

● The Civil Aviation Authority (Navigation Services Charges) (Third Amendment) Specification 2004 which took effect on 1 April 2004.

Interpretation

3.—(1) In this Specification -

“NERL” means NATS (En Route) plc, a company incorporated in England and Wales with number 4129273 whose registered office is at 5th Floor South, Brettenham House, Lancaster Place, London WC2E 7EN;

“NSL” means NATS (Services) Limited, a company incorporated in England and Wales with number 4129270 whose registered office is at 5th Floor South, Brettenham House, Lancaster Place, London WC2E 7EN;

“the specified amount” means, in relation to a landing or take-off, the additional cost incurred by NSL in providing chargeable air services by reason of the landing or take-off, as the case may be, being made outside hours;

“the standard charge” means, for each complete metric tonne of the maximum total weight authorised of the aircraft in respect of which the charge is made, and for each fraction of a metric tonne, a charge for services provided in connection with the use of any one of the aerodromes specified in column 1 of the following Table in respect of an aircraft engaged on any flight, of the amount specified in relation to that aerodrome in column 4 of the said Table;

TABLE

(1) <i>Aerodrome</i>	(2) <i>Aerodrome Charge</i>	(3) <i>Terminal Approach Service Charge</i>	(4) <i>Charge Payable</i>
Heathrow-London For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes	£1.19	£0.20	£1.39
For each additional metric tonne, and for each fraction of a metric tonne, over 100 metric tonnes	£0.48	£0.08	£0.56
Gatwick-London For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes	£1.19	£0.20	£1.39
For each additional metric tonne, and for each fraction of a metric tonne, over 100 metric tonnes	£0.48	£0.08	£0.56
Stansted-London For each metric tonne and for each fraction of a metric tonne up to 100 metric tonnes	£1.19	£0.20	£1.39
For each additional metric tonne, and for each fraction of a metric tonne, over 100 metric tonnes	£0.48	£0.08	£0.56
Aberdeen (Dyce)	£3.77	—	£3.77
Edinburgh	£1.79	—	£1.79
Glasgow	£1.93	—	£1.93

“United Kingdom Air Pilot” means the document so entitled in force at the date of making this Specification and published under the authority of the CAA;

“within hours” means within the notified hours of watch of the air traffic control unit at the aerodrome, and “outside hours” shall be construed accordingly.

(2) Unless otherwise defined in this Specification and unless the context otherwise requires, expressions used in this Specification shall have the same respective meanings as in the Transport Act 2000 and the Air Navigation Order 2000^(b).

Charges for services at aerodromes

4.—(1) Subject to the provisions of this Specification, the operator of every aircraft for which chargeable air services are provided by NSL in respect of the charge specified in column 2 of the Table in paragraph 3(1) of this Specification and for which chargeable air services are provided by NERL in respect of the charge specified in column 3 in connection with the use of an aerodrome referred to in column 1 (whether or not the services are actually used or could be used with the equipment installed in the aircraft) shall pay to NSL for the services provided by NSL or

NERL on the occasion specified in column 1 of the following Table the charges specified in relation to those occasions in column 2. Any amounts payable in respect of the Terminal Approach Service Charge to NERL shall be paid to NSL on behalf of NERL.

TABLE

	(1)	(2)
(a)	Upon each landing of the aircraft at that aerodrome within hours	the standard charge.
(b)	Upon each landing of the aircraft at that aerodrome outside hours	the standard charge surcharged by 75% or by the specified amount whichever is the greater.
(c)	Upon each take-off of the aircraft at that aerodrome outside hours being either -	
	(i) a take-off which does not take place within 1 hour of landing or	the specified amount or 75% of the standard charge whichever is the greater.
	(ii) a take-off which takes place within 1 hour of a landing made within hours	

(2) Where on the occasion of any landing or take-off (as the case may be) other than one to which sub-paragraph (4) of this paragraph applies in connection with a flight which is not for the purpose of public transport the shortest distance in the case of a landing between the aerodrome of departure and the aerodrome of landing and in the case of a take-off between the aerodrome of departure and the aerodrome of intended landing does not exceed 185 kilometres measured along the great circle, for the references to “the standard charge” in the Table in sub-paragraph (1) of this paragraph there shall be substituted references to “50% of the standard charge”.

(3) Subject to sub-paragraph (6) below, where on the occasion of any landing or take-off (as the case may be) at Aberdeen (Dyce), Edinburgh or Glasgow aerodrome by an aircraft on a scheduled journey the shortest distance in the case of a landing between the aerodrome of departure and the aerodrome of landing and in the case of a take-off between the aerodrome of departure and the aerodrome of intended landing does not exceed 185 kilometres measured along the great circle, for the references to “the standard charge” in the Table in sub-paragraph (1) of this paragraph there shall be substituted references to “50% of the standard charge”.

(4) Where on the occasion of any landing or take-off (as the case may be) in connection with a flight made exclusively for the purpose of instruction or testing of flight crew, for the references to “the standard charge” in the Table in sub-paragraph (1) of this paragraph there shall be substituted references to “50% of the standard charge” in the case of any aerodrome referred to in the Table in paragraph 3(1) of this Specification.

(5) The minimum charge payable under this paragraph shall be £10.00.

(6) Sub-paragraph (3) above shall not apply to any flight to which paragraph 7 applies.

Charges for approach services provided from an aerodrome to aircraft which do not land at that aerodrome

5.—(1) Subject to the provisions of this Specification, the operator of every aircraft engaged on a flight which is not for the purpose of public transport for which chargeable air services are provided by NSL in connection with an approach to an aerodrome referred to in the Table in paragraph 3(1) of this Specification, not being the aerodrome of intended landing of the aircraft (whether or not the services are actually used or could be used with the equipment installed in the aircraft), shall pay to NSL for those services for each approach to any aerodrome referred to in the said Table 25% of the standard charge.

(2) The minimum charge payable under this paragraph shall be £10.00.

Charges for services provided in the Shanwick Oceanic Control Area

6. Subject to the provisions of this Specification, the operator of every aircraft (whether or not registered in the United Kingdom) which flies within the Shanwick Oceanic Control Area, as described in the United Kingdom Air Pilot on the date this Specification takes effect, and in respect of which a flight plan is communicated to the appropriate air traffic control unit in relation to its flight in that Area shall pay to NERL, for the chargeable air services made available by it in relation to that flight, a charge of £55.77.

Charges for services provided for North Sea helicopters

7.—(1) Subject to the provisions of this Specification, the operator of every helicopter (whether or not registered in the United Kingdom) which flies within the area specified in sub-paragraph (2) of this paragraph while on a flight from any place in the United Kingdom to a vessel or an off-shore installation within the said area shall pay to