

**Ordinance Directing a Scale of Charges Applicable to
Aircraft, 1946. (31st August, 1946).**

WHEREAS by its Act of the 29th day of April, 1939, and by virtue of the provisions of paragraph 1 of Article 7 of the Air Navigation (Guernsey) Order, 1926, which said order was made applicable to this Island by virtue of the Order of His Majesty in Council dated the 14th day of December, 1926, and registered on the Records of this Island on the 29th day of January, 1927, the Royal Court licensed the States Aerodrome of this Island situated at La Villiaze in the parishes of Saint André, La Fôret and Saint Sauveur for public use:

AND WHEREAS under paragraph (3) of the said Article of the said Order there should be established

as regards the said aerodrome a single tariff of charges, including charges for landing and length of stay, applicable alike to British and Foreign aircraft, being in such form and on such a scale as the Royal Court may direct or approve:

AND WHEREAS on the 21st day of August, 1946, the States of Guernsey decided that they were of opinion to approve the Tariff of Charges as regards aircraft at the said airport as set out in the Schedule hereto, and to request the Royal Court to prepare such legislation as may be necessary to give effect thereto.

The Court, having heard the conclusions of His Majesty's Comptroller, has ordered and hereby orders that the Ordinance entitled "Ordonnance provisoire relative au Tarif de Droits applicables aux Avions, 1939" is revoked with effect from the date of the passing of this Ordinance, and has approved and approves the tariff of charges applicable to the said aircraft set out in the Schedule hereto, which said tariff shall come into effect forthwith in respect of the said aerodrome.

SCHEDULE.

* TARIFF OF CHARGES AS REGARDS AIRCRAFT AT THE STATES AIRPORT, LA VILLIAZE, GUERNSEY.

1. AIRCRAFT OPERATED FOR HIRE OR REWARD.

A. *Aircraft Fee.* (Charge based on the maximum permissible weight of the aircraft). For each departure and each arrival:—

| | |
|---|---|
| To or from a destination outside the Channel Islands. | 1s. 3d. for each 1,000 lb. or part. Minimum—5s. 0d. |
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| | |
|--|---|
| To or from a destination within the Channel Islands. | 9d. for each 1,000 lb. or part. Minimum—2s. 6d. |
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* See also The Aircraft Charges (Alderney Freight) Exemption Ordinance, 1950, and The Aircraft Charges (Alderney Foodstuffs) Exemption Ordinance, 1951.

B. *Night Fee.* (For use of lighting installations).
For each arrival and each departure: —10s. 0d.

C. *Passenger Fee.* For each departure and each arrival:—

To or from a destination outside the Channel Islands. 3s. 6d. per passenger (fare paying or free).

To or from a destination within the Channel Islands. 2s. 0d. per passenger (fare paying or free).

Children occupying a seat ... Full fee.

Infants in arms No fee.

D. *Cargo Fee.* For goods (see also Section 1E, 1F and 1G). For each departure and each arrival:—

To or from a destination outside the Channel Islands. 6d. for each 25 lb. or part.

To or from a destination within the Channel Islands. 3d. for each 25 lb. or part.

E. *Live Animals Fee.* For each live animal embarked or disembarked, carried as cargo or with a passenger:—

To or from a destination outside the Channel Islands. 1s. 0d. for each 25 lb. or part.

To or from a destination within the Channel Islands. 6d. for each 25 lb. or part.

The weight of the container, if any, included.

Day-old chicks: As above, Section 1D.

F. *Cash, Bullion, or Light-and-Bulky Cargo Fee.* For each departure and each arrival:—

To or from a destination outside the Channel Islands. 5% of the Company's freight charge, or 6d. for each 25 lb. or part, whichever is the greater.

To or from a destination within the Channel Islands. 5% of the Company's freight charge, or 4d. for each 25 lb. or part, whichever is the greater.

G. Where a charterer has booked the entire capacity of the aircraft, a free allowance of 35 lb. for each passenger carried is made, but the Cargo Fee (Section 1D) is charged for luggage in excess of this amount.

H. If an aircraft is unable to reach its destination owing to stress of weather or other cause, and returns to Guernsey without having landed elsewhere, no fees will be charged on arrival or on departure, provided the latter is for the original destination and the composition of the load is not changed.

I. If an aircraft from the Mainland bound for Jersey is diverted to Guernsey, through stress of weather or by its owner's instructions, no fees will be charged on arrival or on departure, provided it proceeds to Jersey with the same load as soon as conditions so allow.

J. No fees are charged for military aircraft belonging to His Majesty's Government or to a Contracting State.

K. Bona fide test flights, on which only personnel for carrying out the test are carried, are free of fees.

For test flights at night, the Night Fee of 10s. 0d. is charged.

A test flight is defined as one for the purpose of a mechanical test of the aircraft, engine/s or accessories, or of a qualifying test for the aircraft crew.

- L. For pleasure flights over Guernsey, and not landing elsewhere, the combined take-off and landing fees are as follows:—

| | | |
|---------------|-------|---|
| Aircraft Fee | | 6d. per 1,000 lb. or part. Minimum 1s. 0d. |
| Passenger Fee | | 9d. per passenger. Minimum 1s. 6d. |
| Night Fee | | 5s. 0d. for each departure and each arrival. |

2. AIRCRAFT NOT OPERATED FOR HIRE OR REWARD.

Aircraft Fee. (Charge based on the maximum permissible weight of the aircraft). For each departure and each arrival. (See A below):—

For each 1,000 lb. or part 1s. 0d.

Minimum 2s. 6d.

No extra charge for passengers or luggage.

Night Fee. (For use of lighting installations). For each departure and each arrival:—10s. 0d.

- A. For aircraft making one or more flights on the same day or night from Guernsey, returning to the airport without landing elsewhere the combined take-off and landing charge for each flight is as follows:—

| | | |
|--------------|--|---|
| Aircraft Fee | | 1s. 0d. per 1,000 lb. or part. Minimum 2s. 6d. |
|--------------|--|---|

No extra charge for passengers.

or if an agreement for the hire of hangar space for one year is in operation in respect of the aircraft, no fee is charged.

3. HANGAR SPACE. COMMERCIAL RATES.

A. *Hanger-Extended Aircraft.*

| | per day. | per week. | per month. | per year. |
|---|-------------|--------------|---------------|--------------|
| For each ten square feet of the area occupied by the aircraft, such area calculated by multiplying the length by the span | 1d. | 1d. x 6 | 1d. x 20 | 1d. x 216 |

Folded Aircraft.

The same rates as in A, increased by one third.

4. HANGAR SPACE. PRIVATE RATES.

A. *Hanger-Extended Aircraft.*

| | per day. | per week. | per month. | per year. |
|--|-------------|--------------|---------------|--------------|
| For each fifteen square feet of the area occupied by the aircraft such area to be calculated by multiplying the length by the span | 1d. | 1d. x 6 | 1d. x 20 | 1d. x 216 |

Folded Aircraft.

The same rates as in 4A, increased by one third.

5. PICKETING SPACE. COMMERCIAL RATES.

No charge for aircraft remaining out of doors during the day, but for the night the aircraft is to be housed, and may be picketed only if hangar space is not available. Picketing by day or night is to be at approved sites.

A. *Picketing. Extended Aircraft.*

| | per day. | per week. |
|--|-------------|--------------|
| For each fifty square feet of the area occupied by the aircraft such area calculated by multiplying the length by the span ... | 1d. | 1d. x 6. |

Folded Aircraft.

The same rates as in 5A, increased by one third.

6. PICKETING SPACE. PRIVATE RATES.

No charge for aircraft remaining out of doors during the day, but for the night the aircraft is to be housed, and may be picketed only if hangar space is not available. Picketing by day or night is to be at approved sites.

A. *Picketing. Extended Aircraft.*

| | per day. | per week. |
|---|-------------|--------------|
| For each 100 square feet of the area occupied by the aircraft, such area calculated by multiplying the length by the span ... | 1d. | 1d. x 6 |

Folded Aircraft.

The same rates as in 6A, increased by one third.

7. Hangar charges include moving aircraft not exceeding 6,000 lbs. maximum permissible weight from the tarmac and out again, but do not include any other technical assistance to the aircraft.

Picketing charges include moving aircraft not exceeding 6,000 lbs. maximum permissible weight from the tarmac to an approved site and back again, and the supply of picketing ropes and screws, but do not include any other technical assistance to the aircraft.

8. A. The Board of Administration accepts no liability whatsoever for death, injury, loss or damage to an aircraft owner or hirer, his employees or agents, his passengers, his aircraft, his property or chattels of Third Parties, caused while such persons, aircraft, property or chattels are on or in any part of Guernsey Airport, due to, arising out of, or in consequence of the services rendered by the Board's employees, or the use of the Board's equipment, installations, buildings.

- B. The States Board of Administration holds the aircraft owner or hirer responsible for death, injury, loss or damage to any of the Board's employees or equipment, installations, buildings or chattels of Third Parties, caused by him, his agent, employees or passengers due to, arising out of, or in consequence of such persons, aircraft or property being on or in any part of Guernsey Airport.

DEFINITIONS.

1. "Military aircraft" includes naval, military and air-force aircraft and every aircraft commanded by a person in naval, military or air-force service detailed for the purpose shall be deemed to be a military aircraft.
2. "Contracting State" means any State which is, for the time being, a party to the Convention for determining by a common agreement certain uniform rules with respect to international air navigation signed, on behalf of His Majesty in Paris, on the thirteenth day of October, 1919.
3. "Passengers" includes all persons carried in the aircraft whether gratuitously or for reward, but excludes the crew necessary for the operation of the aircraft.
4. "Goods" includes merchandise, baggage, mails, and live animals and excludes goods forming part of the equipment or stores of the aircraft, the passengers' personal baggage carried free of charge by the operating company and that of the crew.
5. "Day" means the period of time between sunrise and sunset at Guernsey.
6. "Night" means the period of time between sunset and sunrise at Guernsey.
7. References to the carriage of passengers or the operation of aircraft for hire or reward include references

to the carriage of passengers or the operation of aircraft for the purpose of instruction in flying for which payment is made.

8. Goods which are unloaded from an aircraft with the permission of the Controller and are taken from this Island by the same aircraft on its next departure shall not be deemed to have been unloaded from the aircraft, provided that they remain within the precincts of the airport at which the aircraft has landed and that the aircraft departs within two hours of its arrival.
9. A passenger who disembarks from an aircraft with the permission of the Controller and is taken from this Island by the same aircraft on its next departure shall not be deemed to have disembarked therefrom, provided that he remains within the precincts of the airport at which the aircraft has landed and that the aircraft departs within two hours of its arrival, or provided that if the same aircraft cannot make the departure within the stipulated time, it is replaced by an aircraft which can do so.