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AIP GEN 4.2 Air Navigation Service Charges

Business Rules applicable with effect from 1 December 2018

Air Navigation Charges

The revised Air Navigation Service Charges will be calculated as per the Government Gazette No. 6696, dated 31 August 2018 and as also published in AIP SUP S09/2018 dated 11 October 2018.

The following business rules will be applied to the revised air navigation service charges calculations, with effect from 1 December 2018:

1. For the En-Route Charge

- 1.1 When the Departure and Arrival are the same airport, the calculated distance between the coordinates of the two airports for the flight will be 0 Nm, so the calculated En-route Charge will be N\$0.00.
- 1.2 No minimum En-route Charge has been gazetted.
- 1.3 The amended Distance field will be introduced, where by the distance used for the En-route Charge calculation will be reduced by a fixed distance when either a Departure TMA or an Arrival TMA charge is assigned to the movement. This is done to avoid double billing for the portion of the flight flown in the TMA. The TMA shall be in the Windhoek FIR.

The fixed constant value of 30NM will be applied to reduce the distance on either a TMA Departure or a TMA arrival. If there is both a TMA Departure and a TMA Arrival, 60NM will apply.

- 1.4 The amended Distance field will be introduced, where by the distance used for the En-route Charge calculation will be reduced by a fixed distance when either a Departure Aerodrome or an Arrival Aerodrome charge within the Windhoek FIR is assigned to the movement. This is done to avoid double billing for the portion of the flight flown in the CTR. The fixed constant value of 10NM will be applied to reduce the distance on either an Aerodrome Departure or an Aerodrome Arrival. If there is both an Aerodrome Departure and an Aerodrome Arrival, 20NM will apply.
- 1.5 When both TMA and Aerodrome charges apply to the flight; only the larger distance of the two will be deducted.

2. For the Departure and Arrival TMA Charges

TMA charges will be calculated for all IFR flights into and out of the TMA of the following Namibia airports:

- 2.1 FYWB – Walvis Bay International Airport;
- 2.2 FYWH – Hosea Kutako International Airport (Windhoek);
- 2.3 FYWE – Windhoek Eros Airport;
- 2.4 Any other TMA that might be published in future.

The TMA charge in respect of a helicopter or a fixed-wing flight which is engaged solely for the purpose of aircrew training, shall be 20 per cent of the TMA charge calculated using the TMA charge formula as gazetted.

No TMA charge shall be payable in respect of any aircraft engaged in a military, customs, police or search and rescue flight, or test flights ordered by the Executive Director to determine the serviceability of aircraft systems or flights.

3. For the Departure and Arrival Aerodrome Charges

Aerodrome charges will be calculated for all flights into and out of the following Namibian Aerodromes:

- 3.1 FYWB – Walvis Bay International Airport;
- 3.2 FYWE – Windhoek Eros Airport;
- 3.3 FYWH – Hosea Kutako International Airport (Windhoek);
- 3.4 FYOA – Ondangwa;
- 3.5 FYLZ – Luderitz;
- 3.6 FYKM – Katima Mulilo;
- 3.7 Any other Aerodrome that might be published in future.

The Aerodrome charge in respect of a helicopter or a fixed-wing flight which is engaged solely for the purpose of aircrew training, shall be 20 per cent of the Aerodrome charge calculated using the Aerodrome charge formula as gazetted.

No Aerodrome charge shall be payable in respect of any aircraft engaged in a military, customs, police or search and rescue flight, or test flights ordered by the Executive Director to determine the serviceability of aircraft systems or flights.

Civil Aviation Safety Charges

The new Civil Aviation Safety Charge will be calculated as per the Government Gazette No. 6696, dated 31 August 2018 and as also published in AIP SUP S09/2018 dated 11 October 2018.

The following business rules will be applied to the Civil Aviation Safety Charge calculations, with effect from 1 December 2018:

1. To be billed per passenger seat as per original manufacturer standard seat configuration number as shown in Appendix A.
2. Any operator applying a lower seat configuration to that as specified in Appendix A to any aircraft, are free to send certification of such configurations through to the Executive Director of the NCAA for prospective fee adjustment.
3. Flight class:
 - 3.1 For domestic: N\$30 will be billed per seat.
 - 3.2 For international: N\$54 will be billed per seat.
4. Only aircraft departing from Namibian airports will be billed.
5. Effective date: 01 December 2018

Appendix A: Aircraft Type and Number of Passenger Seats

<u>Aircraft type</u>	<u>Seats</u>
A139	15
A319	124
A320	164
A33	300
A330	246
A332	246
A333	300
A340	295
A343	277
A346	326
A350-1000	366
A350-900	325
A359	325
AC90	4
AC95	4
AEST	5
ALO3	0
AN12	5
AS50	0
AS50	5
ASTR	0
ASTR	14
B06	4
B190	19
B350	11
B407	5
B722	134
B732	126
B733	126
B734	147
B735	110
B736	108
B737	128
B738	160
B744	416
B752	200
B763	210
B772	305
B773	368

<u>Aircraft type</u>	<u>Seats</u>
BE36	6
BE40	7
BE55	4
BE58	5
BE9L	5
BE9T	7
C130	1
C150	1
C152	1
C170	3
C172	3
C177	3
C182	1
C185	5
C206	5
C208	9
C210	5
C25B	6
C30J	92
C310	4
C340	5
C402	9
C404	6
C406	12
C425	7
C500	5
C501	5
C525	6
C550	8
C560	9
C56X	9
C680	12
C82	3
CL30	8
CL60	14
COL4	3
CRJ1	50
CRJ2	50
CRJ7	66

<u>Aircraft type</u>	<u>Seats</u>
M7	2
MD60	8
MD80	143
MD87	149
MICR	4
MU2	88
P28A	2
P28B	3
P28T	5
P32R	6
P46T	6
PA12	3
PA18	2
PA23	5

<u>Aircraft type</u>	<u>Seats</u>