

# **AIR NAVIGATION CHARGES**

## **User Guide**

***2024 Edition***

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## A INTRODUCTION

Two types of charges are collected in order to fund air navigation facilities and services made available to airspace users over the French metropolitan territory. There are their equivalents over the French overseas territories.

The **Route charge** pays for the use of facilities and services operated by the State **over French metropolitan territory** and its vicinity, for the safety and efficiency of en-route air traffic flows, including the radio-communication services and the meteorological services. This charge's amount is calculated, then collected by Eurocontrol on behalf of the 41 States, France included, having contracted the multilateral agreement relating to route charges. This international framework enforces homogeneous methods of calculation for every member-state. Each flight is characterized by a number of service units, to which unit rates are applied according to the zones overflowed. For a given flight, the number of service units is proportional to the distance traveled and function of the maximum take-off weight of the aircraft.

The **Terminal navigation charge** pays for air navigation services provided within a radius of 20 km **around each aerodrome of major French metropolitan aerodromes**. It is payable for each departure from an aerodrome subject to this charge. Each departure is characterized by a number of service units, to which a unit rate applies. In 2024, there are 54 airports subjected to TNC in metropolitan France. This rate varies according to tariff zones (there are currently two of them in metropolitan France). For departures, the calculated number of service units depends solely on the maximum take-off weight of the aircraft.

For these two types of charges, there are their equivalents over the French overseas territories.

The **Oceanic charge** pays for the use of overseas facilities and its vicinity and services provided by the State, to ensure the safety and efficiency of en-route air traffic. It depends on the distance traveled **over the overseas territories** and their vicinities and the maximum take-off weight of the aircraft.

The **Terminal navigation charge overseas** pays for air navigation services provided within a radius of 20 km **around each aerodrome of major overseas aerodromes**. It is payable for each departure from an aerodrome subject to this charge. Each departure is characterized by a number of service units, to which a unit rate applies. In 2024, there are 8 airports subjected to TNC in French overseas territories. This rate varies according to tariff zones (there are currently two of them in metropolitan France). For departures, the calculated number of service units depends solely on the maximum take-off weight of the aircraft.

For the **French metropolitan territory**, the charges' amount is billed, then collected by **Eurocontrol** on behalf of the DGAC.

For the **French overseas territories**, the charges' amount is billed, then collected directly by the **DGAC**.

### 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.6213-38 à R.6213-41 of the transport code).

As of 1 January 2020, the distance used to the route charge's calculation is the distance between the entry point and the exit point in the charging zone, in accordance with the real route such as registered by the Air Traffic Flow Management and not, in according to the last flight plan filed.

## B ROUTE CHARGE

### 1 Definition

Transports code  
Article R.6213-29  
et R.6213-30

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

Order relating to  
general provisions  
of the ANC  
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 real route such as registered by the Air Traffic Flow Management.

&

Conditions of  
application of the  
route charges  
system  
Article 5

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

Order relating to  
general provisions  
of the ANC  
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 number rounded off the first decimal corresponding to the maximum certificated take-off weight (MTOW) of the aircraft, expressed in metric tons as shown in the flight manual of the aircraft.

&

Conditions of  
application of the  
route charges  
system  
Article 6

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

Hence the calculation of the charge ( $C$ ) is:

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

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. The users of aircraft declare the composition of their fleet and the certified maximum take-off weight of each aircraft to the Eurocontrol Central Route Charge Office (CRCO). These declarations have to make as soon as a change occurs or at least once a year.

### 2.4 The unit rate

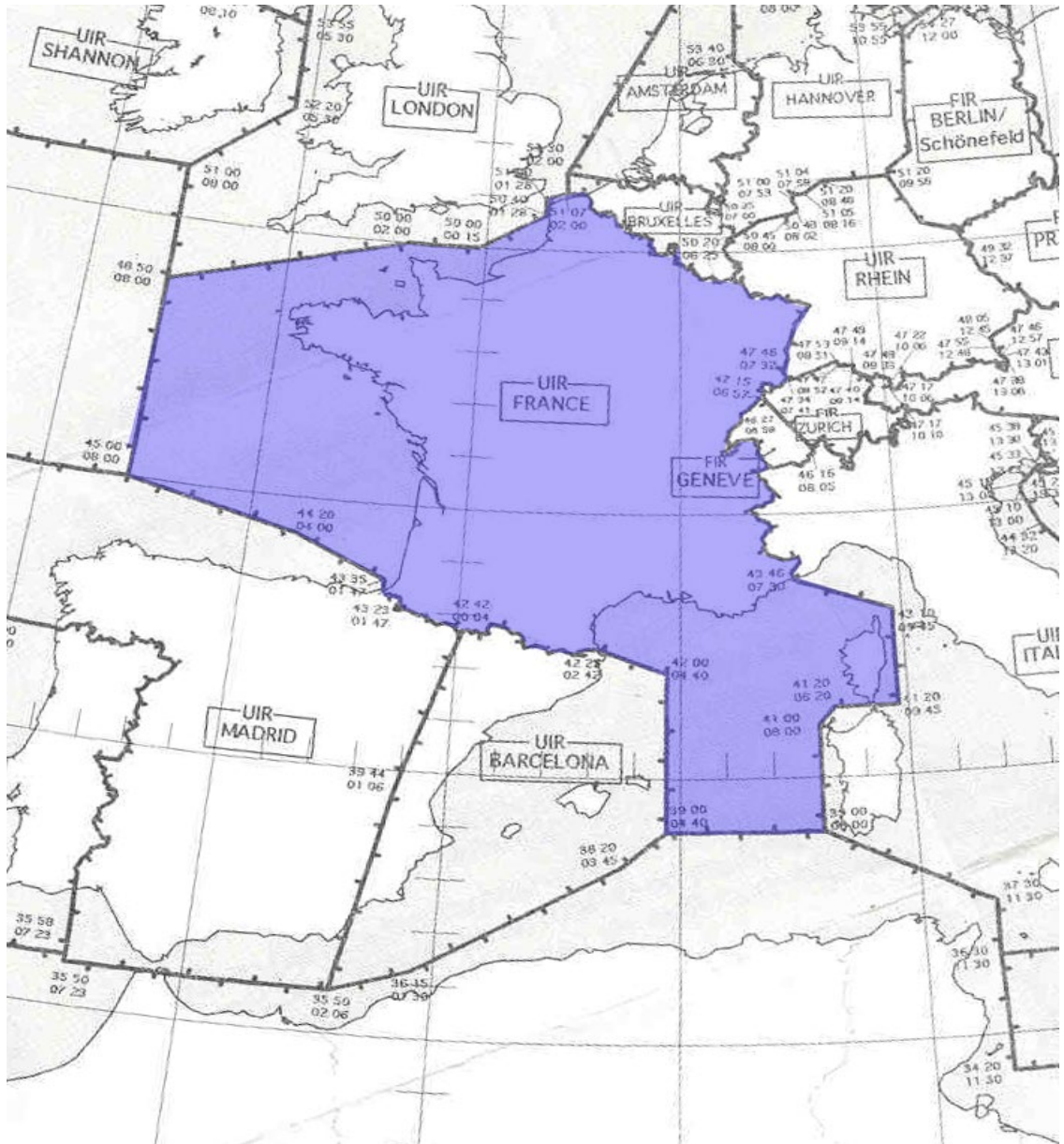
Order setting the  
unit rates of the  
ANC  
Article 1

The unit rate of route charge is set to € 70.99 from 1 January 2024, including the Eurocontrol administrative rate (€0.11 in 2024).

### 3 Route charging zone

Order relating to  
general provisions  
of the ANC  
Annex 1

ROU serv



### 4 Billing

The bills for route charges are issued and 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 the real route such as registered by the Air Traffic Flow Management. 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). These declarations have to make as soon as a change occurs or at least once a year.

5 Contacts

	<b>Claims and system Information</b>	<b>Recovery</b>	<b>Accounting and treasury</b>
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<b>Telefax</b>	+ 32 2 729 90 93	+ 32 2 729 90 94	+ 32 2 729 90 95
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## C TERMINAL NAVIGATION CHARGE IN MAINLAND FRANCE

### 1 Definition

[Transports code, Articles R.6213-29 et R.6213-31](#)

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](#)

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 4](#)

For a given flight, the number of the unit services charge is equal to the “weight” (w) 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 of the number rounded off to the first decimal place corresponding to the maximum certificated take-off weight (MTOW) of the aircraft, expressed in metric tons, as shown in the flight manual of the aircraft and assigned the exponent 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](#)

From 1 January 2024, the unit rates of terminal navigation charge in mainland France are € 200.48 for terminal charging zone no. 1 (Paris-Charles de Gaulle et Paris-Orly) and € 277.01 € for terminal charging zone no. 2 (other aerodromes subject to TNC).

### 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 paragraph 2.1.

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 1<sup>st</sup> January 2024 :

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
LFAQ	Albert-Bray
LFLP	Anecy-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
LFGJ	Dôle-Tavaux
LKFF	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
LFGR	Rodez-Aveyron
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 issued and sent out in the middle of the month by Eurocontrol and relate to 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;
- 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 real route such as registered by the Air Traffic Flow Management and the maximum certificated take-off weight declared for each aircraft by the users to Eurocontrol services.

## 5 Contacts

	<b>Claims and system Information</b>	<b>Recovery</b>	<b>Accounting and treasury</b>
<b>Telephone</b>	+ 32 2 729 38 38	+32 2 729 32 96	+ 32 2 729 38 67
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## D OCEANIC CHARGE

### 1 Definition

Transports Code, articles R.6712-3 à R.6712-9, R.6722-3 à R.6722-9, R.6752-6 à R.6752-12, R.6762-7 à R.6762-13 et R.6772-7 à R.6772-13

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. Certain domestic or inter-island routes may also be subject to exemptions, to take account of the economic conditions of air services to the communities concerned.

### 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 5

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 5

The "weight" factor (w) formulated by a figure taken to two decimals shall be the square root of the quotient by fifty of the maximum take-off weight (MTOW) of the aircraft, formulated in metric tons by 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.

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

Hence the calculation of the charge is:

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

### 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 1<sup>st</sup> January 2024.

### 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 issued and sent out monthly by the DGAC 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.

## 6 Contacts

	<b>Informations</b>
<b>Service</b>	DSNA/SDFI/R
<b>Téléphone</b>	+ 33 1 58 09 47 65 + 33 1 58 09 40 75
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<b>Téléfax</b>	+ 33 1 58 09 48 64
<b>Internet</b>	<a href="https://www.ecologie.gouv.fr/redevances-navigation-aerienne">https://www.ecologie.gouv.fr/redevances-navigation-aerienne</a>
<b>Adresse</b>	DGAC DSNA/SDFI/R 50 rue Henry Farman 75720 PARIS Cedex 15

## E TERMINAL NAVIGATION CHARGE OVERSEAS

### 1 Definition

Transports code  
Articles R.6712-3 à  
R.6712-9, R.6722-3  
à R.6722-9,  
R.6752-6 à R.6752-  
12, R.6762-7 à  
R.6762-13 et  
R.6772-7 à R.6772-  
13

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, payable on each departing flight.

### 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” (w) factor of the aircraft:

$$SU = w$$

#### 2.1 Calculation of the weight factor for the overseas TNC

Article 6

The “weight” (w) factor, formulated by a two decimal number, is equal to the product of a factor equal to 1.247 and the number to the first decimal place corresponding to the maximum certified take-off weight of the aircraft (MTOW) of the aircraft, formulated in metric tons as shown in the certificate of airworthiness, flight manual or any other official document provided by the aircraft operator, multiplied by the superscript 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 1<sup>st</sup> January 2024.

#### 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 in paragraph 2.1.

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 1<sup>st</sup> January 2024:

#### Order setting the unit rates of the ANC Annex 2

SOCA	Cayenne-Félix Éboué
FMCZ	Dzaoudzi-Pamandzi
FMEE	La Réunion-Roland Garros
TFFF	Martinique-Aimé-Césaire
NWWW	Nouméa-La Tontouta
TFFR	Aéroport Guadeloupe-Pôle Caraïbes
LFVP	Saint-Pierre Pointe Blanche
NTAA	Tahiti-Faaa

### 4 Billing

The bills for overseas terminal navigation charge are issued and sent out monthly by the DGAC 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.

## 5 Contacts

	<b>Informations</b>
<b>Service</b>	DSNA/SDFI/R
<b>Téléphone</b>	+ 33 1 58 09 47 65 + 33 1 58 09 40 75
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## 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

Conditions of application of the route charges system - Annex 2 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. Any user who is a national of a contracting State may, whenever payment is made by him into a designated banking establishment situated in the State of which he is a national, discharge the debt in the convertible currency of that State. 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. Bank charges relating to the payment of Eurocontrol invoices are borne by airspace user.

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

#### 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 shall be shown on the bill and is 60 days from the date of 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 thereto 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 13.26 % per year from 1<sup>st</sup> January 2024.

## 2 Terms of payment for the mainland terminal navigation charge

[Mandate agreement relating to the terminal navigation charge for mainland France – Annex 1 Appendix 2 Clause 1](#) The amounts invoiced shall be payable, in euros, into the bank account of the Eurocontrol Central Service mentioned on the invoice.

The amount of the charge is due on the date of performance of the flight. The value date by which payment must be received by Eurocontrol is shown on the bill.

The period allowed to users for the payment of terminal charges, i.e. the interval between the invoice date and the due date indicated on the invoice, shall be the same as the period allowed to users for the payment of Eurocontrol en-route charges.

[Clause 2](#) 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 3](#) 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.

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

### 2.1 Claims

[Clause 4](#) 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 shall be shown on the bill and is 60 days from the date of the bill.

The date of submission of claims shall be the date on which the claims 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.

### 2.2 Penalties

[Clause 5](#) Any charge which has not been paid by the latest date for payment shall be subject of interest. This interest, known as late payment interest, is simple interest, calculated from day to day on the unpaid overdue amount. The interest will be calculated and billed in euros. The interest rate is the same as that applicable to the Eurocontrol Route Charges System and published by the DGAC (9.97% year rate as from 1 January 2024).

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

Amounts due are paid by cheque or bank transfer only.

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 evidence<sup>1</sup>.

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.

#### 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.

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<sup>1</sup> 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.

For the first semester of 2024, the legal interest rate is set at 5,07 %.

## 4 Enforcement measures

Conditions of  
application of the  
route charges  
system - Annex 2  
Clause 7

When the debtor has not paid the amount due, measures may be taken to enforce recovery.

These measures may include the denial of services, detention of aircraft or other enforcement measures in accordance with applicable laws.

### 4.1 Aircraft detention

Mandate  
agreement relating  
to the terminal  
navigation charge  
for mainland  
France – Annex 1  
Appendix 2  
Clause 6

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.

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

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

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

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 Eurocontrol or 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.

Transport code,  
articles  
R.6213-38 à  
R.6213-41,  
R.6712-9,  
R.6722-9,  
R.6752-12,  
R.6762-13 et  
R.6772-13

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

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

$$RR = t \times d \times w = 70.99 \times 8.71 \times 0.33 = \mathbf{€ 204.05}$$

##### 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

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

$$RR = t \times d \times w = 70.99 \times 8.79 \times 1.23 = \mathbf{€ 767.52}$$

##### 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

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

$$RR = t \times d \times w = 70.99 \times 7.64 \times 0.98 = \mathbf{\text{€ } 531.52}$$

#### 2) Mainland terminal navigation charge (RSTCA-M)

Weight factor

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

$$RSTCA-M = 277.01 \times 0.97 = \mathbf{\text{€ } 268.70 \text{ euros}}$$

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

MTOW = 273.4 tons

Distance route = 772 km

Distance ROC= 100 km

#### 1) Route charge (RR)

Distance factor

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

Weight factor

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

$$RR = t \times d \times w = 70.99 \times 7.52 \times 2.34 = \mathbf{\text{€ } 1\,249.20}$$

#### 2) Mainland terminal navigation charge (RSTCA-M)

Weight factor

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

$$RSTCA-M = 200.48 \times 3.28 = \mathbf{\text{€ } 657.57}$$

### 3) Oceanic charge (ROC)

Distance factor

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

Weight factor

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

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

### **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

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

$$RR = t \times d \times w = 70.99 \times 2.43 \times 3.31 = \text{€ } 570.99$$

#### 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

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

$$RSTCA-OM = 12 \times 209.90 = \text{€ } 2\,518.8$$

#### 2) Oceanic charge (ROC)

Distance factor

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

Weight factor

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

$$ROC = t \times d \times w = (35.78/2) \times 24.35 \times 2.44 = \text{€ } 1\,062.92$$

### 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

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

$$RR = t \times d \times w = 70.99 \times 1.86 \times 0.22 = \mathbf{\text{€ } 29.05}$$

##### 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

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

$$RR = t \times d \times w = 70.99 \times 4.68 \times 0.68 = \mathbf{\text{€ } 225.92}$$

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

Weight factor

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

$$RSTCA-M = 277.01 \times 0.58 = \mathbf{\text{€ } 160.67}$$

## I REFERENCES

- Transports Code

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

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

Order of 21<sup>st</sup> December 2015 relating to general provisions of the air navigation charges amended by the order of 24 June 2019.

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

Order of the 12 December 2023 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 1<sup>st</sup> January 2024.

- [Order setting the legal interest rate:](#)

Order of the 21 December 2023 relating to the setting of the legal interest rate for professionals for the first half of 2024.

- [Conditions of application of the route charges System:](#)

Doc. No. 20.60.02 - Conditions of application of the route charges system and conditions of payment approved by the enlarged Commission on 28 November 2019.