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ALGEMENE KENNISGEWING

KENNISGEWING 861 VAN 1994

LUGVERKEER- EN -NAVIGASIEDIENSTE- MAATSKAPPY BEPERK

LUGVERKEER- EN -NAVIGASIEDIENSTE-
MAATSKAPPYWET, 1993 (WET No. 45 VAN 1993)

PUBLIKASIE VAN LUGVERKEERDIENS- VORDERINGS

Dit word hierby ingevolge artikel 5 (2) (f) van die Lugverkeer- en -navigasiedienstemaatskappywet, 1993 (Wet No. 45 van 1993), vir algemene kennisname bekendgemaak dat die Lugverkeer- en -navigasiedienstemaatskappy Beperk, No. 93/04150/06, vanaf **1 November 1994** die lugverkeerdienstvorderings in die Bylae uiteengesit, gaan hef uit hoofde van 'n vergunning wat ingevolge artikel 11 van die genoemde Wet verleen is. Die korting op lugverkeerdienstvorderings soos bekendgemaak by Kennisgewing 529 van 27 Mei 1994 gaan ook op die lugverkeerdienstvorderings in die Bylae uiteengesit van toepassing wees.

D. E. ACKERMAN,

Voorsitter: Direksie.

BYLAE

LUGVERKEERDIENSVORDERINGS

1. Aanspreeklikheid vir die betaling van lugverkeerdienstvorderings

(1) Behoudens die bepalinge van hierdie reëls is lugverkeerdienstvorderings deur die operateur van 'n lugvaartuig betaalbaar aan die Maatskappy.

GENERAL NOTICE

NOTICE 861 OF 1994

AIR TRAFFIC AND NAVIGATION SERVICES COMPANY LIMITED

AIR TRAFFIC AND NAVIGATION SERVICES
COMPANY ACT, 1993 (ACT No. 45 OF 1993)

PUBLICATION OF AIR TRAFFIC SERVICE CHARGES

In terms of section 5 (2) (f) of the Air Traffic and Navigation Services Company Act, 1993 (Act No. 45 of 1993), it is hereby published for general notice that as from **1 November 1994** the Air Traffic and Navigation Services Company Limited, No. 93/04150/06, will levy the air traffic service charges set out in the Schedule by virtue of a permission granted in terms of section 11 of the said Act. The discount on air traffic service charges as published by Notice 529 of 27 May 1994 will also apply to the air traffic service charges set out in the Schedule.

D. E. ACKERMAN,

Chairman: Board of Directors.

SCHEDULE

AIR TRAFFIC SERVICE CHARGES

1. Liability to pay air traffic service charges

(1) Subject to the provisions of these rules, air traffic service charges shall be payable by the operator of an aircraft to the Company.

(2) Lugverkeerdiensoorderings bestaan uit—

- (a) 'n onderwegvordering, betaalbaar deur die operateur van 'n lugvaartuig ten opsigte van 'n vlug waarvoor dit ingevolge die Vliegereguleer-, Lugverkeersdiens-, Soek-en-Redding- en Oorvlugregulasies, 1975, soos gewysig, vereis word dat 'n vlugplan ingedien word en waar sodanige vlug onderneem word binne 'n vluginligtingstreek wat deur die Kommissaris van Burgerlugvaart ingevolge die genoemde Regulasies ingestel is, ongeag welke vliegereguleer op daardie besondere vlug van toepassing is;
- (b) 'n naderingsvordering, betaalbaar deur die operateur van 'n lugvaartuig ten opsigte van 'n vlug wat by 'n maatskappylughawe eindig.

(3) Behoudens die bepalings van hierdie reëls is die tarief van onderweg- en naderingsvorderings soos onderskeidelik in Aanhangsels A en B uiteengesit. (Hierdie tariewe neem nie enige subsidie van die Staat in ag nie.)

(4) Belasting op Toegevoegde Waarde is uitgesluit van die tariewe in Aanhangsels A en B uiteengesit en is derhalwe onderhewig aan die toepaslike skaal wat op 'n spesifieke tarief van toepassing is.

2. Kennisgewing van vlug wat plaasvind en betaling van vorderings

(1) Sodra 'n vlugplan ingevolge die Vliegereguleer-, Lugverkeersdiens-, Soek-en-Redding- en Oorvlugregulasies, 1975, soos gewysig, in werking gestel word, word dit geag dat die operateur van die lugvaartuig op wie sodanige vlugplan betrekking het, die Maatskappy in kennis gestel het dat die besondere vlug plaasvind.

(2) Benewens die inligting wat ingevolge die regulasies bedoel in subreël (1) op 'n vlugplan vereis word, kan die Maatskappy deur die Maatskappy se verteenwoordiger op 'n maatskappylughawe of enige lugverkeersdienseenheid die operateur van 'n lugvaartuig versoek om met die indiening van sodanige vlugplan of nadat sodanige lugvaartuig op 'n maatskappylughawe geland het of voordat sodanige lugvaartuig van 'n maatskappylughawe af opstyg, sodanige ander inligting of besonderhede met betrekking tot—

- (a) die vlug wat ingevolge sodanige vlugplan onderneem is of gaan word;
- (b) die lugvaartuig waarmee sodanige vlug onderneem is of gaan word; en
- (c) die operateur van sodanige lugvaartuig,

wat die Maatskappy in staat sal stel om 'n lugverkeerdiensoordering ten opsigte van sodanige vlug te bereken of 'n faktuur bedoel in subreël (5) (c) aan sodanige operateur af te lewer of te pos, aan die Maatskappy in 'n vorm wat deur die Maatskappy vir die doel voorsien word, te verskaf.

(2) Air traffic service charges consist of—

- (a) an *en route* charge, payable by the operator of an aircraft in respect of a flight for which it is required in terms of the Rules of the Air, Air Traffic Services, Search and Rescue and Overflight Regulations, 1975, as amended, that a flight plan be submitted and where such flight is undertaken within any flight information region established by the Commissioner for Civil Aviation in terms of the said Regulations, irrespective as to which flight rules may apply to that particular flight;
- (b) an approach charge, payable by the operator of an aircraft in respect of any flight which terminates at a company airport.

(3) Subject to the provisions of these rules, the tariff of *en route* and approach charges shall be as set out in Annexures A and B, respectively. (These tariffs do not take any subsidy from the State into account.)

(4) The tariffs set out in Annexures A and B are exclusive of Value-Added Tax and are therefore subject to the appropriate rate as may be applicable to any specific tariff.

2. Notification of flight taking place and payment of charges

(1) As soon as a flight plan is activated in terms of the Rules of the Air, Air Traffic Services, Search and Rescue and Overflight Regulations, 1975, as amended, it shall be deemed that the operator of the aircraft to which such flight plan relates has notified the Company that the particular flight is taking place.

(2) In addition to the information required on a flight plan in terms of the regulations referred to in subrule (1), the Company may, through the Company's representative at a company airport or any air traffic services unit, request the operator of an aircraft, upon the filing of such flight plan or after such aircraft has landed at, or before such aircraft is to take off from a company airport, to furnish to the Company in a form provided by the Company for the purpose, such other information or particulars relating to—

- (a) the flight which was or is to be undertaken in terms of such flight plan;
- (b) the aircraft with which such flight was or is to be undertaken; and
- (c) the operator of such aircraft,

which will enable the Company to calculate an air traffic service charge in respect of such flight or to deliver or post an invoice referred to in subrule 5 (c) to such operator.

(3) Die operateur van 'n lugvaartuig moet op 'n versoek in subreël (2) beoog die inligting of besonderhede in daardie subreël bedoel aan die Maatskappy verskaf.

(4) 'n Dokument wat deur die Maatskappy gelewer is waarop aangeteken is dat 'n vlugplan in werking gestel is en dat 'n vlug ingevolge sodanige vlugplan plaasgevind het, word geag voldoende bewys te wees dat die besondere vlug plaasgevind het.

(5) Die operateur van 'n lugvaartuig wat in 'n vlug gebruik word ten opsigte waarvan sodanige operateur aanspreeklik is om 'n lugverkeerdiensvordering ingevolge hierdie reëls te betaal, moet, in die geval waar sodanige vlug—

(a) by 'n maatskappylughawe eindig, sodanige lugverkeerdiensvordering aan die Maatskappy se verteenwoordiger op daardie maatskappylughawe betaal voordat daardie lugvaartuig van daardie maatskappylughawe af gaan opstyg;

(b) by 'n maatskappylughawe 'n aanvang neem en by 'n lughawe buiten 'n maatskappylughawe eindig, sodanige lugverkeerdiensvordering aan die Maatskappy se verteenwoordiger op daardie maatskappylughawe betaal voordat daardie lugvaartuig van daardie maatskappylughawe af gaan opstyg;

(c) by lughawens buiten maatskappylughawens 'n aanvang neem en eindig, sodanige lugverkeerdiensvordering aan die Maatskappy betaal binne 30 dae na ontvangs van 'n faktuur van die Maatskappy ten opsigte van sodanige lugverkeerdiensvordering,

tensy sodanige operateur vooraf 'n ooreenkoms vir betaling met die Maatskappy aangegaan het.

3. Onderwegvorderings

(1) Die onderwegvorderings in Aanhangsel A voorskryf vir 'n lugvaartuig wat in 'n vlug gebruik word wat by 'n lughawe binne een van die State in paragraaf 2 (b) van Aanhangsel A vermeld, 'n aanvang geneem of geëindig het en wat by 'n lughawe binne die Republiek geëindig of 'n aanvang geneem het, na gelang van die geval, is slegs van toepassing—

(a) waar die operateur van sodanige lugvaartuig die reg deur die Suid-Afrikaanse lugvaartowerheid verleen is om passasiers, vrag of pos by die lughawe van vertrek op te laai en daardie passasiers, vrag of pos by die lughawe van aankoms af te laai; of

(b) waar, nieteenstaande die bepalings van subreël (2)—

(i) in die geval van 'n lugvaartuig wat die Republiek verlaat, die vlug wat onmiddellik op sodanige vlug volg, by 'n lughawe binne die Republiek gaan eindig; of

(3) Upon a request contemplated in subrule (2), the operator of an aircraft shall furnish to the Company the information or particulars referred to in that subrule.

(4) Any document produced by the Company on which it is recorded that a flight plan was activated and that a flight took place in terms of such flight plan shall be deemed to be sufficient evidence that the particular flight took place.

(5) The operator of an aircraft which is engaged in a flight in respect of which such operator is liable to pay an air traffic service charge in terms of these rules and in the case where such flight—

(a) terminates at a company airport, shall pay such air traffic service charge to the Company's representative at that company airport before that aircraft is to take off from that company airport;

(b) commences at a company airport and terminates at an airport other than a company airport, shall pay such air traffic service charge to the Company's representative at that company airport before that aircraft is to take off from that company airport;

(c) commences and terminates at airports other than company airports, shall pay such air traffic service charge to the Company within 30 days of receipt of an invoice from the Company in respect of such air traffic service charge,

unless such operator has previously entered into an agreement with the Company for payment.

3. En route charges

(1) The *en route* charges prescribed in Annexure A for an aircraft engaged in a flight which commenced or terminated at an airport within one of the States mentioned in paragraph 2 (b) of Annexure A and which terminated or commenced, as the case may be, at an airport within the Republic, shall only apply—

(a) where the operator of such aircraft has the right, granted by the South African aeronautical authority, to take on passengers, cargo or mail at the airport of departure and to discharge those passengers or that cargo or mail at the airport of arrival; or

(b) where, notwithstanding the provisions of subrule (2)—

(i) in the case of such aircraft leaving the Republic, the flight immediately following such flight, will terminate at an airport within the Republic; or

(ii) in die geval van 'n lugvaartuig wat die Republiek binnekom, die vlug wat sodanige vlug onmiddellik voorafgegaan het, by 'n lughawe binne die Republiek 'n aanvang geneem het,

afgesien daarvan of die operateur van sodanige lugvaartuig die in subparagraaf (a) bedoelde reg verleen is al dan nie.

(2) Indien 'n lugvaartuig in 'n vlug tussen 'n lughawe binne een van die State in paragraaf 2 (b) van Aanhangel A vermeld en 'n lughawe binne die Republiek gebruik word, en die operateur van daardie lugvaartuig is nie die in subreël (1) bedoelde reg verleen nie, word—

(a) indien sodanige lugvaartuig vanuit die Republiek na 'n lughawe binne een van die State in paragraaf 2 (b) vermeld, vertrek, die volgende lughawe waar sodanige lugvaartuig sal land en waar die bovermelde reg aan sodanige operateur verleen is; of

(b) indien sodanige lugvaartuig die Republiek vanaf 'n lughawe binne een van die State in paragraaf 2 (b) vermeld, binnekom, die vorige lughawe waarvandaan sodanige lugvaartuig opgestyg het en waar die bovermelde reg aan sodanige operateur verleen is,

vir die doeleindes van die berekening van die toepaslike onderwegvordering geag die ander lughawe te wees.

(3) Onderwegvorderings ten opsigte van 'n lugvaartuig wat in 'n vlug gebruik word waarvan die oorsprong of bestemming Australië of Nieu-Seeland is, is 20 per sent van die toepaslike berekende vorderings soos in Aanhangel A uiteengesit.

(4) Geen onderwegvordering is betaalbaar nie ten opsigte van 'n lugvaartuig met 'n maksimum gesertifiseerde massa van 2 000 kilogram of minder.

(5) Geen onderwegvordering is betaalbaar nie ten opsigte van 'n lugvaartuig wat in 'n vlug gebruik word wat by dieselfde lughawe 'n aanvang neem en eindig.

(6) 'n Minimum onderwegvordering van R10,00 is betaalbaar deur 'n operateur wat aanspreeklik is om 'n onderwegvordering te betaal ongeag die resultaat van die toepassing van die toepaslike formule in Aanhangel A vervat.

4. Naderingsvorderings

(1) Die naderingsvorderings in Aanhangel B voorgeskryf vir 'n lugvaartuig wat in 'n vlug gebruik word wat by 'n lughawe binne een van die State in paragraaf 2 (b) van Aanhangel B vermeld, 'n aanvang geneem het, is slegs van toepassing—

(a) waar die operateur van sodanige lugvaartuig die reg deur die Suid-Afrikaanse lugvaartowerheid verleen is om passasiers, vrag of pos by die genoemde lughawe van vertrek op te laai en daardie passasiers, vrag of pos by die maatskappylughawe waar die vlug eindig, af te laai; of

(ii) in the case of such aircraft entering the Republic, the flight immediately preceding such flight, commenced at an airport within the Republic,

irrespective of whether or not the right referred to in subparagraph (a) has been granted to the operator of that aircraft.

(2) If an aircraft is engaged in a flight between an airport within one of the States mentioned in paragraph 2 (b) of Annexure A and an airport within the Republic, and the operator of that aircraft does not have the right referred to in subrule (1), then—

(a) if such aircraft is leaving the Republic for an airport within one of the States mentioned in paragraph 2 (b), the next airport where such aircraft will land and where the above-mentioned right has been granted to such operator; or

(b) if such aircraft is entering the Republic from an airport within one of the States mentioned in paragraph 2 (b), the previous airport from where such aircraft took off and where the above-mentioned right has been granted to such operator,

shall be deemed to be the other airport for the purpose of calculating the appropriate *en route* charge.

(3) *En route* charges in respect of any aircraft engaged in a flight of which the origin or destination is Australia or New Zealand shall be 20 per cent of the appropriate calculated charges as set out in Annexure A.

(4) No *en route* charge shall be payable in respect of any aircraft with a maximum certificated mass of 2 000 kilograms or less.

(5) No *en route* charge shall be payable in respect of any aircraft engaged in a flight which commences and terminates at the same airport.

(6) A minimum *en route* charge of R10,00 shall be payable by any operator liable to pay an *en route* charge irrespective of the result of the application of the appropriate formula contained in Annexure A.

4. Approach charges

(1) The approach charges prescribed in Annexure B for an aircraft engaged in a flight which commenced at an airport within one of the States mentioned in paragraph 2 (b) of Annexure B, shall only apply—

(a) where the operator of such aircraft has the right, granted by the South African aeronautical authority, to take on passengers, cargo or mail at the said airport of departure and to discharge those passengers or that cargo or mail at the company airport where the flight terminated; or

(b) waar, nieteenstaande die bepalings van subreël (2), die vlug wat sodanige vlug onmiddellik voorafgegaan het, by 'n lughawe in die Republiek 'n aanvang geneem het, afgesien daarvan of die operateur van sodanige lugvaartuig die in subparagraaf (a) bedoelde reg verleen is al dan nie.

(2) Indien 'n lugvaartuig in 'n vlug tussen 'n lughawe binne een van die State in paragraaf 2 (b) van Aanhangel B vermeld en 'n maatskappylughawe gebruik word, en die operateur van daardie lugvaartuig is nie die in subreël (1) bedoelde reg verleen nie, word die vorige lughawe waarvandaan sodanige lugvaartuig opgestyg het en waar sodanige reg aan sodanige operateur verleen is, vir die doeleindes van die berekening van die toepaslike naderingsvordering wanneer daardie lugvaartuig by daardie maatskappylughawe land, geag die lughawe van vertrek te wees.

(3) 'n Minimum naderingsvordering van R10,00 is betaalbaar deur 'n operateur wat aanspreeklik is om 'n naderingsvordering te betaal ongeag die resultaat van die toepassing van die toepaslike formule in Aanhangel B vervat.

(4) 'n Naderingsvordering ten opsigte van 'n helikopter is 20 persent van die toepaslike naderingsvordering wat vir 'n lugvaartuig van gelyke maksimum gesertifiseerde massa in Aanhangel B voorgeskryf en uiteengesit word.

(5) Wanneer 'n lugvaartuig 'n maatskappylughawe uitsluitlik in lugbemanningopleiding nader, is die naderingsvordering 20 persent van die toepaslike vordering uiteengesit in Aanhangel B ongeag die maatskappylughawe wat betrokke is en of 'n landing in sodanige nadering betrokke is of nie.

5. Algemene reëls

(1) Lugverkeerdiensvorderings is betaalbaar ten opsigte van Suid-Afrikaanse en buitelandse staatslugvaartuie tensy voorsiening andersins by wyse van 'n ooreenkoms met die Maatskappy gemaak is.

(2) Geen lugverkeerdiensvordering is betaalbaar nie ten opsigte van —

(a) 'n lugvaartuig waarmee 'n proefvlug uitgevoer word, wanneer sodanige vlug deur die Kommissaris van Burgerlugvaart ingevolge die regulasies uitgevaardig kragtens die Lugvaartwet, 1962 (Wet No. 74 van 1962), vereis word met die oog op die uitreiking of verlening van regs krag aan 'n lugwaardigheidsertifikaat of nadat 'n groot verandering aan 'n lugvaartuig aangebring is;

(b) 'n lugvaartuig wat vir soek-en-reddingsdoeleindes gebruik word; en

(c) 'n lugvaartuig wat in 'n vlug vir die kalibrering van 'n lugnavigasie-infrastruktuur gebruik word.

(b) where, notwithstanding the provisions of subrule (2), the flight immediately preceding such flight, commenced at an airport within the Republic, irrespective of whether or not the right referred to in subparagraph (a) has been granted to the operator of such aircraft.

(2) If an aircraft is engaged in a flight between an airport within one of the States mentioned in paragraph 2 (b) of Annexure B and a company airport, and the operator of that aircraft does not have the right referred to in subrule (1), then the previous airport from where such aircraft took off and where such right has been granted to such operator, shall be deemed to be the airport of departure for the purpose of calculating the appropriate approach charge when landing at that company airport.

(3) A minimum approach charge of R10,00 shall be payable by any operator liable to pay an approach charge irrespective of the result of the application of the appropriate formula contained in Annexure B.

(4) An approach charge in respect of a helicopter shall be 20 per cent of the appropriate approach charge prescribed and set out in Annexure B, for an aircraft of equal maximum certificated mass.

(5) When an aircraft approaches a company airport solely for the purpose of aircrew training, the approach charge shall be 20 per cent of the appropriate charge set out in Annexure B irrespective of the company airport involved and whether or not a landing is involved in such approach.

5. General rules

(1) Air traffic service charges shall be payable in respect of South African and foreign state aircraft, unless other provision has been made by means of an agreement with the Company.

(2) No air traffic service charge shall be payable in respect of —

(a) an aircraft engaged in a test flight, when such flight is required by the Commissioner for Civil Aviation in terms of the regulations made under the Aviation Act, 1962 (Act No. 74 of 1962), for the purpose of issuing or rendering effective a certificate of airworthiness or after any major modification to an aircraft;

(b) an aircraft engaged in search and rescue operations; and

(c) an aircraft engaged in any flight for the calibration of any air navigation infrastructure.

6. Uitleg

By die toepassing van hierdie reëls, tensy uit die samehang anders blyk, beteken —

- (a) "eienaar", met betrekking tot 'n lugvaartuig, iemand in wie se naam sodanige lugvaartuig geregistreer is, en ook iemand wat as agent van 'n buitelandse eienaar in die Republiek optree of opgetree het, of iemand deur wie sodanige lugvaartuig op die betrokke tyd stip gehuur word;
- (b) "lughawe" 'n lughawe soos omskryf in artikel 1 van die Lugvaartwet, 1962, en ook 'n maatskappylughawe;
- (c) "luginavasie-infrastruktuur" luginavasie-infrastruktuur soos omskryf in artikel 1 van die Lugverkeer-en -navigasiedienstemaatskappywet, 1993 (Wet No. 45 van 1993);
- (d) "lugvaartuig" 'n lugvaartuig soos omskryf in artikel 1 van die Lugvaartwet, 1962;
- (e) "lugverkeersdienseenheid" 'n lugverkeersdienseenheid soos omskryf in regulasie 1.2 van die Vliegereguleer-, Lugverkeersdienste-, Soek-en-Redding-en Oorvlugregulasies, 1975, soos gewysig;
- (f) "lugverkeersdiensvordering" 'n onderwegvordering en/of 'n naderingsvordering;
- (g) "Maatskappy" die Lugverkeer- en -navigasiedienstemaatskappy Beperk;
- (h) "maatskappylughawe" 'n maatskappylughawe soos omskryf in artikel 1 van die Lughawensmaatskappywet, 1993 (Wet No. 44 van 1993);
- (i) "Maatskappy se verteenwoordiger" iemand wat deur die Maatskappy vir die toepassing van hierdie reëls aangewys is;
- (j) "maksimum gesertifiseerde massa" 'n maksimum gesertifiseerde massa soos omskryf in regulasie 1.3 van die Lugvaartregulasies, 1976, soos gewysig;
- (k) "operateur" met betrekking tot 'n lugvaartuig —
 - (i) 'n lisensiehouer soos omskryf in artikel 1 van die Wet op die Lisensiering van Lugdienste, 1990 (Wet No. 115 van 1990), of 'n lisensiehouer soos omskryf in artikel 1 van die Wet op Internasionale Lugdienste, 1993 (Wet No. 60 van 1993);
 - (ii) 'n lugvervoeronderneming van 'n ander Staat wat 'n vasgestelde internasionale openbare lugvervoerdiensooreenkoms bedryf soos beoog in artikel 35 (1) van die Wet op Internasionale Lugdienste, 1993, of 'n permithouder soos omskryf in artikel 1 van die genoemde Wet;
 - (iii) die eienaar van sodanige lugvaartuig;

6. Interpretation

For the purposes of these rules, unless the context otherwise indicates —

- (a) "aircraft" means an aircraft as defined in section 1 of the Aviation Act, 1962;
- (b) "air navigation infrastructure" means air navigation infrastructure as defined in section 1 of the Air Traffic and Navigation Services Company Act, 1993 (Act No. 45 of 1993);
- (c) "airport" means an airport as defined in section 1 of the Aviation Act, 1962, and includes a company airport;
- (d) "air traffic service charge" means an *en route* charge and/or an approach charge;
- (e) "air traffic services unit" means an air traffic services unit as defined in regulation 1.2 of the Rules of the Air, Air Traffic Services, Search and Rescue and Overflight Regulations, 1975, as amended;
- (f) "Company" means the Air Traffic and Navigation Services Company Limited;
- (g) "company airport" means a company airport as defined in section 1 of the Airports Company Act, 1993 (Act No. 44 of 1993);
- (h) "Company's representative" means a person designated by the Company for the purposes of these rules;
- (i) "flight" means a flight as defined in regulation 1.3 of the Air Navigation Regulations, 1976, as amended;
- (j) "maximum certificated mass" means a maximum certificated mass as defined in regulation 1.3 of the Air Navigation Regulations, 1976, as amended;
- (k) "operator", in relation to an aircraft, means —
 - (i) a licensee as defined in section 1 of the Air Services Licensing Act, 1990 (Act No. 115 of 1990), or a licensee as defined in section 1 of the International Air Services Act, 1993 (Act No. 60 of 1993);
 - (ii) any airline of another State which operates a scheduled international public air transport service in terms of an air transport service agreement as contemplated in section 35 (1) of the International Air Services Act, 1993, or a permit holder as defined in section 1 of the said Act;
 - (iii) the owner of such aircraft;

(l) "staatslugvaartuig" 'n staatslugvaartuig soos beoog in artikel 3 van die Konvensie oor Internasionale Burgerlike Lugvaart geteken te Chicago op 7 Desember 1944;

(m) "vlug" 'n vlug soos omskryf in regulasie 1.3 van die Lugvaartregulasies, 1976, soos gewysig.

AANHANGSEL A

ONDERWEGVORDERINGS

1. 'n Onderwegvordering word volgens die volgende toepaslike formule bereken:

(a) Ten opsigte van 'n lugvaartuig met 'n maksimum gesertifiseerde massa van minder as 2 000 kilogram:

0;

(b) ten opsigte van 'n lugvaartuig met 'n maksimum gesertifiseerde massa van 2 000 kilogram of meer maar minder as 8 500 kilogram:

$$(P \times y \times (M - 2\,000)) - (0,00154 \times M) + 13,07;$$

(c) ten opsigte van 'n lugvaartuig met 'n maksimum gesertifiseerde massa van 8 500 kilogram of meer:

$$(C + (D \times (\sqrt{(M - 5\,700)}))) \times y/2\,690.$$

Die waardes van *C*, *D* en *P* vir 'n lugvaartuig wat in 'n vlug gebruik is, is—

(a) waar beide die lughawe van vertrek en die lughawe van aankoms van sodanige lugvaartuig binne die Republiek was:

<i>C</i>	<i>D</i>	<i>P</i>
R171,00	R5,70	R2,703/100 000;

(b) waar óf die lughawe van vertrek óf die lughawe van aankoms van sodanige lugvaartuig binne die Republiek en die ander lughawe binne Botswana, Lesotho, Namibië of Swaziland was:

<i>C</i>	<i>D</i>	<i>P</i>
R256,50	R8,55	R4,054/100 000;

(c) waar óf die lughawe van vertrek óf die lughawe van aankoms van sodanige lugvaartuig binne die Republiek en die ander lughawe binne 'n Staat buiten dié in subparagrafe (a) en (b) vermeld, was:

<i>C</i>	<i>D</i>	<i>P</i>
R342,00	R11,40	R5,406/100 000;

(d) waar nóg die lughawe van vertrek nóg die lughawe van aankoms van sodanige lugvaartuig binne die Republiek maar een van sodanige lughawens binne 'n Staat in subparagraaf (b) vermeld, was:

<i>C</i>	<i>D</i>	<i>P</i>
R256,50	R8,55	R4,054/100 000; en

(l) "owner", in relation to an aircraft, means the person in whose name such aircraft is registered, and includes any person who is or has been acting as agent in the Republic for a foreign owner, or any person by whom such aircraft is hired at the time; and

(m) "state aircraft" means any state aircraft as contemplated in article 3 of the Convention on International Civil Aviation signed at Chicago on 7 December 1944.

ANNEXURE A

EN ROUTE CHARGES

1. An *en route* charge shall be calculated according to the following appropriate formula:

(a) In respect of an aircraft with a maximum certificated mass of less than 2 000 kilograms:

0;

(b) in respect of an aircraft with a maximum certificated mass of 2 000 kilograms or more but less than 8 500 kilograms:

$$(P \times y \times (M - 2\,000)) - (0,00154 \times M) + 13,07;$$

(c) in respect of an aircraft with a maximum certificated mass of 8 500 kilograms or more:

$$(C + (D \times (\sqrt{(M - 5\,700)}))) \times y/2\,690.$$

2. The values of *C*, *D* and *P* are, for an aircraft which has been engaged in a flight—

(a) where both the airport of departure and the airport of arrival of such aircraft were within the Republic:

<i>C</i>	<i>D</i>	<i>P</i>
R171,00	R5,70	R2,703/100 000;

(b) where either the airport of departure or the airport of arrival of such aircraft was within the Republic, and the other airport was within Botswana, Lesotho, Namibia or Swaziland:

<i>C</i>	<i>D</i>	<i>P</i>
R256,50	R8,55	R4,054/100 000;

(c) where either the airport of departure or the airport of arrival of such aircraft was within the Republic, and the other airport was within any State other than those mentioned in subparagraphs (a) and (b):

<i>C</i>	<i>D</i>	<i>P</i>
R342,00	R11,40	R5,406/100 000;

(d) where neither the airport of departure nor the airport of arrival of such aircraft was within the Republic, but one of such airports was within any State mentioned in subparagraph (b):

<i>C</i>	<i>D</i>	<i>P</i>
R256,50	R8,55	R4,054/100 000;

and

- (e) waar nóg die lughawe van vertrek nóg die lughawe van aankoms van sodanige lugvaartuig binne die Republiek en beide sodanige lughawens binne 'n Staat buiten dié in subparagrafe (a) en (b) vermeld, was:

C	D	P
R342,00	R11,40	R5,406/100 000.

3. In 'n formule vervat in hierdie Aanhangsel is:

M = maksimum gesertifiseerde massa in kilogram.

y = vlugafstand.

4. Vlugaafstand word gemeet op grond van die grootsirkelafstand in seemyle (afgerond tot die naaste seemyl) langs daardie gedeelte van die vlugbaan van 'n lugvaartuig wat binne die grense van die Suid-Afrikaanse vluginligtingstreek is.
5. By die toepassing van paragraaf 4 beteken "Suid-Afrikaanse vluginligtingstreek" die geografiese gebied bestaande uit die vluginligtingstreke van Johannesburg, Bloemfontein, Durban, Kaapstad en Port Elizabeth.

AANHANGSEL B

NADERINGSVORDERINGS

1. 'n Naderingsvordering word volgens die volgende toepaslike formule bereken:

- (a) Ten opsigte van 'n lugvaartuig met 'n maksimum gesertifiseerde massa van minder as 2 000 kilogram:

10;

- (b) ten opsigte van 'n lugvaartuig met 'n maksimum gesertifiseerde massa van 2 000 kilogram of meer maar minder as 8 500 kilogram:

$(S \times (M - 2\,000)) + 10$;

- (c) ten opsigte van 'n lugvaartuig met 'n maksimum gesertifiseerde massa van 8 500 kilogram of meer:

$A + (B \times (\sqrt{M - 5\,700}))$.

2. Die waardes van A , B en S vir 'n lugvaartuig wat in 'n vlug gebruik is, is, waar die lughawe van vertrek van sodanige lugvaartuig—

- (a) binne die Republiek was:

A	B	S
R28,50	R2,00	R0,0191;

- (b) binne Botswana, Lesotho, Namibië of Swaziland was:

A	B	S
R42,75	R3,00	R0,0295;

- (c) binne 'n Staat buiten dié in subparagrafe (a) en (b) vermeld, was:

A	B	S
R57,00	R4,00	R0,0398.

3. In 'n formule vervat in hierdie Aanhangsel is:

M = maksimum gesertifiseerde massa in kilogram.

- (e) where neither the airport of departure nor the airport of arrival of such aircraft was within the Republic, and both such airports were within any State other than those mentioned in subparagraphs (a) and (b):

C	D	P
R342,00	R11,40	R5,406/100 000.

3. In any formula contained in this Annexure:

M = maximum certificated mass in kilograms.

y = flight distance.

4. Flight distance shall be measured on the basis of the great circle distance in nautical miles (rounded to the nearest nautical mile) along that portion of the flight path of an aircraft which is within the boundaries of the South African flight information region.
5. For the purposes of paragraph 4, "South African flight information region" means the geographical area consisting of the flight information regions of Johannesburg, Bloemfontein, Durban, Cape Town and Port Elizabeth.

ANNEXURE B

APPROACH CHARGES

1. An approach charge shall be calculated according to the following appropriate formula:

- (a) In respect of an aircraft with a maximum certificated mass of less than 2 000 kilograms:

10;

- (b) in respect of an aircraft with a maximum certificated mass of 2 000 kilograms or more but less than 8 500 kilograms:

$(S \times (M - 2\,000)) + 10$;

- (c) in respect of an aircraft with a maximum certificated mass of 8 500 kilograms or more:

$A + (B \times (\sqrt{M - 5\,700}))$.

2. The values of A , B and S are, for an aircraft which has been engaged in a flight where the airport of departure of such aircraft—

- (a) was within the Republic:

A	B	S
R28,50	R2,00	R0,0191;

- (b) was within Botswana, Lesotho, Namibia or Swaziland:

A	B	S
R42,75	R3,00	R0,0295;

- (c) was within any State other than those mentioned in subparagraphs (a) and (b):

A	B	S
R57,00	R4,00	R0,0398.

3. In any formula contained in this Annexure:

M = maximum certificated mass in kilograms.

BELANGRIKE AANKONDIGING

Sluitingstye **VOOR VAKANSIEDAE** vir

WETLIKE KENNISGEWINGS
GOEWERMENSKENNISGEWINGS **1994**

Die sluitingstyd is stiptelik 15:00 op die volgende dae:

- ▶ **6 Oktober**, Donderdag, vir die uitgawe van Vrydag **14 Oktober**
- ▶ **8 Desember**, Donderdag, vir die uitgawe van Donderdag **15 Desember**
- ▶ **22 Desember**, Donderdag, vir die uitgawe van Vrydag **30 Desember**

Laat kennisgewings sal in die daaropvolgende uitgawe geplaas word. Indien 'n laat kennisgewing wel, onder spesiale omstandighede, aanvaar word, sal 'n dubbeltarief gehef word.

Wanneer 'n **APARTE Staatskoerant** verlang word moet die kopie drie kalenderweke voor publikasie ingedien word

IMPORTANT ANNOUNCEMENT

Closing times **PRIOR TO PUBLIC HOLIDAYS** for

LEGAL NOTICES
GOVERNMENT NOTICES **1994**

The closing time is 15:00 sharp on the following days:

- ▶ **6 October**, Thursday, for the issue of Friday **14 October**
- ▶ **8 December**, Thursday, for the issue of Thursday **15 December**
- ▶ **22 December**, Thursday, for the issue of Friday **30 December**

Late notices will be published in the subsequent issue, if under special circumstances, a late notice is being accepted, a double tariff will be charged

The copy for a **SEPARATE Government Gazette** must be handed in not later than three calendar weeks before date of publication

BELANGRIK!!

Plasing van tale:

Staatskoerante

1. Hiermee word bekendgemaak dat die omruil van tale in die *Staatskoerant* jaarliks geskied met die eerste uitgawe in Oktober.
2. Vir die tydperk 1 Oktober 1993 tot 30 September 1994 word Afrikaans EERSTE geplaas.
3. Hierdie reëling is in ooreenstemming met dié van die Parlement waarby koerante met Wette ens. die taalvolgorde deurgaans behou vir die duur van die sitting.
4. *Dit word dus van u, as adverteerder, verwag om u kopie met bogenoemde reëling te laat strook om onnodige omskakeling en stylredigering in ooreenstemming te bring.*

—oOo—

IMPORTANT!!

Placing of languages:

Government Gazettes

1. Notice is hereby given that the interchange of languages in the *Government Gazette* will be effected annually from the first issue in October.
2. For the period 1 October 1993 to 30 September 1994, Afrikaans is to be placed FIRST.
3. This arrangement is in conformity with Gazettes containing Act of Parliament etc. where the language sequence remains constant throughout the sitting of Parliament.
4. *It is therefore expected of you, the advertiser, to see that your copy is in accordance with the above-mentioned arrangement in order to avoid unnecessary style changes and editing to correspond with the correct style.*



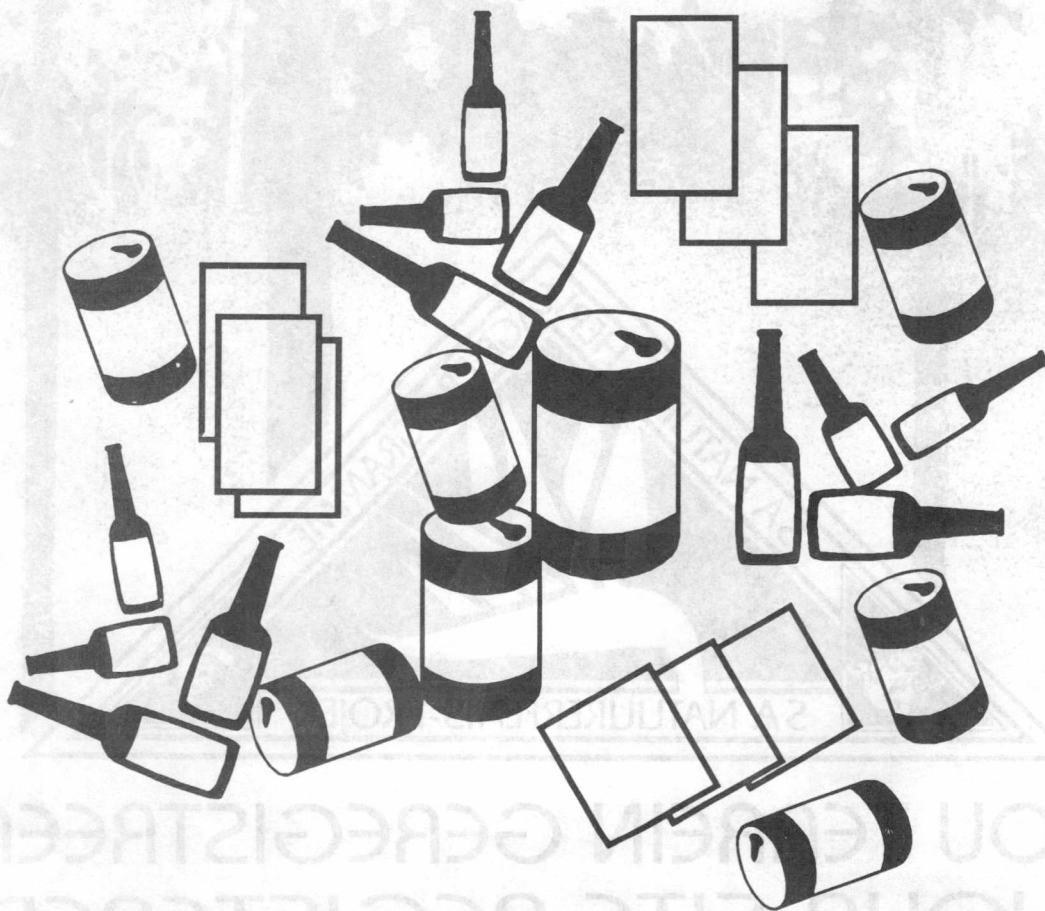
IS JOU TERREIN GEREGISTREER?
IS YOUR SITE REGISTERED?

Departement van Omgewingsake



Department of Environment Affairs

HERGEBRUIK RECYCLE



Departement van Omgewingsake
Department of Environment Affairs



Help om ons land, Suid-Afrika,
skoon te hou!



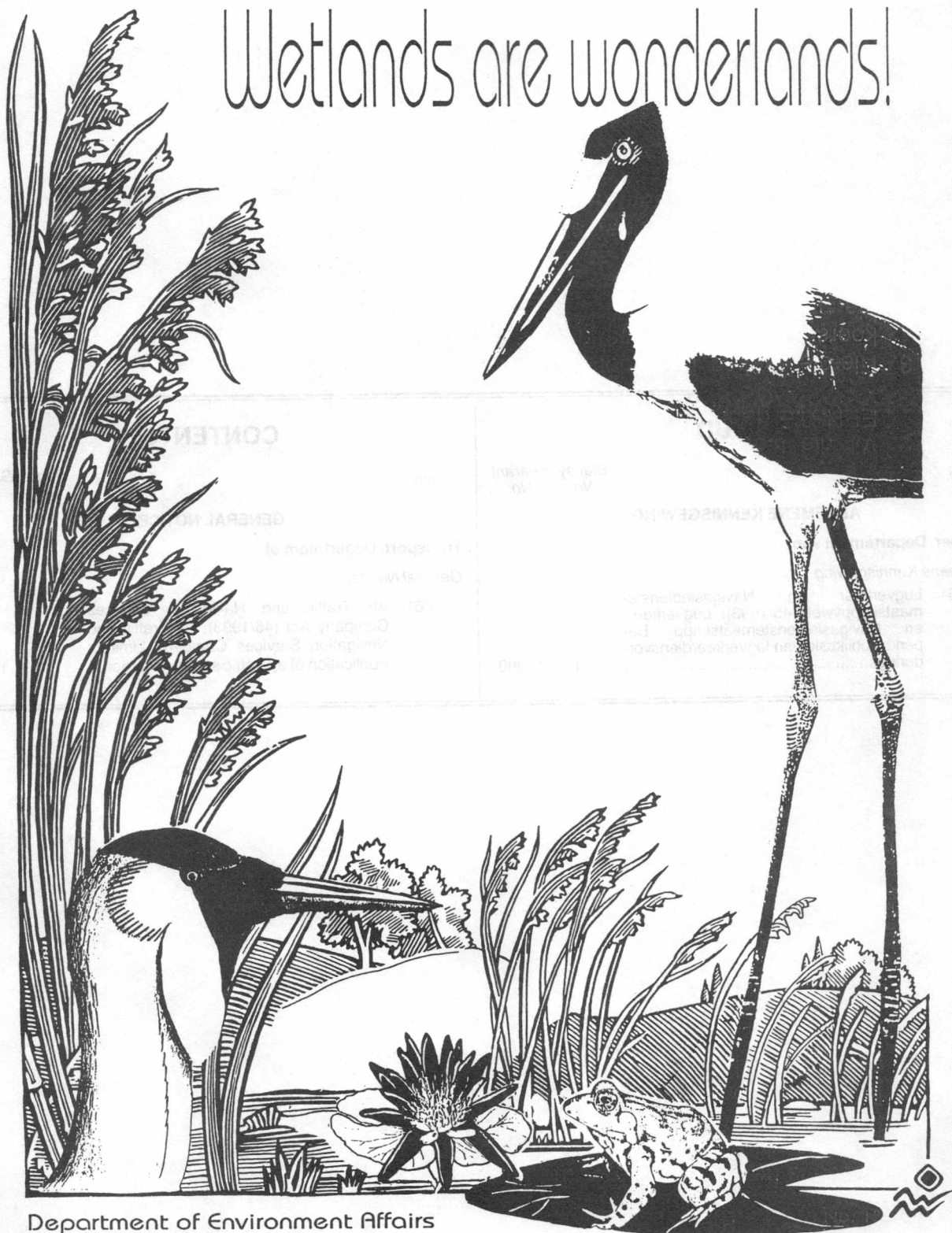
Please keep our country, South
Africa, clean!

Vleiland-wonderwêreld!



Departement van Omgewingsake

Wetlands are wonderlands!



Department of Environment Affairs

INHOUD			CONTENTS		
No.	Bladsy No.	Koerant No.	No.	Page No.	Gazette No.
ALGEMENE KENNISGEWING			GENERAL NOTICE		
Vervoer, Departement van			Transport, Department of		
<i>Algemene Kennisgewing</i>			<i>General Notices</i>		
861	Lugverkeer- en -Navigasiedienste- maatskappywet (45/1993): Lugverkeer- en -Navigasiedienstemaatskappy Be- perk: Publikasie van lugverkeerdien- svoor-derings.....	1 15890	861	Air Traffic and Navigation Services Company Act (45/1993): Air Traffic and Navigation Services Company Limited: Publication of air traffic service charges...	1 15890