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GENERAL NOTICE

NOTICE 1387 OF 1994

AIRPORTS COMPANY LIMITED

AIRPORTS COMPANY ACT, 1993
(ACT No. 44 OF 1993)

PUBLICATION OF AIRPORT CHARGES

In terms of section 5 (2) (f) of the Airports Company Act, 1993 (Act No. 44 of 1993), it is hereby published for general notice that as from 1 April 1995 the Airports Company Limited, No. 93/04149/06, will levy the airport charges set out in the Schedule by virtue of a permission granted in terms of section 12 of the said Act.

J. L. VAN DEN BERG,

Chairman: Board of Directors.

SCHEDULE

AIRPORT CHARGES

1. Liability to pay airport charges

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

(2) Airport charges consist of—

- (a) a landing charge, payable at the company airport where a flight terminates;
- (b) a parking charge, payable at the company airport where an aircraft is parked;
- (c) a passenger service charge, payable at the company airport where a flight commences.

ALGEMENE KENNISGEWING

KENNISGEWING 1387 VAN 1994

LUGHAWENMAATSKAPPY BEPERK

LUGHAWENMAATSKAPPYWET, 1993
(WET No. 44 VAN 1993)

PUBLIKASIE VAN LUGHAWEVORDERINGS

Dit word hierby ingevolge artikel 5 (2) (f) van die Lughawensmaatskappywet, 1993 (Wet No. 44 van 1993), vir algemene kennisname bekendgemaak dat die Lughawensmaatskappy Beperk, No. 93/04149/06, vanaf 1 April 1995 die lughawevorderings in die Bylae uiteengesit, gaan hef uit hoofde van 'n vergunning wat ingevolge artikel 12 van die genoemde Wet verleen is.

J. L. VAN DEN BERG,

Voorsitter: Direksie.

BYLAE

LUGHAWEVORDERINGS

1. Aanspreeklikheid vir die betaling van lughawevorderings

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

(2) Lughawevorderings bestaan uit—

- (a) 'n landingsvordering, betaalbaar by die maatskappylughawe waar 'n vlug eindig;
- (b) 'n parkeervordering, betaalbaar by die maatskappylughawe waar 'n lugvaartuig parkeer is;
- (c) 'n passasiersdiensvordering, betaalbaar by die maatskappylughawe waar 'n vlug aanvang neem.

(3) Subject to the provisions of these rules, the tariff of landing, parking and passenger service charges shall be as set out in Annexures A, B and C, respectively.

2. Notification of movement of aircraft and payment of charges

(1) Immediately after an aircraft has landed on a company airport the operator of that aircraft shall give notice to the airport manager, in the form provided by the latter for the purpose, of the time of arrival of that aircraft together with such other information as such operator is required by the airport manager to furnish when completing the notice in the said form.

(2) Immediately before an aircraft is to take off from a company airport the operator of that aircraft shall give notice to the airport manager, in the form provided by the latter for the purpose, of the expected time of departure of that aircraft, supply such other information as such operator is required by the airport manager to furnish when completing the notice in the said form and pay all airport charges payable to the airport manager, unless such operator has previously entered into an agreement with the Company for payment.

(3) The operator of an aircraft who has, in terms of subrules (1) and (2), given notice to the airport manager of the arrival or expected departure of that aircraft, shall, as soon as such operator becomes aware of any variation in the information furnished by him the said notice, advise the airport manager of such variation.

3. Landing charges

(1) The landing charges set out in paragraph 2 of Annexure A shall only apply to an aircraft engaged in a flight which commenced at an airport within one of the States or territories mentioned in that paragraph and—

- (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) 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 or territories mentioned in paragraph 2 of Annexure A and a company airport, and the operator of that aircraft does not have the right

(3) Behoudens die bepalings van hierdie reëls is die tarief van landings-, parkeer- en passasiersdiensvorderings soos onderskeidelik in Aanhangsels A, B en C uiteengesit.

2. Kennisgewing van beweging van lugvaartuie en betaling van vorderings

(1) Onmiddellik nadat 'n lugvaartuig op 'n maatskappylughawe geland het moet die operateur van daardie lugvaartuig die lughawebestuurder, in die vorm wat laasgenoemde vir dié doel verskaf, van die tyd van aankoms van daardie lugvaartuig in kennis stel en alle ander gegewens wat die lughawebestuurder van hom vereis, verstrek wanneer hy die kennisgewing in gemelde vorm invul.

(2) Onmiddellik voordat 'n lugvaartuig van 'n maatskappylughawe af gaan opstyg, moet die operateur van daardie lugvaartuig die lughawebestuurder, in die vorm wat laasgenoemde vir dié doel verskaf, van die verwagte tyd van vertrek van daardie lugvaartuig in kennis stel en alle ander gegewens wat die lughawebestuurder van hom vereis, verstrek wanneer hy die kennisgewing in gemelde vorm invul en alle lughawevorderings aan die lughawebestuurder betaal, tensy sodanige operateur voorheen 'n ooreenkoms vir betaling met die Maatskappy aangegaan het.

(3) Sodra die operateur van 'n lugvaartuig wat die lughawebestuurder ingevolge subreëls (1) en (2) van die aankoms of verwagte vertrek van daardie lugvaartuig in kennis gestel het, van 'n verandering in die inligting wat die operateur in gemelde kennisgewing verstrek het, te wete kom, moet hy die lughawebestuurder van sodanige verandering in kennis stel.

3. Landingsvorderings

(1) Die landingsvorderings in paragraaf 2 van Aanhangsel A uiteengesit, is slegs van toepassing op 'n lugvaartuig wat in 'n vlug gebruik word wat 'n aanvang geneem het by 'n lughawe binne een van die State of gebiede in daardie paragraaf vermeld en—

- (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 geëindig het, af te laai; of
- (b) waar, niesteenstaande die bepalings van subreël (2), 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 of gebiede in paragraaf 2 van Aanhangsel A vermeld en 'n maatskappylughawe gebruik word, en die operateur van daardie lugvaartuig

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 landing charge when landing at that company airport.

(3) Notwithstanding the tariffs of landing charges set out in Annexure A, at the Kimberley, East London, Port Elizabeth, George and Upington Airports, a landing charge of R10,90 per single landing shall be payable in respect of an aircraft with a maximum certificated mass of not more than 1 500 kg which is not being operated in terms of an air carrier's licence issued under the International Air Services Act, 1949 (Act No. 51 of 1949), or an air service licence issued in terms of the Air Services Licensing Act, 1990 (Act No. 115 of 1990).

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

(5) When a landing is carried out solely for the purpose of aircrew training, the landing charge shall be 20 per cent of the appropriate charge set out in Annexure A: Provided that, notwithstanding the provisions of subrule (3), at the Kimberley, East London, Port Elizabeth, George and Upington Airports, in respect of all landings during a series of flights carried out solely for the purpose of aircrew training and while the same person is acting as pilot of the aircraft, one charge of R7,20 shall be payable where the aircraft has a maximum certificated mass of not more than 500 kg, and one charge of R8,90, R10,90 and R14,30 where the aircraft has a maximum certificated mass of not more than 1 000, 1 500 and 2 000 kg, respectively.

4. Parking charges

(1) A parking charge shall be payable after an aircraft has been parked at a company airport for a period exceeding four hours: Provided that the parking charge payable shall be doubled if such aircraft has been parked at Jan Smuts Airport (Johannesburg) at a parking bay where a passenger loading bridge is in operation.

(2) A parking charge shall be calculated for any period of 24 hours or any part thereof for which an aircraft has been parked.

5. Passenger service charges

(1) The passenger service charge shall be calculated on the basis of the number of embarking passengers on an aircraft and the appropriate tariff applicable to each passenger as set out in Annexure C.

(2) The following passengers shall not be regarded as embarking passengers:

(a) A passenger who disembarked at a company airport from an aircraft which was engaged in an international flight and who, within 24 hours of disembarking, embarks at the same

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 ope-
rateur verleen is, vir die doeleindes van die berekening van die toepaslike landingsvordering wanneer daardie lugvaartuig by daardie maatskappylughawe land, geag die lughawe van vertrek te wees.

(3) Ondanks die tariewe van landingsvorderings uiteengesit in Aanhangsel A, by die Kimberley-, Oos-Londen-, Port Elizabeth-, George- en Upington-lughawens ten opsigte van 'n lugvaartuig met 'n maksimum gesertifiseerde massa van hoogstens 1 500 kg, wat nie ooreenkomstig 'n lugvervoerderslisensie uitgereik ingevolge die bepalings van die Wet op Internasionale Lugdienste, 1949 (Wet No. 51 van 1949), of 'n lugdienslisensie uitgereik kragtens die Wet op die Lisen-
siëring van Lugdienste, 1990 (Wet No. 115 van 1990), bedryf word nie, is 'n landingsvordering ten bedrae van R10,90 per enkellanding van toepassing.

(4) 'n Landingsvordering ten opsigte van 'n helikopter is 20 persent van die toepaslike landingsvordering wat vir 'n lugvaartuig van gelyke maksimum gesertifiseerde massa in Aanhangsel A voorgeskryf en uiteengesit word.

(5) Wanneer 'n landing uitsluitlik in lugbemanning-
opleiding uitgevoer word, is die landingsvordering 20 persent van die toepaslike vordering uiteengesit in Aanhangsel A: Met dien verstande dat, ondanks die bepalings van subreël (3), by die Kimberley-, Oos-Londen-, Port Elizabeth-, George- en Upington-lughawens, ten opsigte van alle landings gedurende 'n reeks vlugte wat uitsluitlik in lugbemanningopleiding uitgevoer word en terwyl dieselfde persoon as vlieënier van die lugvaartuig optree, een vordering van R7,20 betaalbaar is waar die lugvaartuig 'n maksimum gesertifiseerde massa van hoogstens 500 kg het, en 'n vordering van R8,90, R10,90 en R14,30 waar die lugvaartuig 'n maksimum gesertifiseerde massa van onderskeidelik hoogstens 1 000, 1 500 en 2 000 kg het.

4. Parkeervorderings

(1) 'n Parkeervordering is betaalbaar nadat 'n lugvaartuig vir 'n tydperk wat vier ure te bowe gaan by 'n maatskappylughawe geparkeer is: Met dien verstande dat die parkeervordering betaalbaar verdubbel word indien sodanige lugvaartuig by Jan Smuts Lughawe (Johannesburg) op 'n parkeerplek waar 'n passasierslaaibrug in werking is, geparkeer is.

(2) 'n Parkeervordering word bereken vir 'n tydperk van 24 uur of 'n gedeelte daarvan waarvoor 'n lugvaartuig geparkeer is.

5. Passasiersdiensvorderings

(1) Die passasiersdiensvordering word bereken op grond van die getal passasiers wat in 'n lugvaartuig instap en die toepaslike tarief wat op elke passasier soos in Aanhangsel C uiteengesit, van toepassing is.

(2) Die volgende passasiers word geag nie in 'n lugvaartuig in te stap nie:

(a) 'n Passasier wat uit 'n lugvaartuig wat in 'n internasionale vlug gebruik is by 'n maatskappylughawe uitgestap het en wat binne 24 uur nadat hy aldus uitgestap het, by

company airport on an aircraft which will also be engaged in an international flight without leaving the transit area through the immigration control point at that company airport;

- (b) a passenger who does not disembark from an aircraft after such an aircraft has landed at a company airport and who remains on board that aircraft until such aircraft takes off from that company airport; or
- (c) a passenger who is not older than two years of age.

6. General rules

(1) Airport 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 airport charge shall be payable in respect of—

- (a) an aircraft engaged in any flight for the calibration of any air navigation infrastructure;
- (b) an aircraft engaged in search and rescue operations; and
- (c) 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.

7. 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) "airport charge" means a landing charge, a parking charge and/or a passengers service charge;
- (e) "airport manager" means a person designated by the Company for the purpose of these rules;
- (f) "Company" means the Airports 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);

dieselfde maatskappylughawe in 'n lugvaartuig instap wat ook vir 'n internasionale vlug gebruik word, sonder om die transito area deur die immigrasiebeheerpunt by daardie maatskappylughawe te verlaat;

- (b) 'n passasier wat nie uit 'n lugvaartuig uitstap nie nadat sodanige lugvaartuig by 'n maatskappylughawe geland het en in daardie lugvaartuig bly totdat sodanige lugvaartuig van daardie maatskappylughawe af opstyg; of
- (c) 'n passasier wat nie ouer as twee jaar is nie.

6. Algemene reëls

(1) Lughawevorderings is betaalbaar ten opsigte van Suid-Afrikaanse en buitelandse staatslugvaartuie tensy ander voorsiening daarvoor gemaak is by wyse van ooreenkoms met die Maatskappy.

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

- (a) 'n lugvaartuig wat in 'n vlug vir die kalibrering van 'n lugnavigasie-infrastruktuur gebruik word;
- (b) 'n lugvaartuig wat vir soek-en-reddingsdoel-eindes gebruik word; en
- (c) '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 van of verlening van regsrag aan 'n lugwaardigheid-sertifikaat of nadat 'n groot verandering aan 'n lugvaartuig aangebring is.

7. Uitleg

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

- (a) "bemanningslid" 'n persoon toegewys deur 'n operateur om gedurende 'n vlug diens op 'n lugvaartuig te doen;
- (b) "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 tydstip gehuur word;
- (c) "helikopter" 'n helikopter soos omskryf in regulasie 1.3 van die Lugvaartregulasies, 1976, soos gewysig;
- (d) "internasionale vlug" 'n vlug wat 'n aanvang neem of eindig by 'n lughawe buite die Republiek;
- (e) "lughawe" 'n lughawe soos omskryf in artikel 1 van die Lugvaartwet, 1962, en ook 'n maatskappylughawe;
- (f) "lughawebestuurder" iemand wat deur die Maatskappy vir die toepassing van hierdie reëls aangewys is;
- (g) "lughawevordering" 'n landings-, parkeer-en/of passasiersdiensvordering;

- (h) "crew member" means a person assigned by an operator to do duty on an aircraft during flight time;
- (i) "flight" means a flight as defined in regulation 1.3 of the Air Navigation Regulations, 1976, as amended;
- (j) "helicopter" means a helicopter as defined in regulation 1.3 of the Air Navigation Regulations, 1976, as amended;
- (k) "international flight" means a flight which commences or terminates at an airport outside the Republic;
- (l) "maximum certificated mass" means a maximum certificated mass as defined in regulation 1.3 of the Air Navigation Regulations, 1976, as amended;
- (m) "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 an air carrier as defined in section 1 of the International Air Services Act, 1949 (Act No. 51 of 1949);
 - (ii) any airline of another State which operates a scheduled international air transport service in terms of a bilateral agreement as contemplated in section 2 (2) (a) of the International Air Services Act, 1949, or any person who uses an aircraft under an authorisation by the Commissioner for Civil Aviation as contemplated in section 2 (2A) of the said Act;
 - (iii) the owner of such aircraft;
- (n) "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 a person by whom such aircraft is hired at the time;
- (o) "passenger" means any person other than a crew member on board an aircraft in flight;
- (p) "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.
- (h) "lugnavigasie-infrastruktuur" lugnavigasie-infrastruktuur soos omskryf in artikel 1 van die Lugverkeer en -navigasiedienste-maatskappywet, 1993 (Wet No. 45 van 1993);
- (i) "lugvaartuig" 'n lugvaartuig soos omskryf in artikel 1 van die Lugvaartwet, 1962;
- (j) "Maatskappy" die Lughawensmaatskappy Beperk;
- (k) "maatskappylughawe" 'n maatskappylughawe soos omskryf in artikel 1 van die Lughawensmaatskappywet, 1993 (Wet No. 44 van 1993);
- (l) "maksimum gesertifiseerde massa" 'n maksimum gesertifiseerde massa soos omskryf in regulasie 1.3 van die Lugvaartregulasies, 1976, soos gewysig;
- (m) "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 lugvervoerder soos omskryf in artikel 1 van die Wet op Internasionale Lugdienste, 1949 (Wet No. 51 van 1949);
 - (ii) 'n lugvervoeronderneming van 'n ander Staat wat 'n vasgestelde internasionale lugvervoerdienste ingevolge 'n tweeledige ooreenkoms eksploiteer soos beoog in artikel 2 (2) (a) van die Wet op Internasionale Lugdienste, 1949, of 'n persoon wat 'n vliegtuig kragtens 'n magtiging deur die Kommissaris van Burgerlugvaart gebruik soos beoog in artikel 2 (2A) van die genoemde Wet;
 - (iii) die eienaar van sodanige lugvaartuig;
- (n) "passasier" iemand, buiten 'n bemanningslid, wat in 'n lugvaartuig is gedurende 'n vlug;
- (o) "staatslugvaartuig" 'n staatslugvaartuig soos beoog in artikel 3 van die Konvensie oor Internasionale Burgerlike Lugvaart geteken te Chicago op 7 Desember 1944;
- (p) "vlug" 'n vlug soos omskryf in regulasie 1.3 van die Lugvaartregulasies, 1976, soos gewysig.

ANNEXURE A

AIRPORT CHARGES: LANDING CHARGES

1. The landing charge in respect of an aircraft which lands at a company airport and which has been engaged in a flight where the airport of departure of that aircraft was within the Republic:

Maximum certificated mass in kg of the aircraft up to and including—	Per single landing	
	VAT	
	Exclusive	Inclusive
	R	R
500	15,50	17,67
1 000	23,00	26,22
1 500	29,40	33,52

Maximum certificated mass in kg of the aircraft up to and including—	Per single landing	
	VAT	
	Exclusive	Inclusive
	R	R
2 000	35,50	40,47
2 500	41,90	47,77
3 000	48,30	55,06
4 000	67,40	76,84
5 000	86,00	98,04
6 000	104,80	119,47
7 000	124,20	141,59
8 000	142,90	162,91
9 000	160,80	183,31
10 000	180,60	205,88
and thereafter, for every additional 2 000 kg or part thereof.....	27,30	31,12

2. The landing charge in respect of an aircraft which lands at a company airport and which has been engaged in a flight where the airport of departure of that aircraft was within Botswana, Lesotho, Namibia or Swaziland:

Maximum certificated mass in kg of the aircraft up to and including—	Per single landing	
	VAT	
	Exclusive	Inclusive
	R	R
500	17,50	19,95
1 000	27,10	30,89
1 500	38,30	43,66
2 000	48,50	55,29
2 500	58,90	67,15
3 000	69,60	79,34
4 000	94,80	108,07
5 000	119,70	136,46
6 000	144,40	164,62
7 000	169,70	193,46
8 000	194,30	221,50
9 000	219,00	249,66
10 000	244,30	278,50
and thereafter, for every additional 2 000 kg or part thereof.....	40,60	46,28

3. The landing charge in respect of an aircraft which lands at a company airport and which has been engaged in a flight where the airport of departure of that aircraft was within any State or territory other than those mentioned in paragraphs 1 and 2:

Maximum certificated mass in kg of the aircraft up to and including—	Per single landing	
	VAT	
	Exclusive	Inclusive
	R	R
500.....	19,50	22,23
1 000.....	31,30	35,68
1 500.....	47,10	53,69
2 000.....	61,30	69,88
2 500.....	75,80	86,41
3 000.....	90,70	103,40
4 000.....	122,40	139,54
5 000.....	153,30	174,76
6 000.....	183,90	209,65
7 000.....	215,00	245,10
8 000.....	245,50	279,87
9 000.....	276,70	315,44
10 000.....	308,00	351,12
and thereafter, for every additional 2 000 kg or part thereof.....	53,90	61,45

ANNEXURE B**AIRPORT CHARGES: PARKING CHARGES**

Maximum certificated mass in kg of the aircraft up to and including—	Per single landing	
	VAT	
	Exclusive	Inclusive
	R	R
2 000.....	10,90	12,43
3 000.....	22,40	25,54
4 000.....	31,90	36,37
5 000.....	43,80	49,93
10 000.....	64,50	73,53
15 000.....	84,80	96,67
20 000.....	106,90	121,87
25 000.....	127,60	145,46
50 000.....	168,80	192,43
75 000.....	210,10	239,51
100 000.....	251,90	287,17
150 000.....	316,90	361,27
200 000.....	382,40	435,94
300 000.....	437,20	498,41
400 000.....	551,20	628,37
and thereafter, for every additional 100 000 kg or part thereof.....	84,80	96,97

ANNEXURE C**AIRPORT CHARGES: PASSENGER SERVICE CHARGES**

	VAT	
	Exclusive	Inclusive
	R	R
1. Passenger service charge per embarking passenger where such passenger will disembark from the aircraft at an airport within the Republic	14,20	16,19
2. Passenger service charge per embarking passenger where such passenger will disembark from the aircraft at an airport within Botswana, Lesotho, Namibia or Swaziland	30,80	35,11
3. Passenger service charge per embarking passenger where such passenger will disembark from the aircraft at an airport within any State or territory other than those mentioned in paragraphs 1 and 2	47,40	54,04

AANHANGSEL A**LUGHAWEVORDERINGS: LANDINGSVORDERINGS**

1. Die landingsvordering ten opsigte van 'n lugvaartuig wat by 'n maatskappylughawe land en wat in 'n vlug gebruik is waar die lughawe van vertrek van daardie lugvaartuig binne die Republiek was:

Maksimum gesertifiseerde massa in kg van die lugvaartuig tot en met—	Per enkel landing	
	BTW	
	Eksklusief	Inklusief
	R	R
500	15,50	17,67
1 000	23,00	26,22
1 500	29,40	33,52
2 000	35,50	40,47
2 500	41,90	47,77
3 000	48,30	55,06
4 000	67,40	76,84
5 000	86,00	98,04
6 000	104,80	119,47
7 000	124,20	141,59
8 000	142,90	162,91
9 000	160,80	183,31
10 000	180,60	205,88
en daarna vir elke bykomende 2 000 kg of gedeelte daarvan	27,30	31,12

2. Die landingsvordering ten opsigte van 'n lugvaartuig wat by 'n maatskappylughawe land en wat in 'n vlug gebruik is waar die lughawe van vertrek van daardie lugvaartuig binne Botswana, Lesotho, Namibië of Swaziland, was:

Maksimum gesertifiseerde massa in kg van die lugvaartuig tot en met—	Per enkel landing	
	BTW	
	Eksklusief	Inklusief
	R	R
500.....	17,50	19,95
1 000.....	27,10	30,89
1 500.....	38,30	43,66
2 000.....	48,50	55,29
2 500.....	58,90	67,15
3 000.....	69,60	79,34
4 000.....	94,80	108,07
5 000.....	119,70	136,46
6 000.....	144,40	164,62
7 000.....	169,70	193,46
8 000.....	194,30	221,50
9 000.....	219,00	249,66
10 000.....	244,30	278,50
en daarna vir elke bykomende 2 000 kg of gedeelte daarvan.....	40,60	46,28

3. Die landingsvordering ten opsigte van 'n lugvaartuig wat by 'n maatskappylughawe land en wat in 'n vlug gebruik is waar die lughawe van vertrek van daardie lugvaartuig binne 'n Staat of gebied anders as die in paragrawe 1 en 2 vermeld, was:

Maksimum gesertifiseerde massa in kg van die lugvaartuig tot en met—	Per enkel landing	
	BTW	
	Eksklusief	Inklusief
	R	R
500.....	19,50	22,23
1 000.....	31,30	35,68
1 500.....	47,10	53,69
2 000.....	61,30	69,88
2 500.....	75,80	86,41
3 000.....	90,70	103,40
4 000.....	122,40	139,54
5 000.....	153,30	174,76
6 000.....	183,90	209,65
7 000.....	215,00	245,10
8 000.....	245,50	279,87
9 000.....	276,70	315,44
10 000.....	308,00	351,12
en daarna vir elke bykomende 2 000 kg of gedeelte daarvan.....	53,90	61,45

AANHANGSEL B**LUGHAWEVORDERINGS: PARKERINGS**

Maksimum gesertifiseerde massa in kg van die lugvaartuig tot en met —	Per enkel landing	
	BTW	
	Eksklusief	Inklusief
	R	R
2 000	10,90	12,43
3 000	22,40	25,54
4 000	31,90	36,37
5 000	43,80	49,93
10 000	64,50	73,53
15 000	84,80	96,67
20 000	106,90	121,87
25 000	127,60	145,46
50 000	168,80	192,43
75 000	210,10	239,51
100 000	251,90	287,17
150 000	316,90	361,27
200 000	382,40	435,94
300 000	437,20	498,41
400 000	551,20	628,37
en daarna vir elke bykomende 100 000 kg of gedeelte daarvan	84,80	96,97

AANHANGSEL C**LUGHAWEVORDERINGS: PASSASIERSDIENSVORDERINGS**

	BTW	
	Eksklusief	Inklusief
	R	R
1. Passasiersdiensvordering per passasier wat in 'n lugvaartuig instap waar sodanige passasier uit daardie lugvaartuig by 'n lughawe binne die Republiek gaan uitstap	14,20	16,19
2. Passasiersdiensvorderings per passasier wat in 'n lugvaartuig instap waar sodanige passasier uit daardie lugvaartuig by 'n lughawe wat binne Botswana, Lesotho, Namibië of Swaziland is, gaan uitstap	30,80	35,11
3. Passasiersdiensvordering per passasier wat in 'n lugvaartuig instap waar sodanige passasier uit daardie lugvaartuig by 'n lughawe binne 'n Staat of gebied anders as dié in paragrawe 1 en 2 vermeld, gaan uitstap	47,40	54,04

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 1994 to 30 September 1995, English 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.***

—oOo—

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 1994 tot 30 September 1995 word Engels 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.***

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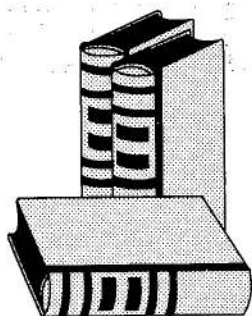
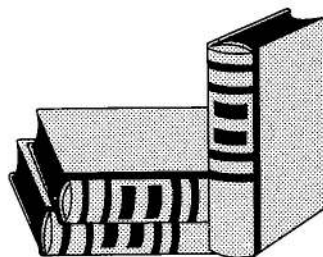
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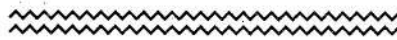
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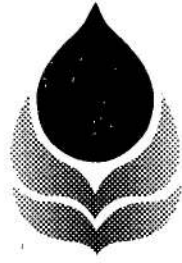
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