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GOEWERMENSKENNISGEWING

DEPARTEMENT VAN VERVOER

No. R. 1543 5 Augustus 1977

LUGVAARTREGULASIES, 1963

Die Minister van Vervoer het, kragtens artikel 22 van die Lugvaartwet, 1962 (Wet 74 van 1962), die regulasies wat in die Bylae hiervan vervat is, uitgevaardig.

BYLAE 37

Die Lugvaartregulasies, 1963, soos afgekondig by goewermentskennisgewing R. 1779 van 15 November 1963, en soos gewysig*, word hierby met ingang van Oktober 1977 soos volg verder gewysig:

1. Regulasie 1.2 word gewysig—

(a) deur na die definisie van “vliegveldverkeerstoring” die volgende definisie in te voeg:

“vliegveld-elewasie”, die elewasie van die hoogste punt van die landingsgebied;”;

(b) deur na die definisie van “dag” die volgende definisie in te voeg:

“‘elewasie’, die vertikale afstand van ’n punt of ’n vlak op of vas aan die aarde se oppervlak, gemeet vanaf die gemiddelde seespieël;”;

(c) deur na die afkorting “ILS” die volgende definisie en afkorting in te voeg:

“‘landingsgebied’, daardie gedeelte van die bewegingsgebied wat bedoel is vir die landings- en opstygingsaanloop van lugvaartuie;

‘LCN’, die vragklassifiseringsnommer;”.

2. Regulasie 22.10 word deur die volgende regulasie vervang:

“VLIEGVELDGELDE

22.10 (1) Die tarief van landingsgelde by ’n gelisensieerde vliegveld, uitgesonderd ’n lughawe soos omskryf in die staatslughaweregulasies, 1963, is soos in paragrawe (a) tot

GOVERNMENT NOTICE

DEPARTMENT OF TRANSPORT

No. R. 1543 5 August 1977

AIR NAVIGATION REGULATIONS, 1963

The Minister of Transport has, in terms of section 22 of the Aviation Act, 1962 (Act 74 of 1962), made the regulations contained in the Schedule hereto.

SCHEDULE 37

The Air Navigation Regulations, 1963, as promulgated under Government Notice R. 1779 of 15 November 1963, and as amended*, are hereby further amended as follows, with effect from 1 October 1977:

1. Regulation 1.2 is amended—

(a) by the insertion after the definition of “aerodrome control tower” of the following definition:

“‘aerodrome elevation’ means the elevation of the highest point of the landing area;”;

(b) by the insertion after the definition of “day” of the following definition:

“‘elevation’ means the vertical distance of a point or a level on or affixed to the surface of the earth measured from mean sea level;”;

(c) by the insertion after the abbreviation “ILS” of the following definition and abbreviation:

“‘landing area’ means that part of the movement area intended for the landing and take-off of aircraft;

‘LCN’ means load classification number;”.

2. The following regulation is substituted for regulation 22.10:

“AERODROME CHARGES

22.10 (1) The scale of landing charges at a licensed aerodrome, other than at an airport as defined in the State Airport Regulations, 1963, shall be as set out in

* See Annexure.

(e) Landingsgelde by 'n gelisensieerde vliegveld, behalwe 'n vliegveld vermeld in paragrawe (a) tot (d):

Maksimum gesertifiseerde massa in kg van 'n lugvaartuig uitgesonderd 'n helikopter tot en met—	Enkellandings		
	(i) Waar geen eindpunt- of naglandings-fasiliteite voorsien word nie	(ii) Waar slegs eindpunt- of naglandings-fasiliteite voorsien word	(iii) Waar beide eindpunt- en naglandings-fasiliteite voorsien word
	R	R	R
500	0,75	0,80	0,90
1 000	1,10	1,20	1,30
1 500	1,40	1,50	1,70
2 000	1,60	1,80	1,90
2 500	2,00	2,20	2,40
3 000	2,30	2,50	2,80
4 000	3,50	3,90	4,20
5 000	4,00	4,40	4,80
6 000	4,90	5,40	5,90
7 000	5,80	6,40	7,00
8 000	6,70	7,40	8,00
9 000	7,60	8,40	9,10
10 000	8,50	9,40	10,20
en daarna vir elke bykomende 2 000 kg of gedeelte daarvan.....	1,30	1,30	1,30

(2) By die toepassing van subregulasie (1) word 'n vliegveld met eindpuntfasiliteite wat nie toegerus is met 'n ruskamer met toiletgeriewe en 'n telefoon wat aan die Poskantoorstelefoonstelselnetwerk gekoppel is nie, geag nie 'n vliegveld met eindpuntfasiliteite te wees nie.

(3) Die landingsgeld vir die aankoms van 'n helikopter by 'n vliegveld gespesifiseer in subregulasie (1) bedra 20 persent van die geld wat vir 'n lugvaartuig van gelyke maksimum gesertifiseerde massa by die toepaslike vliegveld gehef mag word.

(4) Die tarief van parkeergelde by 'n gelisensieerde vliegveld, uitgesonderd 'n lughawe soos omskryf in die Staatslughaweregulasies, 1963, is soos hieronder uiteengesit: Met dien verstande dat, behoudens subregulasie (6) en Artikel 15 van die Chicago-konvensie vervat in die Eerste Bylae van die Wet, gelde volgens 'n laer tarief gehef kan word, of geen gelde gehef hoef te word nie:

Maksimum gesertifiseerde massa van 'n lugvaartuig in kg tot en met—	Enige tydperk tot en met 24 uur	(1)	
		Weekliks	Maandeliks
	R	R	R
2 000	0,35	2,10	7,00
3 000	0,75	4,50	15,00
4 000	1,05	6,30	21,00
5 000	1,45	8,70	29,00
10 000	2,15	12,90	43,00
15 000	2,85	17,10	57,00
20 000	3,60	21,60	72,00
25 000	4,30	25,80	86,00
30 000	5,70	34,20	114,00
35 000	7,10	42,60	142,00
40 000	8,50	51,00	170,00
45 000	10,70	64,20	214,00
50 000	12,90	77,40	258,00
55 000	15,60	93,60	312,00
60 000	18,60	111,60	372,00
en daarna vir elke bykomende 100 000 kg of deel daarvan.....	2,85	17,10	57,00

(e) Landing charges at a licensed aerodrome, except an aerodrome mentioned in paragraphs (a) to (d):

Maximum certificated mass in kg of an aircraft other than a helicopter up to and including—	Single landings		
	(i) Where neither terminal nor night landing facilities are provided	(ii) Where either terminal or night landing facilities are provided	(iii) Where both terminal and night landing facilities are provided
	R	R	R
500	0,75	0,80	0,90
1 000	1,10	1,20	1,30
1 500	1,40	1,50	1,70
2 000	1,60	1,80	1,90
2 500	2,00	2,20	2,40
3 000	2,30	2,50	2,80
4 000	3,50	3,90	4,20
5 000	4,00	4,40	4,80
6 000	4,90	5,40	5,90
7 000	5,80	6,40	7,00
8 000	6,70	7,40	8,00
9 000	7,60	8,40	9,10
10 000	8,50	9,40	10,20
and thereafter for every additional 2 000 kg or part thereof.....	1,30	1,30	1,30

(2) For the purposes of subregulation (1) an aerodrome with terminal facilities not equipped with a restroom with toilet facilities and a telephone connected to the Post Office telephone network shall be deemed not to be an aerodrome with terminal facilities.

(3) The landing charge for the arrival of a helicopter at an aerodrome specified in subregulation (1) amount to 20 per cent of the charge that may be levied for a aircraft of equal maximum certificated mass at the appropriate aerodrome.

(4) The scale of parking charges at a licensed aerodrome other than at an airport as defined in the State Airports Regulations, 1963, shall be as set out below: Provided that, subject to subregulation (6) and to Article 15 of the Chicago Convention, contained in the First Schedule to the Act, charges may be imposed according to a low scale or no charges need be imposed:

Maximum certificated mass of an aircraft in kg up to and including—	Any period up to 24 hours	(1)	
		Weekly	Monthly
	R	R	R
2 000	0,35	2,10	7,00
3 000	0,75	4,50	15,00
4 000	1,05	6,30	21,00
5 000	1,45	8,70	29,00
10 000	2,15	12,90	43,00
15 000	2,85	17,10	57,00
20 000	3,60	21,60	72,00
25 000	4,30	25,80	86,00
30 000	5,70	34,20	114,00
35 000	7,10	42,60	142,00
40 000	8,50	51,00	170,00
45 000	10,70	64,20	214,00
50 000	12,90	77,40	258,00
55 000	15,60	93,60	312,00
60 000	18,60	111,60	372,00
and thereafter for every additional 100 000 kg or part thereof.....	2,85	17,10	57,00

(5) Parkeergeld kan gehef word ten opsigte van 'n lugvaartuig wat geparkeer is in 'n bepaalde gebied wat vir die parkering van lugvaartuie daargestel is by 'n gelisensieerde vliegveld waar daar 'n inwonende opsigter en/of nagwag is, nadat die lugvaartuig vir 'n tydperk van langer as ses uur by die vliegveld was.

(6) Waar vliegveldgelde gehef word, moet gelyke gelde gehef word ten opsigte van lugvaartuie van gelyke massa wat vir soortgelyke doeleindes gebruik word.

(7) Geen landings-, parkeer-, laaiblad- of passasiersgelde word by 'n staatsvliegveld wat vir openbare gebruik gelisensieer is, gehef nie ten opsigte van—

(a) Suid-Afrikaanse en buitelandse staatslugvaartuie; en

(b) lugvaartuie wat vir seek-en-reddingsdoeleindes gebruik word.

(8) Waar vliegveldgelde gehef word, hetsy dit die gelde is wat in subregulasies (1) en (4) voorgeskryf word of sodanige verminderde gelde as wat die houer van 'n vliegveldlisensie na eie goeddunke mag besluit om te hef, moet die houer van 'n vliegveldlisensie op 'n ooglopende plek op die vliegveld alle vliegveldtariewe vertoon wat op daardie vliegveld gehef word, en geen gelde mag gehef word nie tensy dit op sodanige wyse vertoon word.”

3. Byvoegsel M word geskrap.

AANHANGSEL

Wysigings van die Lugvaartregulasies, 1963, is afgekon- dig by Goewermentskennisgewings R. 1883 van 6 Desember 1963, R. 614 van 24 April 1964, R. 1332 van 3 September 1965, R. 794 van 20 Mei 1966, R. 1377 van 9 September 1966, R. 1636 van 21 Oktober 1966, R. 1965 van 9 Desember 1966, R. 628 van 5 Mei 1967, R. 1419 van 15 September 1967, R. 1800 van 10 November 1967, R. 1958 van 8 Desember 1967, R. 493 van 29 Maart 1968, R. 1032 van 7 Junie 1968, R. 1133 van 28 Junie 1968, R. 2320 van 20 Desember 1968, R. 908 van 6 Junie 1969, R. 3609 van 31 Oktober 1969, R. 709 van 8 Mei 1970, R. 1956 van 29 Oktober 1971, R. 2181 van 3 Desember 1971, R. 2353 van 31 Desember 1971, R. 1298 van 28 Julie 1972, R. 1674 van 22 September 1972, R. 1847 van 20 Oktober 1972, R. 1921 van 27 Oktober 1972, R. 2167 van 1 Desember 1972, R. 1565 van 31 Augustus 1973, R. 1789 van 28 September 1973, R. 2258 van 30 November 1973, R. 457 van 22 Maart 1974, R. 1423 van 16 Augustus 1974, R. 2098 van 15 November 1974, R. 775 van 18 April 1975, R. 776 van 18 April 1975, R. 1754 van 19 September 1975 en R. 143 van 30 Januarie 1976.

(5) A parking charge may be levied in respect of an aircraft parked in a particular space set aside for the parking of an aircraft at a licensed aerodrome where there is a resident caretaker and/or night watchman, after the aircraft has been at the aerodrome for longer than six hours.

(6) Where aerodrome charges are levied, like charges shall be levied in respect of aircraft of equal mass engaged in similar operations.

(7) No landing, parking, apron or passenger charges shall be payable at a State-owned aerodrome licensed for public use in respect of—

(a) South African and foreign State aircraft; and

(b) aircraft engaged in search and rescue operations.

(8) Where aerodrome charges are levied, whether it be the charges prescribed in subregulations (1) and (4) or such lower charges as the holder of an aerodrome licence may, in his discretion, decide to levy, the holder of an aerodrome licence shall display in a conspicuous place on the aerodrome all the aerodrome charges levied at that aerodrome and no charges shall be levied unless so displayed.”

3. Appendix M is deleted.

ANNEXURE

Amendments to the Air Navigation Regulations, 1963, were promulgated under Government Notices R. 1883 of 6 December 1963, R. 614 of 24 April 1964, R. 1332 of 3 September 1965, R. 794 of 20 May 1966, R. 1377 of 9 September 1966, R. 1636 of 21 October 1966, R. 1965 of 9 December 1966, R. 628 of 5 May 1967, R. 1419 of 15 September 1967, R. 1800 of 10 November 1967, R. 1958 of 8 December 1967, R. 493 of 29 March 1968, R. 1032 of 7 June 1968, R. 1133 of 28 June 1968, R. 2320 of 20 December 1968, R. 908 of 6 June 1969, R. 3609 of 31 October 1969, R. 709 of 8 May 1970, R. 1956 of 29 October 1971, R. 2181 of 3 December 1971, R. 2353 of 31 December 1971, R. 1298 of 28 July 1972, R. 1674 of 22 September 1972, R. 1847 of 20 October 1972, R. 1921 of 27 October 1972, R. 2167 of 1 December 1972, R. 1565 of 31 August 1973, R. 1789 of 28 September 1973, R. 2258 of 30 November 1973, R. 457 of 22 March 1974, R. 1423 of 16 August 1974, R. 2098 of 15 November 1974, R. 775 of 18 April 1975, R. 776 of 18 April 1975, R. 1754 of 19 September 1975 and R. 143 of 30 January 1976.

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