

1977/50



THE CIVIL AVIATION CHARGES REGULATIONS 1965,  
AMENDMENT NO. 11

DENIS BLUNDELL, Governor-General

ORDER IN COUNCIL

At the Government Buildings at Wellington this 21st day of March 1977

Present:

THE HON. DUNCAN MACINTYRE PRESIDING IN COUNCIL

PURSUANT to the Civil Aviation Act 1964, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

REGULATIONS

**1. Title and commencement**—(1) These regulations may be cited as the Civil Aviation Charges Regulations 1965, Amendment No. 11, and shall be read together with and deemed part of the Civil Aviation Charges Regulations 1965\* (hereinafter referred to as the principal regulations).

(2) Regulation 3 of these regulations shall come into force on the 1st day of April 1977.

(3) Except as provided in subclause (2) of this regulation, these regulations shall come into force on the day after the date of their notification in the *Gazette*.

**2. Interpretation**—(1) Regulation 2 (1) of the principal regulations is hereby amended by revoking the definition of the term "gross weight" (as substituted by the Civil Aviation Charges Regulations 1965, Amendment No. 1), and substituting the following definition:

"'Gross weight', in relation to an aircraft, means the maximum take-off weight of the aircraft as specified in the certificate of airworthiness issued in respect of the aircraft and its associated flight manual calculated to the nearest 1000 kg, but with the last exact 500 kg deemed to be 501 kg for the purposes of the calculation:"

(2) The following regulations are hereby consequentially revoked:

- (a) The Civil Aviation Charges Regulations 1965, Amendment No. 1:
- (b) Regulation 3 (1) of the Civil Aviation Charges Regulations 1965, Amendment No. 9.

\*S.R. 1965/121

Amendment No. 1: S.R. 1966/163

Amendment No. 2: S.R. 1967/4

Amendment No. 3: S.R. 1967/223

Amendment No. 4: S.R. 1968/123

Amendment No. 5: (*Revoked by S.R. 1975/127*)

Amendment No. 6: S.R. 1971/205

Amendment No. 7: S.R. 1971/281

Amendment No. 8: S.R. 1973/126

Amendment No. 9: S.R. 1975/127

Amendment No. 10: S.R. 1976/329

**3. International operations**—(1) The principal regulations are hereby further amended by revoking regulation 10 (as substituted by regulation 2 of the Civil Aviation Charges Regulations 1965, Amendment No. 10), and substituting the following regulation:

“10. (1) Except as provided in subclause (2) of this regulation, the landing charge payable by an international operator for any aircraft operated by him and landing in New Zealand shall be at the rate of \$5.75 per 1000 kg of the gross weight of the aircraft (comprising \$3.60 for airways dues and \$2.15 for airport dues).

“(2) Where an aircraft has more than one maximum take-off weight specified in the certificate of airworthiness issued in respect of that aircraft, the landing charge payable by an international operator for any aircraft operated by him and landing in New Zealand shall be at the rate of \$5.75 per 1000 kg of the maximum take-off weight that the aircraft is operating under for that landing (comprising \$3.60 for airways dues and \$2.15 airport dues):

“Provided that if on the subsequent take-off of that aircraft it operates under a maximum take-off weight different from that operated under for the previous landing, then the landing charge payable shall be calculated according to the heavier of those 2 maximum take-off weights.”

(2) The Civil Aviation Charges Regulations 1965, Amendment No. 10, are hereby revoked.

**4. Special provisions**—Regulation 17 of the principal regulations is hereby amended by revoking subclause (2), and substituting the following subclause:

“(2) In addition to parking fees, operators may be charged for any special services or privileges which may be required by operators by way of security, lighting or otherwise, and for any additional facilities provided by an airport authority. The amount charged for any such special services or facilities shall be such amount as may be negotiated between the operator and the Airport Authority.”

P. G. MILLEN,

Clerk of the Executive Council.

#### EXPLANATORY NOTE

*This note is not part of the regulations, but is intended to indicate their general effect.*

Regulation 2 substitutes a new definition of “gross weight” to provide for an aircraft which can operate under more than one maximum take-off weight.

Regulation 3 increases, on and after 1 April 1977, the landing charges payable by international operators from \$5.10 to \$5.75 per 1000 kg of the gross weight of aircraft (comprising \$3.60 for airways dues and \$2.15 for airport dues). In addition provision is made for an aircraft which can operate under more than 1 maximum take-off weight.

Regulation 4 empowers an Airport Authority to charge operators for additional facilities provided by the Authority.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 24 March 1977.

These regulations are administered in the Ministry of Transport.