STATUTORY INSTRUMENTS

1990 No. 458

CIVIL AVIATION

The Civil Aviation (Navigation Services Charges) (Fifth Amendment) Regulations 1990

Made - - - -	*5th March 1990*
Laid before Parliament	*9th March 1990*
Coming into force	*1st April 1990*

The Secretary of State for Transport, in exercise of his powers under section 73(1)(a) and (6)(a) of the Civil Aviation Act 1982(a) 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) (Fifth Amendment) Regulations 1990 and shall come into force on 1st April 1990.

2. The Civil Aviation (Navigation Services Charges) Regulations 1986(b) shall be further amended as follows—

(1) In regulation 2(1), for the Table there shall be substituted the following new Table—

TABLE

Column 1	Column 2	Column 3
Heathrow–London		
For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes	£1.80	£1.52
For each additional metric tonne and for each fraction of a metric tonne over 100 metric tonnes	£0.77	£0.62
Gatwick–London		
For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes	£1.80	£1.52
For each additional metric tonne and for each fraction of a metric tonne over 100 metric tonnes	£0.77	£0.62
Stansted–London		
For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes	£1.80	£1.52
For each additional metric tonne and for each fraction of a metric tonne over 100 metric tonnes	£0.77	£0.62
Aberdeen (Dyce)	£4.65	£3.92
Edinburgh	£4.38	£3.69
Glasgow	£3.24	£2.73
Prestwick	£4.09	£3.47

(a) 1982 c.16; section 73(4) was amended by section 3(2) of the Civil Aviation (Eurocontrol) Act 1983 (c.11).
(b) S.I. 1986/403, as amended by S.I. 1986/2170, 1987/269, 1988/388 and 1989/349.

(2) In regulation 5 for "a charge of seventy four pounds" there shall be substituted "a charge of eighty six pounds".

(3) In regulation 6(1) for "a charge of one hundred and ten pounds" there shall be substituted "a charge of one hundred and fifteen pounds".

(4) In regulation 6(3) for "a charge of £42.50" there shall be substituted "a charge of forty six pounds".

Signed by authority of
the Secretary of State for Transport

Patrick McLoughlin
Parliamentary Under Secretary of State,
Department of Transport

1st March 1990

We consent to the making of these Regulations

John Taylor
Stephen Dorrell
Two of the Lords Commissioners
of Her Majesty's Treasury

5th March 1990

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations further amend the Civil Aviation (Navigation Services Charges) Regulations 1986. The following changes are made—

(1) The charges payable to the Civil Aviation Authority for navigation services provided in connection with the use of the aerodromes specified in the Table 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 increased from £1.55 per metric tonne to £1.80 for an aircraft engaged on international flights and from £1.31 per metric tonne to £1.52 for aircraft engaged on domestic flights. For each additional metric tonne, or part thereof, in excess of 100 metric tonnes, the charge is increased from £0.67 per metric tonne to £0.77 for aircraft engaged on international flights and from £0.54 per metric tonne to £0.62 for aircraft engaged on domestic flights.

(b) Charges at Aberdeen (Dyce) are increased by 7.1 per cent for domestic and 6.9 per cent for international flights, charges at Edinburgh are increased by 7.0 per cent for domestic and 7.1 per cent for international flights. Charges at Glasgow are increased by 7.1 per cent for domestic and 6.9 per cent for international flights and charges at Prestwick are increased by 7.1 per cent for both domestic and international flights (regulation 2(1)).

(2) The charge payable to the Civil Aviation Authority 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 increased from £74 to £86 (regulation 2(2)).

(3) The charge payable to the Civil Aviation Authority for a flight made by a helicopter from a point in the United Kingdom to an off-shore installation within the area of the northern North Sea specified in regulation 6(2) of the principal Regulations is increased from £110 to £115 (regulation 2(3)).

(4) The charge payable to the Civil Aviation Authority for a flight made by a helicopter from a point in the United Kingdom to an off-shore installation within the area of the southern North Sea specified in regulation 6(4) of the principal Regulations is increased from £42.50 to £46 (regulation 2(4)).