

ENVIRONMENT & INFRASTRUCTURE

TRANSPORT

DEPARTMENT FOR TRANSPORT TRANSPORT AND WORKS ACT 1992

The Secretary of State for Transport gives notice under section 14(1) (b), (2A), (3A) and (3AA) of the Transport and Works Act 1992 (“the Act”) that he has determined under section 13(1) of the Act to make with modifications the London Underground (Bank Station Capacity Upgrade) Order (“the Order”).

The Order was applied for by London Underground Limited, Windsor House, 42-50 Victoria Street, London, SW1H 0TL. It will authorise the construction and operation of works at Bank Station in the City of London to create additional passenger access capacity to the Northern Line underground railway at that station. Copies of the Order, once made, may be obtained from the Stationery Office or through booksellers.

The Secretary of State has, under section 14(1)(a) of the Act, given notice of his determination by way of a decision letter dated 15 December 2015, copies of which may be obtained from the TWA Orders Unit, Department for Transport, Zone 1/14-18, Great Minster House, 33 Horseferry Road, London, SW1P 4DR. That letter gives the reasons for the determination and the considerations upon which it is based; information about the public participation process; and information regarding the right to challenge the validity of the determination and the procedures for doing so.

The Secretary of State confirms that, before making his determination, he considered the environmental statement provided by the applicant and all objections and other representations relating to it, and that he otherwise complied with the obligations referred to in section 14(3A) of the Act. For the purposes of section 14(3AA) of the Act, he confirms that the main measures to avoid, reduce and, if possible, remedy any major adverse environmental effects are those referred to in paragraph 19 of the decision letter.

Martin Woods, Head of the TWA Orders Unit, Department for Transport, Zone 1/14-18, Great Minster House, 33 Horseferry Road, London SW1P 4DR. (2449860)

TRANSPORT ACT 2000 CHARGES FOR AIR SERVICES SPECIFICATION BY THE CIVIL AVIATION AUTHORITY THE CIVIL AVIATION AUTHORITY (NAVIGATION SERVICES CHARGES) SPECIFICATION 2016

TAKING EFFECT ON 1ST JANUARY 2016

The Civil Aviation Authority (“CAA”), in exercise of the powers conferred by sections 73, 74 and 75 of the Transport Act 2000 (a), hereby makes the following Specification:

Citation and commencement

1. This Specification may be cited as the Civil Aviation Authority (Navigation Services Charges) Specification 2016 and shall take effect on 1st January 2016.

Revocation

2. The Civil Aviation Authority (Navigation Services Charges) Specification 2015, which took effect on 1st January 2015, and the Civil Aviation Authority (Navigation Services Charges) (Amendment) Specification 2015, which took effect on 1st April 2015, are revoked.

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 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL;

“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;

(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 2009 (b).

Charges for London Approach services

4. (1) Subject to the provisions of this Specification, the operator of every aircraft for which chargeable air services are provided by NERL in connection with an approach to any of London-Heathrow, London-Gatwick, London-Stansted, London-City and London-Luton aerodromes (whether or not the services are actually used or could be used with the equipment installed in the aircraft), shall pay to NERL a charge calculated according to the following formula:

$$r = TSU \times U$$

where r is the charge for the flight,

TSU is the terminal service unit relating to that flight, and

U is the unit rate of £13.73.

(2) For the purposes of paragraph 4(1) the terminal service unit relating to a flight shall be equal to the weight factor of the aircraft, which factor shall be the quotient obtained by dividing by fifty the number of metric tons in the highest maximum certified take-off weight of the aircraft, to the power of 0.7, and which factor shall be expressed to two decimal places.

(3) For the purposes of paragraph 4(2) the weight of an aircraft is the number of metric tons in the highest maximum certified take-off weight as shown in the certificate of airworthiness or any equivalent official document provided by the aircraft operator. Where this weight is unknown, the weight of the heaviest aircraft of the same type known to exist shall be used. Where an aircraft has multiple certificated maximum take-off weights, the highest maximum weight shall be used. Where an aircraft operator operates two or more aircraft which are different versions of the same type, the average of the maximum take-off weights of all his aircraft of that type shall be used for each aircraft of that type.

Charges for services provided in the Shanwick Oceanic Control Area

5. 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 £61.73.

Charges for services provided for North Sea helicopters

6. (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 NERL, for the chargeable air services made available by it in relation to that flight, a charge of £332.00.

(2) The area referred to in sub-paragraph (1) of this paragraph is the area bounded by straight lines joining successively the following points—

6300N 00500W; 632833N 000000EW; thence south along the UK Median Line to 5500N 00302E; 5500N 00100W; 5600N 00230W; 5740N 00230W; 5740N 00400W; 5830N 00400W; 5830N 00500W; 6300N 00500W.

(3) 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 (4) 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 NERL, for the chargeable air services made available by it in relation to that flight, a charge of £156.00.

(4) The area referred to in sub-paragraph (3) of this paragraph is the area bounded by straight lines joining successively the following points—

5500N 00100W; 5500N 00300E; 5423N 00245E; 5256N 00309E; 5230N 00247E; 5226N 00137E; 5238N 00140E; 5251N 00124E; 5319N 00010E; 5500N 00100W.

Value Added Tax charge

7. For the purpose of reimbursing NERL in respect of value added tax payable on the provision of chargeable air services for which a charge is payable pursuant to this Specification there shall be charged an additional charge equal to the amount of such tax and the incidence of the first mentioned charge shall determine the incidence of the additional charge.

Circumstances in which charges are payable by the owner