

SECOND SCHEDULE—continued.

4. For the purposes of this Schedule—

- (a) an aircraft which is not an aircraft of any of the classes specified in sub-paragraphs (a), (b) and (c) of the last preceding paragraph shall be deemed to be a private aircraft, as defined by the Air Navigation Regulations;
- (b) the renewal of the registration of an aircraft shall be deemed to be registration of the aircraft; and
- (c) the unit charge for an aircraft is the unit charge referred to in paragraph 7 of the First Schedule to this Act.

5. Where an aircraft referred to in paragraph 3 of this Schedule—

- (a) is, during the period of registration of the aircraft, operated in regular public transport operations otherwise than by the holder of an airline licence (including an international airline licence); or
- (b) is, during the period of registration of the aircraft, operated by the holder of an airline licence (including an international airline licence),

there shall be refunded an amount ascertained in accordance with the formula—

$$A = \frac{BD}{C}$$

where—

A is the amount of the refund;

B is the number of days in the period of operation of the aircraft as specified in sub-paragraph (a) or (b) of this paragraph, as the case may be;

C is the number of days in the period of registration of the aircraft; and

D is the amount of the charge paid under this Schedule in respect of the aircraft.

6. Where, upon the registration of a private aircraft, a charge has been paid under this Schedule in respect of that aircraft and, during the period of that registration, the aircraft engages in aerial work operations or charter operations, as defined by the Air Navigation Regulations, an additional charge is payable equal to the amount by which the charge paid is less than the charge which would have been payable if the aircraft had been an aerial work aircraft or charter aircraft, as the case may be, at the time of its registration.

7. Where an aircraft in relation to which an additional charge has become payable under the last preceding paragraph by reason of the engagement of the aircraft in aerial work operations engages, during the period of registration of the aircraft, in charter operations, as defined by the Air Navigation Regulations, a further additional charge is payable equal to the amount by which the aggregate of the charge and additional charge paid is less than the charge which would have been payable if the aircraft had been a charter aircraft at the time of its registration.

8. Where, upon the registration of an aerial work aircraft, a charge has been paid under this Schedule in respect of that aircraft and, during the period of that registration, the aircraft engages in charter operations, as defined by the Air Navigation Regulations, an additional charge is payable equal to the amount by which the charge paid is less than the charge which would have been payable if the aircraft had been a charter aircraft at the time of its registration.

9.—(1.) The Minister or the Director-General of Civil Aviation may authorize such remission or refund of the whole or any part of the charge or additional charge (including further additional charge) payable or paid under this Schedule in respect of an aircraft as he thinks just having regard to the nature, locality or extent of the operations of the aircraft. Substituted by No. 87, 1957, s. 9.

(2.) A remission under this paragraph may be granted subject to such conditions with respect to the operation of the aircraft as the Minister or the Director-General of Civil Aviation thinks fit and, if any such condition is not complied with, the remission shall be deemed not to have had effect.

10.—(1.) Charges and additional charges (including further additional charges) under this Schedule are debts due to the Commonwealth.