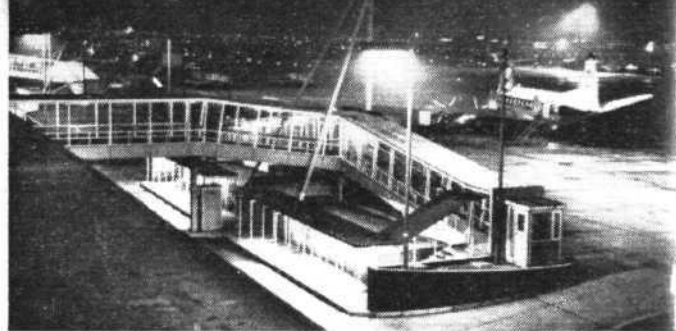


Airport Charges



LANDING, LIGHTING AND OTHER CHARGES AND TAXES IMPOSED BY 40 COUNTRIES*

In a debate in the House of Lords on February 23 about landing fees, Lord Ogmore said he had tried to compare the various charges throughout the world, and that he had consulted the ICAO manual "Airport and Navigation Facility Tariffs"—"But not having a computer available," he said, "I was not able to make the necessary calculations." Replying for the Government, Lord Mills remarked: "I also have been studying this volume . . . and, as Lord Ogmore says, one needs a computer to work out what it really means." In the following tables—which are the work of human computer Mr G. L. Marchault—"Flight" offers such an analysis. The airport charges levied by some 40 different countries are listed. These are the facts and figures behind the article "Landing Fees—Plus" that appeared in "Flight" for March 16, and which showed that London is not the most expensive airport in the world.

State or Airfield	Paid by airlines	Paid by passengers	DC-3 £ s d	Viscount 800 £ s d	Comet 4 £ s d	Boeing 707-320 £ s d	Remarks (and date fees last amended or re-published)
AFGHANIS-TAN	Landing—weight categories Fuel charges—none known	... ..	2 19 8	4 19 3	4 19 3	9 8 5	1960 (IATA exchange rate).
AUSTRALIA	Aircraft from, or to, abroad, under 25,000lb—4½d/1,000lb; over 25,000 but under 50,000lb—7d/1,000lb; over 50,000 lb but under 100,000lb—9d/1,000lb; over 100,000lb—10½d/1,000lb. These rates are multiplied by a "flight factor" according to route flown. To or from overseas FF=8. Melbourne/Darwin FF 11 ... ..	... ..	12 8 3	35 18 2	105 1 5	206 13 7	November 1960. Example used: Melbourne to Darwin, bound for Singapore.
BELGIUM (Brussels)	Flat rate/tonne Lighting—flat rate/tonne (minimum 300 fr) per arrival or departure Fuel charges—none unless bound for Luxembourg.	... ..	6 0 10 4 11 8 10 12 6	13 9 3 10 7 4 23 16 7	33 9 0 25 14 6 59 3 6	65 10 0 50 6 10 115 16 10	March 1954. Double fee.
BERMUDA	Landing—points system based on a/c weight, cargo and passengers Fuel throughput charge ... ..	... ..	10 0 0 10 8 10 10 8 28 0 0 38 10 8	13 0 0 1 3 7 14 3 7 75 0 0 89 3 7	14 0 0 6 8 4 20 8 4 76 0 0 96 8 4	17 0 0 15 0 0 32 0 0 165 0 0 197 0 0	1959. Max. yield.
BRITISH GUIANA	Landing—by weight on a reducing scale (discounts for repeated landings) Telecommunications and nav aids charge (minimum) Fuel throughput charge ... ..	... ..	5 6 5 4 3 0 1 0 9 10 10 2	8 19 10 4 3 0 — 13 2 10	14 18 0 4 3 0 — 19 1 0	28 8 6 4 3 0 — 32 11 6	1952. Agreed rates for contract users. 100/130 octane only.
BURMA	Landing—by weight bracket Operational charge within Rangoon FIR Movement charge Fuel tax ... ..	... ..	3 15 0 15 0 0 7 10 0 4 18 8 31 3 8 4 4 0 35 7 8	11 5 0 15 0 0 7 10 0 — 33 15 0 11 4 10 44 19 10	22 10 0 15 0 0 7 10 0 — 45 0 0 11 8 0 56 8 0	56 5 0 15 0 0 7 10 0 — 78 15 0 24 14 8 103 9 8	1958. Petrol only. Max. yield.
CANADA	Landing—sliding scale of weights (increasing cost). National International—landing or take-off of Transatlantic, Caribbean, Pacific or Polar flight, plus Telecommunications fee \$20; Route Facility charge \$64 Fuel throughput charge ... ..	... ..	1 7 10 30 0 0 2 5 5 32 5 5	4 5 9 37 3 0 3 17 1 41 0 1	13 16 0 85 8 0 21 5 0 106 13 0	30 0 7 171 4 0 49 10 0 220 14 0	January 1960. Landing fee is abated by \$64 when route facility charge is made but minimum is \$84.
CEYLON	By weight categories Fuel charges—none.	... ..	4 10 0	11 5 0	22 10 0	56 5 0	1955.
CHILE	Landing—by weight brackets. National—(50% rebate) Charges for each beacon used and charge per mile flown with 100% night surcharge, say International Charges for NDBs, communications with 100% night surcharge, say Lighting fee Fuel dues ... ..	... ..	11 9 2 0 0 5 5 1 5 0 7 5 — 1 17 10 1,442 0 0 1,443 17 10	19 8 2 0 0 8 11 1 5 0 7 5 4 14 6 6 15 10 3,870 0 0 3,876 15 10	2 14 6 2 8 0 1 5 11 1 10 0 7 5 25 14 0 28 17 4 3,920 0 0 3,948 17 4	5 14 0 2 8 0 2 14 4 1 10 0 7 5 60 2 0 64 13 9 8,500 0 0 8,564 13 9	1958 (at official exchange rate of 2,955 escudos = £1). At free exchange rate 12,600 escudos = £1. Note: Parking fees start after 2hr and are about 50% more than landing fees per 6hr period. Example used: Santiago to London, 1st single, £303 10s. Max. yield.

* The data assumed for the four typical types of aircraft are as follows: Gross weight, DC-3, 27,000lb; Viscount, 63,000lb; Comet 4, 158,000lb; Boeing 707-320, 311,000lb. Passengers, 28; 75; 76; 165. Cargo, DC-3 negligible; 250kg; 500kg; 2,000kg. Fuel uplift, DC-3, 500 Imp gal; Viscount, 1,100 gal; Comet 4, 6,000 gal; Boeing 707-320, 14,000 gal. Power, 2,400 h.p.; 8,000 h.p.; 42,000lb; 52,000lb.