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# CIVIL AVIATION AUTHORITY

OFFICE FOR SCOTLAND BROOMHOUSE DRIVE EDINBURGH EH11 3XE

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Ref: SCM 405/01  
5B

11 July 1972

Town Clerk  
Town Clerk's Chambers  
High Street  
Dornoch

Dear Sir

## DORNOCH AIRSTRIP - FEES AND CHARGES

Thank you for your letter of 30 June 1972.

As you are aware licensing action is now in hand but with regard to your request for information about a scale of fees and charges I wish to advise you that I have been obliged to refer this question to the Department of Trade and Industry, which under Art 71 of the Air Navigation Order 1972 remains responsible for various aspects of charges at licensed aerodromes.

I have asked Mr R A J Berry, Dept of Trade and Industry, Room 330, The Adelphi, John Adam Street, London WC2N 6BQ to reply to you direct.

Yours faithfully



A BLAIR  
for Controller

B. 4

DEPARTMENT OF TRADE & INDUSTRY

BOARD OF EXCHANGE

CA3/2a R330



The Adelphi, John Adam Street, LONDON W.C.2

Telegrams: Avmin, London, Telex.

Telex No.: 22231

Telephone: Temple Bar 1207, ext. 1473

Our reference: ER/98/014/C  
Your reference: 5B

G F Trowbridge Esq  
Town Clerk  
Town Clerks Chambers  
High Street  
Dornoch

13 July 1972

Dear Sir,

DORNOCH AIR STRIP

As Mr Blair of the Civil Aviation Authority's office in Edinburgh indicated in his letter to you of the 11 July whilst the Authority is responsible for licensing aspects, the Department of Trade & Industry has certain responsibilities concerning fees and charges at all licensed aerodromes in the UK.

I should explain that although the owner of an aerodrome licensed for public use is entitled to charge whatever he thinks fit provided he does not discriminate in any way between users of the same class, this Department does have the power under Section 8(2)(c) of the Civil Aviation Act 1949 and Article 71(1) of the Air Navigation Order 1972 to prescribe the charges or the maximum charges for the use of any aerodrome in respect of which a license for public use has been granted. We therefore require to have full details of charges at all licensed aerodromes in the UK and to be consulted by their owners if any change in their scales are contemplated.

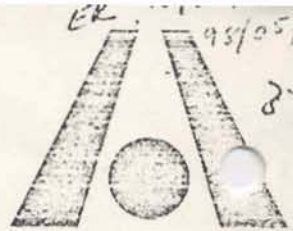
This is the reason for the Departments involvement in aerodrome fees and charges but to deal with your immediate problem of deciding what charges you would wish to impose at Dornoch, I am attaching a copy of the Aerodrome Owners Association Schedule of current fees and charges as a guide to assist your Council's consideration of the question, as the majority of aerodrome owners charge in accordance with the scales recommended by the Association.

If you have any queries on the AOA scale of charges I suggest you should get in touch with Mr Hargreaves, the Association's Secretary, who in addition will be able to advise you on certain increases to the present charges which I understand have been proposed.

Yours faithfully

R A J Berry





AOA/WMH/15Y

FEB 71

To Concerned Members

Decimalisation of and Increases in Scale of  
Fees and Charges

On 23 November 1970 notification was given of increases to take effect from 1 November 1971 and the Executive Committee gave approval to these at its meeting on 22 January 1971.

Opportunity is taken to amend conditions etc last issued on 15 January 1969 and to take account of decimal currency.

In explanation the following Schedules are attached to this letter:

- |            |                                                  |
|------------|--------------------------------------------------|
| Schedule A | Conditions, rebates, surcharges, etc.            |
| Schedule B | Charges effective 15 February 1971 (decimal day) |
| Schedule C | Increased Charges effective 1 November 1971      |

Westland's London Heliport

Special conditions apply at Westland's London Heliport and their Schedule of Charges and Arrangements will be issued early in March to take effect from 1 April 1971.

By Order of the Executive Committee

*W M Hargreaves*

W M Hargreaves  
Secretary





AERODROME OWNERS ASSOCIATION  
SCHEDULE A

Schedule of Standard Fees and Charges

1 Landing Fees  
a. Standard Charges

These are assessed on the basis of the maximum total weight authorised of an aircraft, which means the maximum total weight of the aircraft and its contents at which the aircraft may take off in the United Kingdom in the most favourable circumstances in accordance with the Certificate of Airworthiness for the time being in force in respect of the aircraft; however, if that Certificate indicates a maximum total weight at which the aircraft may taxi, that weight shall be taken to be the maximum total weight authorised.

The charges shall be in accordance with the attached Schedule.

b. Club Aircraft

Subject to a minimum cash payment of 45p, visiting club registered single-engine aircraft are entitled to a 50 per cent reduction provided the pilot produces a Landing Fee Rebate Card duly completed and bearing the signatures of authorised officers of the Association and the British Light Aviation Centre.

c. Gliders

Because of the varying circumstances at each aerodrome and the different methods employed for launching and retrieving Gliders, it is not possible to lay down charges applicable to all aerodromes. Aerodrome Owners may make special arrangements under Clause 8 but in the case of an isolated landing of a Glider, the landing fee shall be 15p. This rule does not apply to the use of aerodromes for Glider Training by the R.A.F. - in such cases there should be a special contract.

d. Single Movement

If an aircraft is built, repaired or assembled on an aerodrome and has not been flown in, that aircraft, if and when it is flown away, shall pay one half of the appropriate landing fee. Similarly, if an aircraft lands at an aerodrome and remains there permanently or is broken up, it shall pay only one half of the appropriate fee.

...



e Night Landings

The fee shall be the normal day time charge, but there shall be entitlement to make further charges at night, or at any other time, for the provision and operation of aerodrome lighting, night flying facilities and other requirements.

f Aircrew Training

A special rate of 25 per cent of the standard landing fee, subject to a minimum charge of 37 $\frac{1}{2}$ p, may be applied for in the case of a flight carried out for the sole purpose of the training or testing of flying personnel. Prior application for the grant of such special rates should be made at the aerodrome from which the flights are to be carried out, or at which landings following such flights are to be made.

g Test Flights

When, because of unforeseen circumstances, a test flight for an aircraft becomes necessary, the aerodrome owner may, if he is satisfied as to the circumstances, waive the landing fee.

h Customs Clearance

Aircraft landing for the sole purpose of Customs clearance will be subject to the appropriate standard landing fee.

i Service and other Government Aircraft

The standard landing fee shall apply.

2. Landing Fee Rebates

a For aircraft operating on schedule services only the standard charge at Clause 1.a. may be reduced as in the attached Schedules, provided the immediately preceding point of take-off was in the United Kingdom, The Channel Isles or the Isle of Man, and traffic rights exist.

b The standard charge may also be reduced as in the attached schedules in respect of any landing which terminates a flight of not more than 115 statute miles provided the immediately preceding point of take-off was NOT in the United Kingdom, the Channel Isles or the Isle of Man

c Except in special circumstances (e.g. air pageants, air races, etc.) there shall be no waiving of landing fees.

3 Surcharges

a Intercontinental

For aircraft of maximum permissible weight exceeding 40,000 lbs. operating with or without intermediate stops, between two points one or both of which are outside the continent of Europe, Iceland, the Mediterranean Islands, or the Azores, the standard charges set out above are increased by 100 per cent less the following reductions:



For aircraft exceeding 40,000 lbs. .... £5 reduction  
 but not exceeding 80,000 lbs. ....  
 For aircraft exceeding 80,000 lbs. .... £3 reduction

Out-of-Hours Operations

A landing or take-off made outside the published hours of aerodrome availability will attract a surcharge of at least 75 per cent of the standard landing fee except that if the take-off occurs within an hour of the landing one surcharge on the two movements will be levied.

4 Passenger Service Charge

Aerodrome owners may levy a Passenger/Service Charge for services provided at a standard charge of 37<sup>1</sup>/<sub>2</sub>p per passenger. For this purpose passengers are defined as all persons aboard an aircraft with the exception of bona fide members of the crew.

No passenger Service Charge will apply if the next intended stopping place of the aircraft is in the United Kingdom, the Isle of Man or the Channel Isles, or if the aircraft is not operating for hire or reward.

5 Housing and Parking Charges

a. Charges will be assessed on the basis of the space occupied - i.e. the product of the span of the aircraft, as housed or parked, and its maximum length.

b. For each period of 24 hours, or part thereof, the charge will be in accordance with the attached schedule.

c. For helicopters the space occupied will be the product of the diameter of the rotor and the maximum length of the aircraft.

d. The Parking Charge will begin to operate only after the aircraft has been parked for a period of three hours. These charges will apply whether the aircraft is secured to the ground or to a structure on the aerodrome, or is left on the ground unsecured. The cost and risk of picketing shall be borne by the owner of the aircraft and shall only be carried out in accordance with the instruction given by him.

e. Should the Aerodrome Manager or other responsible officer for reasons of safety or for any other reason which, in his absolute discretion, may be considered good and sufficient for the proper conduct and use of the aerodrome, order an aircraft parked in the open, which is capable of being housed, to be moved to a hangar, the ordinary charges for the housing of the aircraft will be payable.

f. The fee for housing or parking for a period of one week shall be six times the daily rate and for a period of one month 22 times the daily charge as specified in Clause 5.b. above. Prior application must be made for the grant of period rates. Once such an application has been approved, the appropriate fee becomes payable and no rebate can be admitted even though full use may not be made of the facilities which the application covers.



g When period terms for parking aircraft are arranged and it is found necessary to house the aircraft, through bad conditions or for other reasons, the full daily charge for housing for the days on which it is housed will be imposed.

h In certain circumstances the Aerodrome Manager or responsible officer may allow another aircraft attracting an equal fee to be substituted for an aircraft for which a period housing or parking fee has been paid.

i No aircraft should be accepted for housing or parking unless a form of agreement covering such facilities has been completed.

j The standard charges shall not be applicable to a privately rented "lock-up".

6 Payment of Fees and Charges

a Charges at period rates for housing or parking will be payable on acceptance of the application specified at Clause 5.i. above.

b All other fees and charges will normally be payable by the pilot of an aircraft on demand or before an aircraft departs.

7 Miscellaneous Charges

Additional charges may be made for the use of technical and operational facilities such as compass swinging base, Customs and Immigration facilities, ground transport, storage space or special equipment.

8 Special Contracts

It is permissible for an aerodrome owner to enter into special contracts relating to Landing Fees, Housing, Parking and Miscellaneous Charges.

9 London Heliport

Special charges and arrangements apply at London Heliport, details of which are available on application to: Heliport Manager, Westland's London Heliport, Lombard Road, London S W 11.

10 General

The foregoing scale of fees and charges should be exhibited in a conspicuous place at an aerodrome, together with the following indemnification provisions.

11 Indemnification

Neither the aerodrome owners nor any of his servants shall be liable for damage to or loss of an aircraft, its parts or accessories, or any property contained in an aircraft howsoever such damage or loss may arise, occurring while an aircraft is on the aerodrome or in the course of landing or taking off or being moved with or without the permission of the owner or pilot.

Neither the aerodrome owners nor any of his servants shall be liable for damage to or loss of an aircraft, its parts or accessories, or any property contained in an aircraft howsoever such damage or loss may arise, occurring while an aircraft is on the aerodrome or in the course of landing or taking off or being moved with or without the permission of the owner or pilot.





AERODROME OWNERS ASSOCIATION

SCHEDULE B

Decimalisation of current Fees and Charges

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Landing Fees effective 15 February 1971

Not exceeding 26,000 lbs.	52½p per 1,000 lbs (calculated to the nearest 1,000 lbs.)
Over 26,000 lbs but not exceeding 200,000 lbs.	£13.65 plus 62½p per 1,000 lbs. (calculated to the nearest 1,000 lbs.) in excess of 26,000 lbs.
Over 200,000 lbs.	£122.40 plus 65p per 1,000 lbs. (calculated to the nearest 1,000 lbs.) for that part of the aircraft in excess of 200,000 lbs.

Housing Charges effective 15 February 1971

Aircraft up to 1136 kg. (2,500 lbs.)	£0.012 per sq. metre
Aircraft over 1136 kg. (2,500 lbs.)	£0.016 per sq. metre
MINIMUM CHARGE	50p per day

Parking Charges effective 15 February 1971

Half the above Housing Charges	
MINIMUM CHARGE	40p per day

Short-Haul Landing Fee Rebates

Up to 45 statute miles	50% reduction
from 45 to 80 statute miles	25% reduction
from 80 to 115 statute miles	15% reduction

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NOTE: Where, after all multiplication factors have been applied, a half pence occurs in the final sum it should be rounded up to the nearest whole pence.





AERODROME OWNERS ASSOCIATION

SCHEDULE C

Recommended Scale of Fees and Charges

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Landing Fees effective 1 November 1971

Not exceeding 26,000 lbs.	62½p per 1,000 lbs. (calculated to the nearest 1,000 lbs.)
Over 26,000 lbs. but not exceeding 200,000 lbs.	£16.25 plus 72½p per 1,000 lbs (calculated to the nearest 1,000 lbs.) in excess of 26,000 lbs.
Over 200,000 lbs.	£142.40 plus 75p per 1,000 lbs (calculated to the nearest 1,000 lbs.) in excess of 200,000 lbs.

Short Haul Landing Fee Rebates effective 1 November 1971

Up to 45 statute miles	25% reduction
From 45 to 80 statute miles	15% reduction
From 80 to 115 statute miles	10% reduction.

The above increases were authorised by the Executive Committee at their Meeting of 22nd January 1971.