STATUTORY INSTRUMENTS

1983 No. 349

CIVIL AVIATION

The Civil Aviation (Navigation Services Charges) (Third Amendment) Regulations 1983

Made - - -	*8th March* 1983
Laid before Parliament	*10th March* 1983
Coming into Operation	*1st April* 1983

The Secretary of State, in exercise of his powers under sections 73 and 74 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) (Third Amendment) Regulations 1983 and shall come into operation on 1st April 1983.

2. The Civil Aviation (Navigation Services Charges) Regulations 1981 (**b**) shall be further amended as follows:—

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

(**a**) 1982 c.16.
(**b**) S.I. 1981/362, amended by S.I. 1982/356, 1093.

TABLE

Column 1	Column 2	Column 3
Heathrow-London		
For each metric tonne and each fraction of a metric tonne up to 100 metric tonnes	£1.33	£1.12
For each additional metric tonne, and for each fraction of a metric tonne, over 100 metric tonnes.	£1.16	£0.98
Gatwick-London		
For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes	£1.33	£1.12
For each additional metric tonne, and for each fraction of a metric tonne, over 100 metric tonnes	£1.16	£0.98
Stansted-London		
For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes	£1.33	£1.12
For each additional metric tonne, and for each fraction of a metric tonne, over 100 metric tonnes.	£1.16	£0.98
Aberdeen (Dyce)	£3.90	£3.30
Belfast (Aldergrove)	£4.65	£3.85
Edinburgh	£5.00	£4.10
Glasgow	£3.50	£2.90
Prestwick	£4.20	£3.50

(2) In Regulation 5 for "a charge of seventy-four pounds" there shall be substituted "a charge of seventy-two pounds".

(3) In Regulation 6 in paragraph (1) for "a charge of seventy-four pounds" there shall be substituted "a charge of eighty pounds seventy-five pence".

Iain Sproat,
Parliamentary Under-Secretary of State,
Department of Trade.

7th March 1983.

We consent to the making of these Regulations.

J. A. Cope,
Donald Thompson,
Two of the Lords Commissioners of
Her Majesty's Treasury.

8th March 1983.

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations amend the Civil Aviation (Navigation Services Charges) Regulations 1981. The following changes are made:—

(1) The charges payable to the Civil Aviation Authority for navigation services provided in connection with the use of aerodromes specified in the Table have been changed as follows:—

(*a*) In respect of the three London Airports, the standard charge has been increased for the first 100 metric tonnes maximum total weight authorised of an aircraft from £1.32 per metric tonne to £1.33 for aircraft engaged on international flights and from £1.10 per metric tonne to £1.12 for aircraft engaged on domestic flights. For aircraft with a maximum total weight authorised in excess of 100 metric tonnes a reduced rate of standard charge is introduced for each additional metric tonne, or part thereof, in excess of 100 metric tonnes of £1.16 per metric tonne for aircraft engaged on international flights and £0.98 per metric tonne for aircraft engaged on domestic flights.

(*b*) Charges at Belfast (Aldergrove) have been reduced by 6% for all flights, charges at Edinburgh have been reduced by 7% for domestic flights and 6% for international flights, charges at Glasgow have been reduced by 3% for all flights and charges at Prestwick have been increased by 20% for all flights.

(*c*) Charges are no longer payable to the Authority pursuant to the Regulations for navigation services provided in connection with the use of Cardiff aerodrome.

(2) The charge payable to the 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 reduced from seventy-four pounds to seventy two pounds.

(3) The charge payable to the Authority for a flight made by a helicopter from a point in the United Kingdom to an off-shore installation in the area specified in Regulation 6 of the Regulations is increased from seventy-four pounds to eighty pounds and seventy-five pence.

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