } In each case the charges appropriate to the grant of a licence equivalent to that for which validation is sought.

For the issue of a certificate of validation ... ... £2·00

Copies of Documents

17. The charge to be paid upon an application being made for the issue by the Authority of a copy or replacement of a document issued under the Order shall be £2·00:

Provided that for a copy or replacement of a flight manual or performance schedule relating to a certificate of airworthiness the charge shall be an amount equal to the cost of preparing the copy or replacement as the case may be, but shall not exceed £8·00.

SCHEDULE 2

CHARGES IN CONNECTION WITH AIR TRANSPORT LICENCES

1. The Table referred to in this Schedule is as follows:

1 Description of air transport licence	2 Application Charge	3 Charge for grant, variation suspension or revocation	4 Annual Charge
Class A licence for—	£	£	£
Area I Service	35·00	35·00	60·00
Area II Service	80·00	80·00	120·00
Area III Service	150·00	300·00	240·00
Area IV Service	300·00	600·00	600·00
Area V Service	150·00	300·00	240·00
Class C Licence	6·00	Nil	Nil
Any other air transport licence—			
(*a*) for a restricted number of journeys ...	35·00	Nil	20·00
(*b*) for an unrestricted number of journeys	35·00	80·00	90·00

Standard Charges

2.—(1) Subject to the provisions of this Schedule, charges shall be payable to the Authority as follows:—

(*a*) upon making an application for the grant of an air transport licence the applicant shall pay the charge specified in the second column of the Table opposite the description of the licence applied for;

(*b*) for the grant of an air transport licence, the applicant shall pay, on the first day on which the licence authorises a flight, the charge specified in the third column of the Table opposite the description of the licence granted:

Provided that no charge for the grant of a licence shall be payable in respect of a licence which has been revoked and the revocation whereof has become effective before the first day on which the licence authorises a flight;

(*c*) upon making an application for variation of an air transport licence (whether or not in respect of more than one particular) the applicant shall pay the charge specified in the second column of the Table opposite the description of the licence as it would be if the application were granted;

(*d*) for the variation of an air transport licence (whether or not in more than one particular) the applicant shall pay on the day on which the variation in one or more particular comes into force, the charge specified in the third column of the Table opposite the description of the licence as varied;

(*e*) upon making an application for the revocation or suspension of an air transport licence of which he is not the holder the applicant shall pay the charge specified in the second column of the Table opposite the description of the licence, taking into account any variations which may have been made, and if his application is granted he shall thereupon pay the charge specified in the third column of the Table opposite that description;

(*f*) the holder of an air transport licence shall pay in respect thereof the annual charge specified in the fourth column of the Table opposite the description of the licence, taking into account any variations which may have been made; payment shall first become due upon the expiration of the period of one year after the first day on which the licence authorises a flight and each subsequent payment shall become due at intervals of one year after that date; each payment of an annual charge shall relate to the year following the day on which it becomes due, and, if the charge exceeds £10·00 may be reduced by the Authority by one-twelfth for every month by which the unexpired portion of the term of the licence is less than one year;

(2) In determining for the purposes of this paragraph the first day on which a licence authorises a flight no regard shall be had to any provision of the licence which renders it invalid by reason of failure to pay a charge;

(3) If a licence is suspended, the annual charge shall not become due so long as the suspension continues, but upon the ending of the suspension the holder of the licence shall pay that charge, which may be reduced by the Authority by one-twelfth for every month of suspension during the year to which the charge relates;

(4) Any annual fee paid in respect of an air service licence which is deemed to be an air transport licence by virtue of section 25(1) of the Act shall be treated for the purposes of these Regulations as if it had been paid under these Regulations in respect of that air transport licence.

Variation of licences: Special provisions

3.—(1) The Authority may reduce by such amount as it thinks fit the charge in respect of an application by the holder of an air transport licence for its variation, and for the variation of the licence, if, in its opinion, it is proper to do so by reason of the disproportion between the amount of the charge and the benefit sought by the application or conferred by the variation, as the case may be.

(2) In a case where an air transport licence is varied with effect in the course of a year to which an annual charge relates, the amount of the annual charge shall be adjusted proportionately so as to take account of any resulting variation in the description of the licence; and any additional annual charge shall be paid by the holder of the licence, or any refund of the annual charge shall be made to him (whichever shall be appropriate), on the date on which the variation in the description of the licence comes into force.

(3) If the Authority is of the opinion that an application for variation of an air transport licence is in substance an application for a licence for a new service, it may, on varying the licence, direct that for the purpose of the annual charge, the licence is to be treated as if it were several licences of such number and description as it may specify in the direction and that payment of the annual charge shall become due on such dates as it may so specify.

(4) Subject to sub-paragraph (1) hereof, where an application for variation of an air transport licence relates solely to a provision as to the tariff to be charged the charge to be paid for that application shall be £6·00 and, if no hearing has been held by the Authority in connection with that application, no charge shall be payable for the variation.

Refund of Charges

4.—(1) Where an application for a licence or the variation, revocation or suspension thereof is withdrawn:

(*a*) before a notice of a hearing in connection with such application has been published by the Authority in its official record, the Authority may refund to the applicant such part of the application charge as it thinks proper in the circumstances of the case; or

(*b*) within 14 days of receipt by the applicant, in pursuance of regulations made under section 5(2) of the Act, of a copy of the guidance or different guidance given to the Authority by the Secretary of State after a stay of proceedings in pursuance of section 24(2) of the Act, the Authority shall refund to the applicant any charge paid by him in respect of his application.

(2) Where the Authority is obliged by section 19(3) of the Act to refuse an application for the grant or variation of a licence it shall refund the whole of the application charge.

(3) Where a licence has been revoked or suspended in the year next following payment of the charge for the grant of the licence or the year next following payment of the full amount of the annual charge, as the case may be, the Authority may refund such part of the charge paid as it thinks fit in the circumstances of the case.

Definitions

5. For the purposes of this Schedule—

(*a*) "Area I Service" means a service between places all of which are within the following territories:—

the United Kingdom,
any of the Channel Islands,
the Isle of Man;

"Area II Service" means a service, not being an Area I Service, between places all of which are within the following territories:—

the United Kingdom,
any of the Channel Islands,
the Isle of Man,
the Republic of Ireland,
Belgium,

Holland,

Luxembourg,

France, north of the rhumb lines successively joining the following points: 47°00′ north 02°02′ west, 47°00′ north 02°00′ east, 49°28′ north 06°04′ east,
Germany, west of the rhumb lines successively joining the following points: 49°28′ north 06°04′ east, 50°43′ north 08°00′ east, 53°43′ north and 08°00′ east,

if any one of the places served is in the United Kingdom, any of the Channel Islands or the Isle of Man;

"Area III Service" means a service, not being an Area I or an Area II Service, between places all of which are within the following territories:—

the United Kingdom,

any of the Channel Islands,

the Isle of Man,

any of the Canary Islands

any of the Madeira Islands,

Morocco,

Cyprus,

Iceland,

the area enclosed by the parallels of latitude 66° north and 34° north and the meridians of longitude 10° west and 30° east,

if any one of the places served is in the United Kingdom, any of the Channel Islands or the Isle of Man;

"Area IV Service" means a service, not being an Area I, an Area II or an Area III Service, if any one of the places served is in the United Kingdom, any of the Channel Islands or the Isle of Man;

"Area V Service" means a service between places, none of which is in the United Kingdom, any of the Channel Islands or the Isle of Man;

(*b*) "Charter service" means an air transport service which is provided under a contract of hire giving:

(i) a single hirer the exclusive right to use the carrying capacity of the aircraft, or

(ii) several hirers the right to use together the total carrying capacity of the aircraft for the carriage only of ships' crews (including masters), their baggage and parts or equipment for ships;

(*c*) "Class A licence" means a licence for an air transport service (not being a charter service) between places named in the licence involving more than 4 flights in any one direction between the same 2 places;

(*d*) "Class C licence" means a licence for an air transport service between places named in the licence involving not more than 4 flights in any one direction between the same 2 places.

EXPLANATORY NOTE

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

These Regulations prescribe charges payable to the Civil Aviation Authority in connection with matters arising under (*a*) the Air Navigation Order 1972; and (*b*) the Civil Aviation Act 1971 in respect of air transport licences and travel organisers' licences.

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