

GEN 4.2 AIR NAVIGATION SERVICES CHARGES**1 AERODROME AIR NAVIGATION SERVICE CHARGES****1.1 Charges at London Heathrow, London Gatwick, London Stansted, London City and London Luton.**

1.1.1 Consequent to the Civil Aviation Authority (Navigation Services Charges) Specification 2016 the following are the charges payable for navigation services at the aerodromes to which the Specification applies from 1 January 2016. →

1.1.2 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. →

1.1.3 For the purposes of paragraph 1.1.2 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 tonnes 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.

1.1.4 For the purposes of paragraph 1.1.3 the weight of an aircraft is the number of metric tonnes 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.

2 EN-ROUTE AIR NAVIGATION SERVICE CHARGES**2.1 Charges for En-route Navigation Services made available by NATS in the Shanwick Oceanic Control Area**

2.1.1 Subject to the provisions of the Civil Aviation Authority (Navigation Services Charges) Specification 2016, the charge payable by the operator of every aircraft that 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 £61.73. →

2.1.2 NATS currently grants dispensations from the Shanwick charges in the following cases: →

- (a) Flights made for the purposes of Search and Rescue operations;
- (b) flights other than military flights made exclusively for the carriage on official business of a reigning Monarch or his immediate family, a Head of State, a Head of Government or a Government Minister;
- (c) flights made for the purpose of checking or testing equipment used or intended to be used as aids to air navigation;
- (d) test flights and flights made exclusively for the purposes of instruction or training of flight crew;
- (e) flights made by aircraft of which the Maximum Total Weight Authorised is less than 5.7 metric tonnes.

2.2 Charges for the Navigation Services made available by NATS for flights made by Helicopter to a Vessel or Off-shore Installation in the North Sea

2.2.1 Subject to the provisions of the Civil Aviation Authority (Navigation Services Charges) Specification 2016, the charge payable by the operator of every helicopter (whether or not registered in the United Kingdom), which flies from any point within the United Kingdom to a vessel or an off-shore installation within the area described below, is as described in CAA Official Record Series 7. →

2.2.1.1 The area is bounded by straight lines joining successively the following points:

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

2.2.2 Subject to the provisions of the Civil Aviation Authority (Navigation Services Charges) Specification 2016, the charge payable by the operator of every helicopter (whether or not registered in the United Kingdom), which flies from any point within the United Kingdom to a vessel or an off-shore installation within the area described below, is as described in CAA Official Record Series 7. →

2.2.2.1 The area is 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.

2.2.3 NATS grants a dispensation from the charge for flights made for the purpose of Search and Rescue operations.

2.3 Eurocontrol

2.3.1 Charges for En-route Navigation Services made available in the Airspace of Member and Contracting States of Eurocontrol.

2.3.1.1 Under a Multilateral Agreement (Cmnd 4916) concluded between the Member States of the European Organization for the Safety of Air Navigation 'EUROCONTROL' (Belgium, France, the Federal Republic of Germany, the Republic of Ireland, Luxembourg, the Netherlands and the United Kingdom), a system of charges for the use of route air navigation facilities and services in the

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airspace of the Member States of the Organization was introduced on 1 November 1971. A Multilateral Agreement (Cmnd 8662) relating to route charges was concluded at Brussels on 12 February 1981 between the following Contracting States – Austria, Belgium, France, Germany, Ireland, Luxembourg, Netherlands, Portugal, Spain, Switzerland and the United Kingdom. Since then the following States have also signed the Multilateral Agreement – Albania, Armenia, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Finland, Georgia, Greece, Hungary, Italy, Latvia, Lithuania, the Former Yugoslav Republic of Macedonia, Malta, Moldova, Monaco, Montenegro, Norway, Poland, Romania, Serbia, Slovak Republic, Slovenia, Sweden and Turkey.

- 2.3.1.2 The Civil Aviation Authority (Eurocontrol Charges) Specification 2016, prescribes the charges payable to Eurocontrol by the operator of any aircraft (whether or not registered in the United Kingdom), for which navigation services (not being navigation services provided in connection with the use of an aerodrome) are made available in the airspace comprising the following regions:

	London Flight Information Region;
	London Upper Flight Information Region;
	Scottish Flight Information Region;
	Scottish Upper Flight Information Region.

- 2.3.1.3 The charges collected in respect of the defined airspace, less the costs of collection, are remitted to the United Kingdom Government by Eurocontrol in accordance with a bilateral agreement (Cmnd 4915).

- 2.3.1.4 The Specification prescribes that the following flights will not be subject to the United Kingdom charges:

- (a) Flights by military aircraft;
- (b) flights made for the purposes of Search and Rescue operations;
- (c) flights by aircraft of which the Maximum Total Weight Authorised is 5700 kg or less made entirely in accordance with the Visual Flight Rules in the Rules of the Air Regulations 2015 (SI 2015/840);
- (d) flights terminating at the aerodrome from which the aircraft has taken off;
- (e) flights other than the flights referred to in (a) of this paragraph made exclusively for the purpose of the carriage on official business of a reigning Monarch or his immediate family, a Head of State, a Head of Government or a Government Minister;
- (f) flights made exclusively for the purpose of checking or testing equipment used or intended to be used as aids to air navigation;
- (g) flights made exclusively for the purposes of the instruction or testing of flight crew within the specified airspace of the United Kingdom;
- (h) flights made by aircraft of which the Maximum Total Weight Authorised is less than two metric tonnes;
- (i) flights made by helicopters from any point in the United Kingdom to a vessel or an off-shore installation within the area bounded by straight lines joining successively the following points:
6300N 00500W – 632833N 000000W – thence South along the UK Median Line to 5500N 00302E – 5500N 00100W – 5600N 00230W – 5740N 00230W – 5740N 00400W – 5830N 00400W – 5830N 00500W – 6300N 00500W.
- (j) flights made by helicopters from any point in the United Kingdom to a vessel or an off-shore installation within 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.

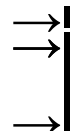
- 2.3.1.5 Further information concerning the Eurocontrol Route Charges System may be obtained from:

Post: Eurocontrol
Central Route Charges Office
Rue de la Fusee, 96
B-1130 - Brussels
BELGIUM
Phone: 00-32-2-729 9011
Fax: 00-32-2-729 9094

GEN 4.2 AIR NAVIGATION SERVICES CHARGES (continued)**3 METHODS OF PAYMENT****3.1 Aerodrome, North Sea Helicopter and Shanwick Charges**

3.1.1 Navigation Service charges are invoiced to the aircraft operators, and are payable to:

Post: NATS (En Route) Plc
Accounts Receivable, 2nd Floor, Citypoint
65 Haymarket Terrace
Edinburgh
EH12 5HD

**3.2 Eurocontrol Charges**

3.2.1 The charges prescribed in the Specification are payable in euros to Eurocontrol at its principal office in Brussels. Arrangements have been made under which United Kingdom citizens and companies registered in the United Kingdom may pay either in sterling or euros into a Eurocontrol bank account in the United Kingdom. Other operators, who are nationals of a Member State of Eurocontrol may pay the charges in euros or their national currencies in the State of which they are nationals. Arrangements have also been made that will enable operators, who are not nationals of a Member State, to pay the charges in euros into bank accounts designated by Eurocontrol in any of the Member States.

3.3 Value Added Tax

3.3.1 The charges quoted herein are exclusive of any Value Added Tax which may be chargeable in accordance with the provisions of the Finance Act 1972 or with any Orders or Regulations made thereunder or by virtue of any Act replacing or amending the same.

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