



MINISTÈRE DE LA TRANSITION ÉCOLOGIQUE ET SOLIDAIRE

AIR NAVIGATION CHARGES

User Guide

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A INTRODUCTION

Four air navigation charges (ANC) are collected in France in order to fund air navigation facilities and services made available to airspace users:

- In mainland France :
 - o the route charge (RR);
 - o the terminal navigation charge for mainland France (RSTCA-M).

In the French overseas territories:

- o the oceanic charge (ROC);
- o the terminal navigation charge for French overseas territories (RSTCA-OM).

For mainland France, the RR is billed and collected by Eurocontrol on behalf of the 41 contracting States to the multilateral agreement relating to route charges. This international framework imposes homogeneous rules of calculation for all contracting States. By agreement signed in 2019, the terminal charge is now billed and collected by Eurocontrol on behalf of the Direction Générale de l'Aviation Civile (DGAC).

For French overseas territories, the ROC and the RSTCA-OM are historically billed by the local services of the DGAC, and collected by the local secondary accountants of DGAC. However, as of 2017, a centralized billing and collection process is being implemented. In this new framework, bills are sent to users by the DGAC's headquarters in Paris and recovered by the DGAC's secondary accounting unit located in the French West Indies. By the moment, this new process has been put in place for flights in French Polynesia, New Caledonia, and Saint Pierre and Miquelon.

Highlights:

The Decree 2018-1274 of 26 December 2018 created the possibility of transferring the recovery of RSTCA and the processing of claims relating to this charge to Eurocontrol, in a logic of standardization of the management of RSTCA with the route charge. This simplification measure is implemented for flights operated from 1 July 2019 (order of 24 June 2019 amending the order of 21 December 2015 concerning the general dispositions for air navigation charges).

The same decree also created the possibility of suspending air navigation services to users in the event of non-payment of sums due in respect of air navigation charges (Articles R. 134-7 and R. 134-9-VII of the civil aviation code).

B ROUTE CHARGE

1 Definition

Civil aviation code
Article R134-1

The use of air navigation facilities and services, including radio communication and meteorological services, made available by the state to ensure the safety and the efficiency of en-route air traffic flows over and near the mainland territory, involves remuneration as a charge for services provided, known as the route charge.

A joint order from the Minister in charge of Civil Aviation and the Minister in charge of Budget ensures the publication of the regulations relating to the route charge.

2 How is it calculated?

Order relating to
general provisions
of the ANC
Article 1

The charge (C) for a given flight in a given charging zone is equal to the product of the unit rate (u) established for this charging zone and service units (SU) for such a flight:

$$C = u \times SU$$

Article 3

For a given flight, the number of service units (SU) for the route charge is equal to the product of the "distance" (d) and "weight" (w) factors of the aircraft.

$$SU = d \times w$$

2.1 Calculation of the distance factor

Article 3

The "distance" factor (d) shall be equal to the division by one hundred of the number of kilometres in the great circle distance between the entry point and the exit point in the charging zone, in accordance with the last flight plan filed by the aircraft concerned for air traffic flow management.

If the entry and exit points of a flight located in the charging zone are identical, the "distance" factor shall be equal to the great circle distance between those points and the most far away point of the flight plan, multiplied by two.

The distance to be taken into account shall be reduced by 20 kilometres for each take-off and landing in the charging zone.

2.2 Formula of the great circle distance

A and B, two points of the surface of ground, their geographical coordinates:

latitude (A) = lat (A) and longitude (A) = long (A) respectively latitude (B) = lat (B) and longitude (B) = long (B), and long = difference in longitude between B and A, it is called distance on the great circle from A to B, and is noted ortho (A, B) :

$$\text{ortho (A, B)} = 60 * \arcsin [\cos (\text{lat (A)}) * \cos (\text{lat (B)}) * \cos (\text{long}) + \sin (\text{lat(A)}) * \sin (\text{lat (B)})]$$

The great circle distance is formulated in nautical miles.

2.3 Calculation of the weight factor for the route charge

Article 3

The “weight” factor (w), expressed as a figure taken to two decimals, shall be the square root of the division by fifty of the maximum certificated take-off weight (MTOW) of the aircraft, expressed in metric tons as a figure taken to one decimal, as shown in the certificate of airworthiness, in the flight manual or in any other equivalent official document transmitted by the operator of the aircraft.

$$w = \sqrt{\frac{\text{MTOW}}{50}}$$

Hence the calculation of the charge (C) is:

$$C = u \times \sqrt{\frac{\text{MTOW}}{50}} \times d$$

Article 3

When this weight is unknown, the “weight” factor is calculated by taking the weight of the heaviest aircraft of the same type known to exist. When an aircraft has multiple certified maximum take-off weights, the weight factor shall be established on the basis of the highest maximum take-off weight. When an operator has several aircrafts corresponding to different versions of a same type, the “weight” factor for each aircraft of this type used by this operator is determined on the basis of the average of the maximum take-off weight of all the aircraft of this type. The calculation of this factor per aircraft type and per operator is made once a year.

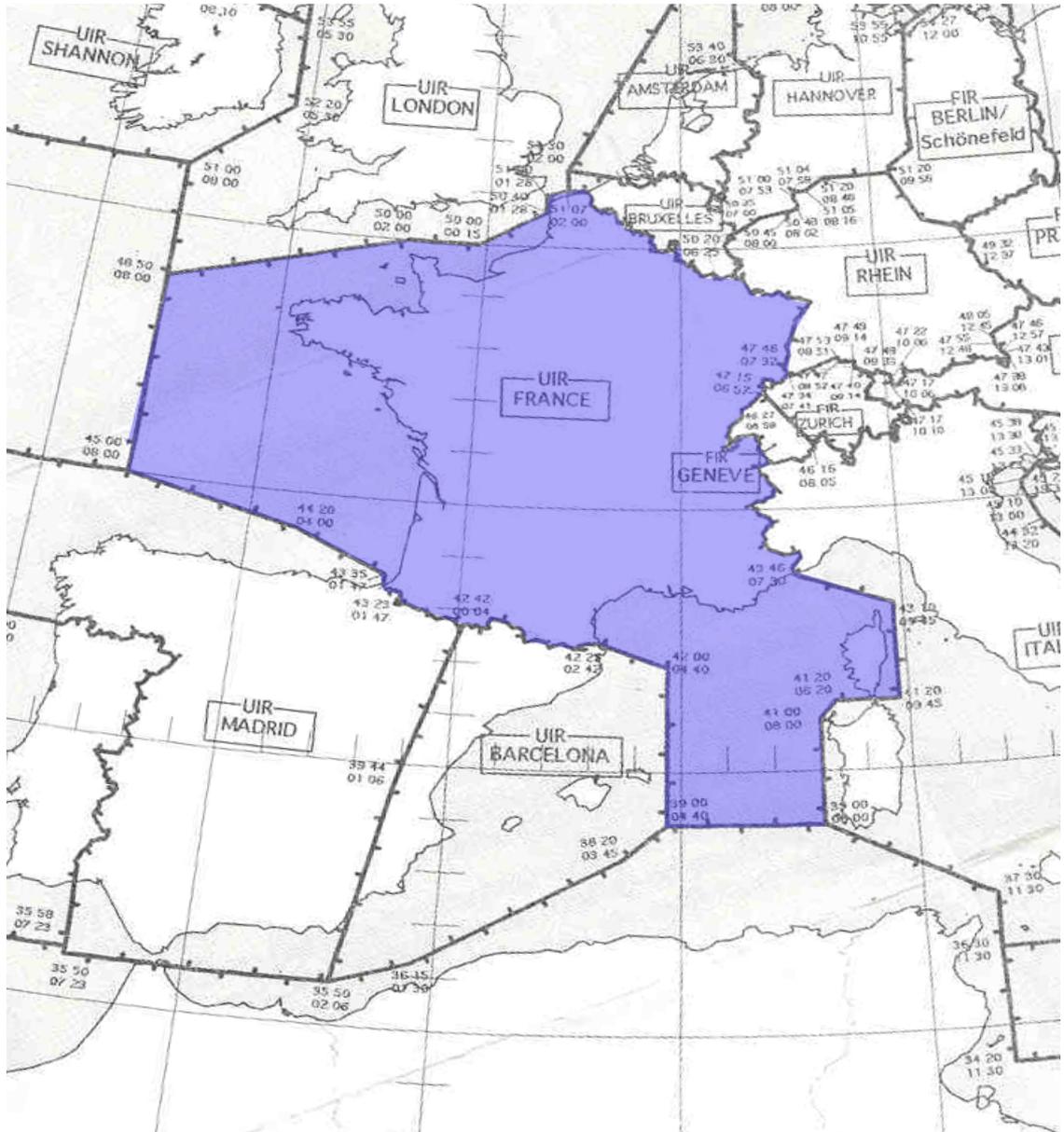
2.4 The unit rate

Order setting the unit rates of the ANC Article 1

The unit rate of route charge is set to 60.95 € from 1st January 2019, including the Eurocontrol administrative rate (€0.14 in 2019).

3 Route charging zone

Order relating to general provisions of the ANC Annex 1



4 Billing

The bills for route charges are sent out by Eurocontrol in the middle of the month and relate to flights of the previous month. Each bill corresponds to a one-month flight period. It is accompanied by a Pro Forma statement. The Pro Forma statement lists, in chronological order, the flights for which route charges have been billed. For each flight the document shows the total amount of the route charge and the amount to be deducted in respect of applicable exemptions, if any. The net sum of the charges shown at the bottom of the Pro Forma statement (exempted flights already deducted) is equal to the amount of route charges as shown on the bill.

For each flight, the route description that is used to calculate the distances flown in the charging zone is extracted from the flight plan filed by the operator and approved by the Network Manager. The maximum take-off weight, used for the calculation of the route charge, is the maximum certificated take-off weight as contained in the users fleet declarations made to the Eurocontrol Central Route Charge Office (CRCO).

5 Contacts

	Claims and system Information	Recovery	Accounting and treasury
Telephone	+ 32 2 729 38 38	+ 32 2 729 38 67	+ 32 2 729 38 67
Telefax	+ 32 2 729 90 93	+ 32 2 729 90 94	+ 32 2 729 90 95
E-mail	r3.crco@eurocontrol.int	r4.crco@eurocontrol.int	r5.crco@eurocontrol.int
Address	EUROCONTROL Service Central des Redevances de Route Rue de la Fusée 96 B - 1130 Bruxelles (Belgique)		

C TERMINAL NAVIGATION CHARGE IN MAINLAND FRANCE

1 Definition

Civil aviation code
Article R134-1

Air navigation facilities and services made available by the state to ensure the safety and the efficiency of air traffic flows on arrival and departure of the aerodromes whose activity exceeds some threshold result in remuneration as a charge for services provided, known as the terminal navigation charge (TNC), due for each departure flight.

2 How is it calculated?

Order relating to
general disposals
of the ANC
Article 1
Article 4

The charge (C) for a given flight in a given charging zone is equal to the product of the unit rate (u) established for this charging zone and service units (SU) for such a flight:

$$C = u \times SU$$

For a given flight, the number of the unit services charge is equal to the “weight” factor of the aircraft.

$$SU = w$$

2.1 Calculation of the weight factor

Article 4

The “weight” factor (w), expressed as a figure taken to two decimals, shall be the quotient, obtained by dividing by fifty the maximum certificated take-off weight (MTOW) of the aircraft, referred to article 3, expressed in metric tons as a figure taken to one decimal and raised to the power of 0.7.

$$w = \left(\frac{MTOW}{50} \right)^{0.7}$$

Hence the calculation of the charge (C) is:

$$C = u \times \left(\frac{MTOW}{50} \right)^{0.7}$$

2.2 The unit rate

Order setting the
unit rates of the
ANC
Article 2

The unit rates of terminal navigation charge in mainland France are 172.30 € for terminal charging zone no. 1 (Paris-Charles de Gaulle et Paris-Orly), and 212.41 € for terminal charging zone no. 2 (other aerodromes subject to TNC) from 1st January 2019.

3 Aerodromes subject to the terminal navigation charge

Order relating to
general provisions
of the ANC
Article 8

For the year N, aerodromes on which terminal navigation services are provided by civil servants and non-exempted IFR traffic exceeds a given threshold from November of the year N-4 to October of the year N-1 shall be subject to the mainland and overseas terminal navigation charges.

In mainland France, the threshold is set to 420 service units, according to the formula of the service units endorsed in article 4.

The aerodromes can be subject to terminal navigation charge only 3 years after the introduction of the services.

In mainland France, terminal navigation charge is collected for each flight departing from an aerodrome of the below list from 1st January 2019:

Order setting the
unit rates of the
ANC
Annex 1

Terminal charging zone no. 1

LFPG	Paris-Charles-de-Gaulle
LFPO	Paris-Orly

Terminal charging zone no. 2

LFKJ	Ajaccio-Napoléon-Bonaparte
LFBA	Agen-La Garenne
LFAQ	Albert-Bray
LFLP	Annecy-Meythet
LFMV	Avignon-Caumont
LFSB	Bâle-Mulhouse
LFKB	Bastia-Poretta
LFOB	Beauvais-Tillé
LFBE	Bergerac-Dordogne-Périgord
LFMU	Béziers-Vias
LFBZ	Biarritz-Pays Basque
LFBD	Bordeaux-Mérignac
LFRB	Brest-Bretagne
LFSL	Brive-Souillac
LFRK	Caen-Carpiquet
LFKC	Calvi-Sainte-Catherine
LFMD	Cannes-Mandelieu
LFMK	Carcassonne-Salvaza
LFOK	Châlons-Vatry
LFLB	Chambéry-Aix-les-Bains
LFLX	Châteauroux-Déols
LFLC	Clermont-Ferrand-Auvergne
LFRG	Deauville-Normandie
LFRD	Dinard-Pleurtuit-Saint-Malo
LFGJ	Dôle-Tavaux
LFKF	Figari-Sud Corse
LFLS	Grenoble-Alpes-Isère
LFTH	Hyères-Le Palyvestre

LFMI	Istres-Le Tubé
LFBH	La Rochelle-Ile de Ré
LFQQ	Lille-Lesquin
LFBL	Limoges-Bellegarde
LFRH	Lorient-Lann Bihoué
LFLY	Lyon-Bron
LFLL	Lyon-Saint-Exupéry
LFML	Marseille-Provence
LFJL	Metz-Nancy-Lorraine
LFMT	Montpellier-Méditerranée
LFRS	Nantes-Atlantique
LFMN	Nice-Côte d'Azur
LFTW	Nîmes-Garons
LFPB	Paris-Le Bourget
LFBP	Pau-Pyrénées
LFMP	Perpignan-Rivesaltes
LFBI	Poitiers-Biard
LFRQ	Quimper-Pluguffan
LFRN	Rennes-Saint-Jacques
LFCR	Rodez-Aveyron
LFOP	Rouen-Vallée de Seine
LFMH	Saint-Etienne Loire
LFRZ	Saint-Nazaire-Montoir
LFST	Strasbourg-Entzheim
LFBT	Tarbes-Lourdes Pyrénées
LFBO	Toulouse-Blagnac
LFOT	Tours-Val de Loire
LFPN	Toussus-le-Noble

4 Billing

The bills for mainland terminal navigation charge are sent out in the middle of the month and relate to flights of the previous month. Eurocontrol issues initial invoices on behalf of DGAC. Each bill corresponds to a one-month flight period. It is accompanied by a statement of flight that identifies each flight by:

- day of the flight;
- reference of the flight or line number;
- flight number or aircraft registration;
- time of departure;
- arrival and departure aerodrome;
- aircraft type.

Billing is based on the flight plan data and the maximum certificated take-off weight declared for each aircraft by the users to Eurocontrol services.

5 Contacts

	Claims and system Information	Recovery	Accounting and treasury
Telephone	+ 32 2 729 38 38	+ 32 2 729 38 67	+ 32 2 729 38 67
Telefax	+ 32 2 729 90 93	+ 32 2 729 90 94	+ 32 2 729 90 95
E-mail	r3.crco@eurocontrol.int	r4.crco@eurocontrol.int	r5.crco@eurocontrol.int
Address	EUROCONTROL Service Central des Redevances de Route Rue de la Fusée 96 B - 1130 Bruxelles (Belgique)		

D OCEANIC CHARGE

1 Definition

Civil aviation code
Article R134-9

In the airspace given to France by the International Civil Aviation Organisation or for which air navigation services have been delegated to France by a third State, air navigation facilities and services, including radio communication and meteorological services, made available in overseas territories by the State to ensure the safety and the efficiency of en-route air traffic flows, involves remuneration as a charge for services provided, known as the oceanic charge.

The normal unit rate of oceanic charge is set each year by a joint order of the minister in charge of the civil aviation and the minister in charge of the budget. This unit rate is related to the cost of air navigation services made available to users and to the objectives for covering these costs.

Reduced unit rates may be set considering the economic environment of the provision of airline services to the overseas territories and for the flights departing from or arriving to aerodromes located on the national territory or on the territory subject to the treaty establishing the European community.

The terms and conditions of payment and collection of the oceanic charge are the same as those for mainland terminal navigation charge.

2 How is it calculated?

Order relating to
general provisions
of the ANC
Article 1

The charge (C) for a given flight in a given charging zone is equal to the product of the unit rate (u) established for this charging zone and service units (SU) for such a flight:

$$C = u \times SU$$

Article 5

For a given flight, the number of service units (SU) for the oceanic charge is equal to the product of the "distance" (d) and "weight" (w) factors of the aircraft.

$$SU = d \times w$$

2.1 Calculation of the distance factor

Article 3

The "distance" factor (d) shall be equal to the division by one hundred of the number of kilometres in the great circle distance between the entry point and the exit point in the charging zone, in accordance with the last flight plan filed by the aircraft concerned for air traffic flow management.

If the entry and exit points of a flight located in the charging zone are identical, the "distance" factor shall be equal to the great circle distance between those points and the most far away point of the flight plan, multiplied by two.

The distance to be taken into account shall be reduced by 20 kilometres for each take-off and landing in the charging zone.

2.2 Calculation of the weight factor for the oceanic charge

Article 3

The “weight” factor (w), expressed as a figure taken to two decimals, shall be the square root of the division by fifty of the maximum certificated take-off weight (MTOW) of the aircraft, expressed in metric tons as a figure taken to one decimal, as shown in the certificate of airworthiness, in the flight manual or in any other equivalent official document transmitted by the operator of the aircraft.

$$w = \sqrt{\frac{\text{MTOW}}{50}}$$

Hence the calculation of the charge is:

$$C = u \times \sqrt{\frac{\text{MTOW}}{50}} \times d$$

2.3 The unit rate

Order setting the unit rates of the ANC
Article 3

The unit rate of oceanic charge is 35.78 € from 1st January 2019.

2.4 Specific reduction

Order relating to general provisions of the ANC
Article 10

Flights operated in French Polynesia benefit from an oceanic unit rate reduced by half.

3 Charging zone for the oceanic charge

Airspaces delegated to France in the overseas territories are as follows:

Annex 2

- French Polynesia;
- Indian Ocean;
- New Caledonia;
- French West Indies-French Guiana.

4 Specific exemptions

The following flights are exempted of oceanic charges:

Article 10

- flights between islands operated in French Polynesia;
- flights between islands operated in New Caledonia;
- flights between French Polynesia and New Caledonia;
- domestic flights operated in French Guiana.

5 Billing

The bills for oceanic charge are sent out monthly and relate to the flights of the previous month. Each bill corresponds to a one-month flight period. It is accompanied by a statement of flight that identifies each flight by :

- day of the flight;
- time of departure;
- flight number or aircraft registration;
- aircraft type;
- arrival or departure aerodrome.

Billing is based on the flight plan data or any other equivalent data source. The bills of an amount lower than 30 euros are not issued.

6 Contacts

	Information
Service	DSNA/SDFI/R
Telephone	+ 33 1 58 09 47 65 + 33 1 58 09 40 75
E-mail	redevances.dsna-bf@aviation-civile.gouv.fr
Telefax	+ 33 1 58 09 48 64
Internet	http://www.ecologique-solidaire.gouv.fr/redevances-navigation-aerienne
Address	DGAC DSNA/SDFI/R 50 rue Henry Farman 75720 PARIS Cedex 15

E TERMINAL NAVIGATION CHARGE OVERSEAS

1 Definition

Civil aviation code
Article R134-9

Air navigation facilities and services made available by the state to ensure the safety and the efficiency of air traffic flows on arrival and departure of the aerodromes of French overseas territories whose activity exceeds some threshold result in remuneration as a charge for services provided, known as the terminal navigation charge.

2 How is it calculated?

Order relating to
general provisions
of the ANC
Article 1

The charge (C) for a given flight in a given charging zone is equal to the product of the unit rate (u) established for this charging zone and service units (SU) for such a flight:

$$C = u \times SU$$

Article 6

For a given flight, the number of the service units (SU) for the overseas terminal navigation charge is equal to the “weight” factor of the aircraft.

$$SU = w$$

2.1 Calculation of the weight factor for the overseas TNC

Article 6

The “weight” factor (w), expressed as a figure taken to two decimals, shall be the the product of a coefficient equal to 1.247 and the maximum certificated take-off weight of the aircraft (MTOW), referred to article 3, expressed in metric tons as a figure taken to one decimal and raised to the power of 0.9.

$$w = 1.247 \times MTOW^{0.9}$$

Hence the calculation of the charge is:

$$C = u \times 1.247 \times MTOW^{0.9}$$

2.2 Unit rate

Order setting the
unit rates of the
ANC
Article 4

The unit rate of overseas terminal navigation charge is 12.00 € from 1st January 2019.

2.3 Specific reduction

Order relating to
general provisions
of the ANC
Article 11

The flights between two aerodromes subject to overseas terminal navigation charge in French West Indies, French Guiana and Indian Ocean benefit from a unit rate reduced by half.

3 Aerodromes subject to the overseas terminal navigation charge

Article 8

For the year N, aerodromes on which terminal navigation services are provided by civil servants and non-exempted IFR traffic exceeds a given threshold from November of the year N-4 to October of the year N-1 shall be subject to the mainland and overseas terminal navigation charges.

In overseas territories, the threshold is set to 15,000 service units, according to the formula of the service units endorsed in article 6.

The aerodromes can be subject to overseas terminal navigation charge only 3 years after the introduction of the services.

In overseas territories, terminal navigation charge is collected for each flight departing from an aerodrome of the below list from 1st January 2019.

Order setting the unit rates of the ANC Annex 2

Cayenne-Félix Éboué (SOCA)	Pointe-à-Pitre-Le Raizet (TFFR)
Martinique-Aimé-Césaire (TFFF)	Tahiti-Faaa (NTAA)
Nouméa-La Tontouta (NWWW)	La Réunion - Roland Garros (FMEE)
Saint-Pierre Pointe Blanche (LFVP)	Dzaoudzi-Pamandzi (FMCZ)

4 Billing

The bills for overseas terminal navigation charge are sent out monthly and relate to the flights of the previous month. Each bill corresponds to a one-month flight period. It is accompanied by a statement of flight that identifies each flight by:

- day of the flight;
- time of departure;
- flight number or aircraft registration;
- aircraft type;
- arrival or departure aerodrome.

Billing is based on the flight plan data or any other equivalent data source. The bills of an amount lower than 30 euros are not issued.

5 Contacts

	Information
Service	DSNA/SDFI/R
Telephone	+ 33 1 58 09 47 65 + 33 1 58 09 40 75
E-mail	redevances.dsna-bf@aviation-civile.gouv.fr
Telefax	+ 33 1 58 09 48 64
Internet	http://www.ecologique-solidaire.gouv.fr/redevances-navigation-aerienne
Address	DGAC DSNA/SDFI/R 50 rue Henry Farman 75720 PARIS Cedex 15

F TERMS OF PAYMENT

Order relating to general provisions of the ANC Article 2 The air navigation charges are due by the operator of the aircraft or, whether it is unknown, by the owner of the aircraft.

1 Terms of payment for the route charge

Annex 3 Clause 1 The amounts billed shall be payable at Eurocontrol's Headquarters in Brussels. Eurocontrol will nevertheless consider payment into the accounts opened in its name with banking establishments in the Contracting or other States designated by the competent bodies of the Route Charges System as a discharge of the payer's liability. The amount of the charge is due on the date of performance of the flight. The latest value date by which payment must be received by Eurocontrol is 30 days from the date of the bill and is shown on the bill.

Clause 2 Except as provided in paragraph 2 of this clause, the amount of the charge shall be paid in euros. When a payment is made into a designated banking establishment situated in a Contracting State, any user who is a national of this State may discharge, in the convertible currency of that State, the amount of the charges billed. When a user avails himself of the facility referred to in the foregoing paragraph, the conversion into national currency of the euro amount shall be effected at the daily exchange rate used for commercial transactions for the value date and place of payment.

Clause 3 Payment shall be deemed to have been received by Eurocontrol on the value date on which the amount due was credited into a designated bank account of Eurocontrol. The value date shall be the date on which Eurocontrol can use the funds.

Clause 4 Payments shall be accompanied by a statement giving the references, dates and Euro amounts in respect of bills paid and of any credit notes deducted. The requirement to show the amounts of bills in Euro shall apply also to users availing themselves of the facility to pay in national currency. When a payment is not accompanied by the details specified in paragraph 1 above so as to allow its application to a specific bill or bills, Eurocontrol will apply the payment:

- first to interest, and then
- to the oldest bills unpaid.

1.1 Claims

Clause 5 Claims against bills must be submitted to Eurocontrol in writing or by an electronic medium previously approved by Eurocontrol. The latest date by which claims must be received by Eurocontrol is 60 days from the date of the bill and is shown on the bill. The date of submission of claims shall be the date on which they are received by Eurocontrol. Claims must be detailed and should be accompanied by any relevant supporting evidence. Submission of a claim by a user shall not entitle him to make any deduction from the relevant bill unless so authorised by Eurocontrol. When Eurocontrol and a user are mutually debtor and creditor no compensation payments shall be effected without Eurocontrol's prior agreement.

1.2 Penalties

Clause 6 Any charge which has not been paid by the latest date for payment shall be increased by the addition of interest at a rate decided by the competent bodies, and published by the Contracting States in accordance with Article 10 of the Conditions of Application. The interest, entitled Interest on Late Payment, shall be simple interest calculated from day to day on the unpaid overdue amount. The interest will be calculated and billed in euros.

Order setting the unit rates of the ANC Article 1 The interest rate imposed on late payment of the route charges is 9.68 % per year from 1st January 2019.

2 Terms of payment for the mainland terminal navigation charge

Order relating to general provisions of the ANC Annex 5 Clause 1 The amounts billed shall be payable at Eurocontrol's Headquarters in Brussels. The amount of the charge is due on the date of performance of the flight. The latest value date by which payment must be received by Eurocontrol is 30 days from the date of the bill and is shown on the bill.

Clause 2 Payments shall be made in euros.

Clause 3 Payment shall be deemed to have been received by Eurocontrol on the value date on which the amount due was credited into a designated bank account of Eurocontrol. The value date shall be the date on which Eurocontrol can use the funds.

Clause 4 Payments shall be accompanied by a statement giving the references, dates and Euro amounts in respect of bills paid and of any credit notes deducted. The requirement to show the amounts of bills in Euro shall apply also to users availing themselves of the facility to pay in national currency. When a payment is not accompanied by the details specified in paragraph 1 above so as to allow its application to a specific bill or bills, Eurocontrol will apply the payment:

- first to interest, and then
- to the oldest bills unpaid.

2.1 Claims

Clause 5 Any claims against bills must be submitted to the accounting unit in writing or by e-mail. The latest date by which claims must be received by the accounting unit is 60 days from the date of the bill and is shown on the bill.

The date of submission of claims shall be the date on which the claims are received by the accounting unit.

Claims must be detailed, and should be accompanied by any relevant supporting evidence¹.

Submission of a claim by a user shall not entitle him to make any deduction from the relevant bill. Where the DGAC and a user are mutually debtor and creditor no compensation payments shall be effected.

¹ The disputed flight/charge must be identified by means of the line number or any other equivalent element on the flights statement and the exact reason for rejection must be given.

2.2 Penalties

Clause 6

Any charge that has not been paid by the payment deadline shall be increased by interest. This interest, known as late payment interest, is a simple interest, calculated on a daily basis on the outstanding amount.

This interest is calculated and invoiced in euros. The interest rate is the same as that applicable in the event of late payment of the route charge.

3 Terms of payment for the oversea terminal navigation charge and the oceanic charge

Order relating to general provisions of the ANC Annex 4 Clause 1

Payments must be made to the accounting unit named "*agence comptable du budget annexe contrôle et exploitation aériens*" shown on the bill (only by cheque or bank wire transfer).

The amount of the charge is due on the date of performance of the flight. The payment must be received by the accounting unit 30 days from the issue date of the bill, not later than the deadline indicated on the bill.

Immediate payment may, however, be required from the debtor in order to ensure an improved recovery of the outstanding amounts due to the state.

Clause 2

Payments shall be made in euros.

Clause 3

Payments by cheque shall be deemed to have been received by the accounting unit on the date of receipt of the cheque by the accounting unit, provided that the cheque is paid by the user's bank.

Payments by wire transfer shall be deemed to have been received by the accounting unit on the value date on which the amount due was credited into a designated bank account of the accounting unit.

Clause 4

Payments shall be accompanied by a statement giving the references, dates and euro amounts of bills paid and of credit notes deducted.

Where a payment is not accompanied by this statement so as to allow its application to a specific bill or bills, the accounting unit will apply the payment:

- first to surcharge and interest on late payment, and then
- to the oldest bills unpaid.

3.1 Claims

Clause 5

Any claims against bills must be submitted to the accounting unit in writing or by e-mail. The latest date by which claims must be received by the accounting unit is 60 days from the date of the bill and is shown on the bill.

The date of submission of claims shall be the date on which the claims are received by the accounting unit.

Claims must be detailed, and should be accompanied by any relevant supporting evidence².

Submission of a claim by a user shall not entitle him to make any deduction from the relevant bill. Where the DGAC and a user are mutually debtor and creditor no compensation payments shall be effected.

² The disputed flight/charge must be identified by means of the line number or any other equivalent element on the flights statement and the exact reason for rejection must be given.

3.2 Penalties

Clause 6

When a charge has not been paid by the latest date for payment, a 10% surcharge and an interest on late payment, calculated on the basis of the legal interest rate in force, shall be applied to the unpaid portion of the bill.

The surcharge and the interest on late payment are calculated and billed in euros.

Order setting the unit rates of the ANC

Pour le premier semestre 2019, le taux de l'intérêt légal est fixé à 0,86 %.

4 Protective seizure

Order relating to general provisions of the ANC Annex 3,4 and 5 Clause 7

When the debtor has not paid the amount due, measures may be taken to enforce recovery. The measures may include detention of aircraft and, from 1st January 2019, the suspension of air navigation services.

4.1 Aircraft detention

Transports code Article L6123-2 Decree no. 2010-1307 of 28 October 2010 Article 5

After a formal notice sent to the debtor in order to regularize its situation remains unsuccessful, detention of aircraft operated or owned by the debtor can be required by the relevant authority to the judge of the place where the measure is enforced by the minister in charge of the transport in case of non-payment or insufficient payment of en-route or terminal air navigation charges.

The order of the execution judge is transmitted to the authorities in charge of air traffic services at the aerodrome for detention purposes. The order is notified to the debtor and to the owner of the aircraft when the debtor is the operator.

The detention costs are covered by the debtor.

The payment of the outstanding amount leads to the withdrawal of the aircraft detention.

4.2 Suspension of the air navigation services

Decree No. 2018-1274 of 26 December 2018 on air navigation service charges, Article R. 134-7-VII.

The Minister responsible for civil aviation may decide to suspend air navigation services against any user who has not paid the fees due. This decision shall be taken at the request of the accounting officer of the budget for air traffic control and operations.

In the absence of full payment of the debt, or in the absence of a clearance plan, the Minister responsible for civil aviation may decide to suspend air navigation services after a period of eight days after having given notice to the debtor to regularise his situation. The decision shall take effect immediately.

This decision can only be made for departing flights. The provision of these services remains suspended until full payment of the debt has been made or a clearance plan has been concluded. The suspension of these services may also be decided under the same conditions in the event that a previously concluded clearance plan is not respected.

G EXEMPTIONS

Order relating to
general provisions
of the ANC
Article 9

The following flights are exempted from the payment of charges:

- a. flights performed by aircraft of which the maximum take-off weight authorised is less than two (2) metric tons;
- b. mixed VFR/IFR flights in the charging zone where operated exclusively in VFR;
- c. flights performed exclusively for the transport, on official mission, of the reigning Monarch and his/her immediate family, Heads of State, Heads of Government, and Government Ministers. In all cases, this must be substantiated by the appropriate status indicator on the flight plan;
- d. search and rescue flights authorised by the appropriate relevant body;
- e. military flights performed by military aircraft from French State and from states which have been subscribed a reciprocity agreement;
- f. training flights performed exclusively for the purpose of obtaining a licence, or a rating in the case of cockpit flight crew, and where this is substantiated by an appropriate remark on the flight plan. Flights must be performed solely within this charging zone. Flights must not serve for the transport of passengers and/or cargo, nor for positioning or ferrying of the aircraft;
- g. flights performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning flights by the aircraft concerned;
- h. flights terminating at the aerodrome from which the aircraft has taken off and during which no intermediate landing has been made (circular flights);
- i. VFR flights;
- j. customs and police flights.

H EXAMPLES OF NAVIGATION CHARGES CALCULATION

1 International flights overflying French charging zone

Cessna Citationjet CJ2 (C25A) from Bristol to Palma de Mallorca

MTOW = 5.6 tons
Distance = 871 km

1) Route charge (RR)

Distance factor

$$d = \frac{871}{100} = 8.71$$

Weight factor

$$w = \sqrt{\left(\frac{5.6}{50}\right)} = 0.33$$

$$RR = t \times d \times w = 60.95 \times 8.71 \times 0.33 = \mathbf{175.19 \text{ euros}}$$

2) Mainland terminal navigation charge (RSTCA-M)

Not applicable.

Boeing 737-800 (B738) from Amsterdam to Madrid

MTOW = 76.1 tons
Distance = 879 km

1) Route charge (RR)

Distance factor

$$d = \frac{879}{100} = 8.79$$

Weight factor

$$w = \sqrt{\left(\frac{76.1}{50}\right)} = 1.23$$

$$RR = t \times d \times w = 60.95 \times 8.79 \times 1.23 = \mathbf{658.97 \text{ euros}}$$

2) Mainland terminal navigation charge (RSTCA-M)

Not applicable.

2 International flights

Embraer 190 (E190) from Toulouse to Amsterdam

MTOW = 47.9 tons

Distance = 784 km

1) Route charge (RR)

Distance factor

$$d = \frac{(784 - (20))}{100} = 7.64$$

Weight factor

$$w = \sqrt{\left(\frac{47.9}{50}\right)} = 0.98$$

$$RR = t \times d \times w = 60.95 \times 7.64 \times 0.98 = \mathbf{456.34 \text{ euros}}$$

2) Mainland terminal navigation charge (RSTCA-M)

Weight factor

$$w = \left(\frac{47.9}{50}\right)^{0.7} = 0.97$$

$$RSTCA-M = 212.41 \times 0.97 = \mathbf{206.04 \text{ euros}}$$

Airbus A350-900 (A359) from Paris (LFPO) to Point-à-Pitre

MMD = 273.4 tonnes

Distance route = 772 km

Distance ROC = 100 km

1) Route charge (RR)

Distance factor

$$d = \frac{(772 - (20))}{100} = 7.52$$

Weight factor

$$w = \sqrt{\left(\frac{273.4}{50}\right)} = 2.34$$

$$RR = t \times d \times w = 60.95 \times 7.52 \times 2.34 = \mathbf{1072.52 \text{ euros}}$$

2) Mainland terminal navigation charge (RSTCA-M)

Weight factor

$$w = \left(\frac{273.4}{50}\right)^{0.7} = 3.28$$

$$RSTCA-M = 172.30 \times 3.28 = \mathbf{565.14 \text{ euros}}$$

3) Oceanic charge (ROC)

Distance factor

$$d = \frac{(100 - (20))}{100} = 0.8$$

Weight factor

$$w = \sqrt{\left(\frac{273.4}{50}\right)} = 2.34$$

$$\text{ROC} = t \times d \times w = 35.78 \times 0.8 \times 2.34 = \mathbf{66.98 \text{ euros}}$$

Airbus A380-800 (A388) from Dubai to Paris (LFPG)

MTOW = 546.3 tons

Distance = 263 km

1) Route charge (RR)

Distance factor

$$d = \frac{(263 - (20))}{100} = 2.43$$

Weight factor

$$w = \sqrt{\left(\frac{546.3}{50}\right)} = 3.31$$

$$\text{RR} = t \times d \times w = 60.95 \times 2.43 \times 3.31 = \mathbf{490.24 \text{ euros}}$$

2) Mainland terminal navigation charge (RSTCA-M)

Not applicable. Mainland terminal navigation charge is only collected on departure.

Boeing B777-200 (B772) from Tahiti to Los Angeles

MTOW = 297.5 tons

Distance = 2455 km

1) Overseas terminal navigation charge (RSTCA-OM)

Weight factor

$$w = 1.247 \times (297.5)^{0.9} = 209.90$$

$$\text{RSTCA-OM} = 12 \times 209.90 = \mathbf{2518.8 \text{ euros}}$$

2) Oceanic charge (ROC)

Distance factor

$$d = \frac{(2455 - (20))}{100} = 24.35$$

Weight factor

$$W = \sqrt{\left(\frac{297.5}{50}\right)} = 2.44$$

$$\text{ROC} = t \times d \times w = 17.89 \times 24.35 \times 2.44 = \mathbf{1062.92 \text{ euros}}$$

3 Domestic flights

Beech 58 Baron (B58) from Saint-Yan to Limoges

MTOW = 2.4 tons

Distance = 226 km

1) Route charge (RR)

Distance factor

$$d = \frac{(226 - (2 \times 20))}{100} = 1.86$$

Weight factor

$$w = \sqrt{\left(\frac{2.4}{50}\right)} = 0.22$$

$$RR = t \times d \times w = 60.95 \times 1.86 \times 0.22 = \mathbf{24.94 \text{ euros}}$$

2) Mainland terminal navigation charge (RSTCA-M)

Not applicable. Saint-Yan is not subject to Mainland terminal navigation charge.

ATR 72-500 (AT75) from Lyon to Pau

MTOW = 22.8 tons

Distance = 508 km

1) Route charge (RR)

Distance factor

$$d = \frac{(508 - (2 \times 20))}{100} = 4.68$$

Weight factor

$$w = \sqrt{\left(\frac{22.8}{50}\right)} = 0.68$$

$$RR = t \times d \times w = 60.95 \times 4.68 \times 0.68 = \mathbf{193.97 \text{ euros}}$$

2) Mainland terminal navigation charge (RSTCA-M) - Only on departure

Weight factor

$$w = \left(\frac{22.8}{50}\right)^{0.7} = 0.58$$

$$RSTCA-M = 217.21 \times 0.58 = \mathbf{123.20 \text{ euros}}$$

I REFERENCES

- Civil Aviation Code. 1st book, title III, chapter IV.

Below are listed the full names of the legal texts quoted in this document:

- [Order relating to general provisions of the ANC:](#)

Order of 21st December 2015 relating to general provisions of the air navigation charges.

- [Order setting the unit rates of the ANC:](#)

Order of 19st December 2018 setting the unit rates of the air navigation charges and the list of aerodromes subject to mainland and overseas terminal navigation charges per terminal billing zone from 1st January 2019.