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**CONDITIONS OF APPLICATION OF THE
ROUTE CHARGES SYSTEM AND
CONDITIONS OF PAYMENT**

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European Organisation for the Safety of Air Navigation

Central Route Charges Office



Conditions of Application of the Route Charges System and Conditions of Payment

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**EUROPEAN ORGANISATION FOR THE SAFETY OF AIR
NAVIGATION**

EUROCONTROL

CONDITIONS OF APPLICATION OF THE

ROUTE CHARGES SYSTEM

AND

CONDITIONS OF PAYMENT

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CONDITIONS OF APPLICATION OF THE ROUTE CHARGES SYSTEM

ARTICLE 1

1. A charge shall be levied for each flight performed under Instrument Flight Rules (IFR flight) in accordance with the procedures laid down in application of the Standards and Recommended Practices of the International Civil Aviation Organization in the airspace of the Flight Information Regions listed in Annex 1, falling within the competence of the Contracting States. Furthermore, in the Flight Information Regions which fall within its competence, a Contracting State may decide that a charge be levied on any flight performed under Visual Flight Rules (VFR flight). Flights performed partly under Visual Flight Rules and partly under Instrument Flight Rules (mixed VFR/IFR flights) in the Flight Information Regions falling within the competence of a given Contracting State are subject, for the entire distance flown within the said Flight Information Regions, to charges levied in that State for IFR flights.
2. The charge shall constitute remuneration for the costs incurred by Contracting States in respect of en route air navigation facilities and services and the operation of the Route Charges System, and for the costs incurred by EUROCONTROL in operating the System.
3. The charges generated in the airspace of the Flight Information Regions falling within the competence of a Contracting State may be subject to value added tax (VAT). EUROCONTROL may, in that case, recover the said tax under the conditions and in accordance with the rules agreed with the State concerned.
4. The person liable to pay the charge shall be the person who was the operator of the aircraft at the time when the flight was performed. If the identity of the operator is not known, the owner of the aircraft shall be regarded as the operator unless he proves which other person was the operator.

ARTICLE 2

For each flight entering the airspace of the Flight Information Regions falling within the competence of several Contracting States, a single charge (**R**) shall be collected equal to the sum of the charges accruing in respect of that flight in the airspace of the Flight Information Regions falling within the competence of the individual States concerned:

$$R = \sum_n r_i$$

The individual charge (r_i) for flights in the airspace falling within the competence of a Contracting State shall be calculated in accordance with the provisions of Article 3.

ARTICLE 3

The charge for a flight in the airspace of the Flight Information Regions falling within the competence of a given Contracting State (i) shall be calculated in accordance with the following formula:

$$r_i = t_i \times N_i$$

where (r_i) is the charge, (t_i) the unit rate of charge and (N_i) the number of service units corresponding to such a flight. The unit rates may, where appropriate, be set separately for VFR and IFR flights.

ARTICLE 4

For a given flight, the number of service units, designated (N_i), referred to in the foregoing article shall be obtained by means of the following formula:

$$N_i = d_i \times p$$

where (d_i) is the distance factor in respect of the airspace of the Flight Information Regions falling within the competence of the Contracting State (i) and (p) the weight factor for the aircraft concerned.

ARTICLE 5

1. The distance factor (d_i) shall be obtained by dividing by one hundred (100) the number of kilometres in the great circle distance between:
 - the aerodrome of departure within, or the point of entry into, the airspace of the Flight Information Regions falling within the competence of the Contracting State (i)and
 - the aerodrome of first destination within, or the point of exit from, that airspace.

The aforesaid entry and exit points shall be the points at which the lateral limits of the said airspace are crossed by the route described in the flight plan. This flight plan incorporates any changes made by the operator to the flight plan initially filed as well as any changes approved by the operator resulting from air traffic flow management measures.

2. However, for flights terminating at the aerodrome from which the aircraft has taken off and during which no intermediate landing has been made (circular flights), and for which the one most distant point from the aerodrome lies in a Flight Information Region of the Contracting State (i), the distance factor (d_i) shall be obtained by dividing by one hundred (100) the number of kilometres in the great circle distance between:

- the aerodrome within, or the point of entry into, the airspace of the Flight Information Regions falling within the competence of the Contracting State (i)
- and
- the most distant point from the aerodrome
- plus the number of kilometres in the great circle distance between:
- the most distant point from the aerodrome
- and
- the aerodrome within, or the point of exit from, that airspace.
3. The distance to be taken into account shall be reduced by twenty (20) kilometres for each take-off from and for each landing on the territory of a Contracting State.

ARTICLE 6

1. The weight factor shall be the square root of the quotient obtained by dividing by fifty (50) the number of metric tons in the maximum certificated take-off weight of the aircraft as shown in the certificate of airworthiness, the flight manual or any other equivalent official document, as follows:

$$p = \sqrt{\frac{\text{Max. take-off weight}}{50}}$$

Where the maximum certificated take-off weight of the aircraft is not known to the bodies responsible for the collection of the charge, the weight factor shall be calculated by taking the weight of the heaviest aircraft of the same type known to exist.

2. Where an aircraft has multiple certificated maximum take-off weights, the weight factor shall be established on the basis of the highest maximum take-off weight authorised for the aircraft by its State of registration.
3. Where, however, an operator has indicated to the bodies responsible for the collection of the charge that he operates two or more aircraft which are different versions of the same type, the average of the maximum take-off weights of all his aircraft of that type shall be taken for the calculation of the weight factor for each aircraft of that type. The calculation of this factor per aircraft type and per operator shall be effected at least once a year.
4. For the purpose of calculating the charge, the weight factor shall be expressed as a figure taken to two decimal places.

ARTICLE 7

1. The unit rate of charge shall be established in euros.
2. Unless decided differently by the State concerned, the unit rate of charge for a Contracting State for which the euro is not the national currency shall be recalculated monthly by applying the average monthly rate of exchange between the euro and the national currency for the month preceding the month during which the flight takes place. The exchange rate applied shall be the monthly average of the "Closing Cross Rate" calculated by Reuters based on daily BID rate.

ARTICLE 8

1. The following flights shall be exempt from the payment of charges:
 - a. mixed VFR/IFR flights shall be exempt only in the airspace of the Flight Information Regions falling within the competence of the Contracting State or States where they are performed exclusively under VFR and where a charge is not levied for VFR flights;
 - b. flights performed by aircraft of which the maximum take-off weight authorised is less than two (2) metric tons;
 - 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 a competent SAR body.
2. Furthermore, a Contracting State may, in respect of the Flight Information Regions falling within its competence, exempt the following from payment of the charge:
 - a. military flights performed by military aircraft of any State;
 - b. 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 the airspace of the State concerned. Flights must not serve for the transport of passengers and/or cargo, nor for positioning or ferrying of the aircraft;
 - c. 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;
 - d. flights terminating at the aerodrome from which the aircraft has taken off and during which no intermediate landing has been made (circular flights).

ARTICLE 9

The charge shall be payable at EUROCONTROL's Headquarters, in accordance with the Conditions of Payment set out in Annex 2. The currency of account used shall be the euro.

ARTICLE 10

The Conditions of Application of the Route Charges System and the unit rates shall be published by the Contracting States.

FLIGHT INFORMATION REGIONS**REGIONS D'INFORMATION DE VOL****Contracting States****Etats contractants**

(as at 1.11.02)

(au 01.11.02)

Republic of Albania (not yet technically integrated)République d'Albanie (pas encore intégrée techniquement)Tirana Flight Information Region
Tirana Upper Flight Information RegionRégion d'information de vol Tirana
Région supérieure d'information de vol TiranaFederal Republic of GermanyRépublique Fédérale d'AllemagneBerlin Upper Flight Information Region
Hannover Upper Flight Information Region
Rhein Upper Flight Information Region
Bremen Flight Information Region
Düsseldorf Flight Information Region
Frankfurt Flight Information Region
München Flight Information Region
Berlin Flight Information RegionRégion supérieure d'information de vol Berlin
Région supérieure d'information de vol Hannover
Région supérieure d'information de vol Rhein
Région d'information de vol Bremen
Région d'information de vol Düsseldorf
Région d'information de vol Frankfurt
Région d'information de vol München
Région d'information de vol BerlinRepublic of AustriaRépublique d'Autriche

Wien Flight Information Region

Région d'information de vol Wien

Kingdom of Belgium-Grand Duchy of LuxembourgRoyaume de Belgique-Grand Duché de LuxembourgBruxelles Upper Flight Information Region
Bruxelles Flight Information RegionRégion supérieure d'information de vol Bruxelles
Région d'information de vol BruxellesRepublic of BulgariaRépublique de BulgarieSofia Flight Information Region
Varna Flight Information RegionRégion d'information de vol Sofia
Région d'information de vol VarnaRepublic of CyprusRépublique de Chypre

Nicosia Flight Information Region

Région d'information de vol Nicosia

Republic of CroatiaRépublique de CroatieZagreb Flight Information Region
Zagreb Upper Flight Information RegionRégion d'information de vol Zagreb
Région supérieure d'information de vol ZagrebKingdom of DenmarkRoyaume du Danemark

København Flight Information Region

Région d'information de vol København

FLIGHT INFORMATION REGIONS**REGIONS D'INFORMATION DE VOL****Contracting States****Etats contractants****Kingdom of Spain****Royaume d'Espagne**

Madrid Upper Flight Information Region
Madrid Flight Information Region
Barcelona Upper Flight Information Region
Barcelona Flight Information Region
Islas Canarias Upper Flight Information Region
Islas Canarias Flight Information Region

Région supérieure d'information de vol Madrid
Région d'information de vol Madrid
Région supérieure d'information de vol Barcelona
Région d'information de vol Barcelona
Région supérieure d'information de vol Islas Canarias
Région d'information de vol Islas Canarias

Republic of Finland**République de Finlande**

Tampere Upper Flight Information Region
Tampere Flight Information Region
Rovaniemi Upper Flight Information Region
Rovaniemi Flight Information Region

Région supérieure d'information de vol Tampere
Région d'information de vol Tampere
Région supérieure d'information de vol Rovaniemi
Région d'information de vol Rovaniemi

French Republic**République française**

France Upper Flight Information Region
Paris Flight Information Region
Brest Flight Information Region
Bordeaux Flight Information Region
Marseille Flight Information Region
Reims Flight Information Region

Région supérieure d'information de vol France
Région d'information de vol Paris
Région d'information de vol Brest
Région d'information de vol Bordeaux
Région d'information de vol Marseille
Région d'information de vol Reims

United Kingdom of Great Britain and Northern Ireland**Royaume-Uni de Grande-Bretagne et d'Irlande du Nord**

Scottish Upper Flight Information Region
Scottish Flight Information Region
London Upper Flight Information Region
London Flight Information Region

Région supérieure d'information de vol Scottish
Région d'information de vol Scottish
Région supérieure d'information de vol London
Région d'information de vol London

Hellenic Republic**République hellénique**

Athinai Upper Flight Information Region
Athinai Flight Information Region

Région supérieure d'information de vol Athinai
Région d'information de vol Athinai

Republic of Hungary**République de Hongrie**

Budapest Flight Information Region

Région d'information de vol Budapest

FLIGHT INFORMATION REGIONS**REGIONS D'INFORMATION DE VOL****Contracting States****Etats contractants**Ireland

Shannon Upper Flight Information Region
 Shannon Flight Information Region
 Shannon Oceanic Transition Area enclosed by
 the following co-ordinates: 51°North 15°West,
 51°North 8°West, 48°30' North 8°West, 49°North
 15°West, 51°North 15°West at and above FL55

Irlande

Région supérieure d'information de vol Shannon
 Région d'information de vol Shannon
 Région de transition océanique de Shannon
 délimitée par les coordonnées ci-après: 51°Nord
 15°Ouest, 51°Nord 8°Ouest, 48°30 Nord 8°Ouest,
 49°Nord 15°Ouest, 51°Nord 15°Ouest au niveau
 de vol 55 et au-dessus

Italian Republic

Milano Upper Flight Information Region
 Milano Flight Information Region
 Roma Upper Flight Information Region
 Roma Flight Information Region
 Brindisi Upper Flight Information Region
 Brindisi Flight Information Region

République italienne

Région supérieure d'information de vol Milano
 Région d'information de vol Milano
 Région supérieure d'information de vol Roma
 Région d'information de vol Roma
 Région supérieure d'information de vol Brindisi
 Région d'information de vol Brindisi

The former Yugoslav Republic of Macedonia

Skopje Flight Information Region

L'ancienne République yougoslave de Macédoine

Région d'information de vol Skopje

Republic of Malta

Malta Upper Flight Information Region
 Malta Flight Information Region

République de Malte

Région supérieure de vol Malte
 Région d'information de vol Malte

Republic of Moldova

Chisinau Flight Information Region

République de Moldavie

Région d'information de vol Chisinau

Principality of Monaco

p.m.
 (Marseille Flight Information Region)

Principauté de Monaco

p.m.
 (Région d'information de vol de Marseille)

Kingdom of Norway

Oslo Upper Flight Information Region
 Stavanger Upper Flight Information Region
 Trondheim Upper Flight Information Region
 Bodø Upper Flight Information Region
 Oslo Flight Information Region
 Stavanger Flight Information Region
 Trondheim Flight Information Region
 Bodø Flight Information Region
 Bodø Oceanic Flight Information Region

Royaume de Norvège

Région supérieure d'information de vol Oslo
 Région supérieure d'information de vol Stavanger
 Région supérieure d'information de vol Trondheim
 Région supérieure d'information de vol Bodø
 Région d'information de vol Oslo
 Région d'information de vol Stavanger
 Région d'information de vol Trondheim
 Région d'information de vol Bodø
 Région d'information de vol océanique Bodø

FLIGHT INFORMATION REGIONS**REGIONS D'INFORMATION DE VOL****Contracting States****Etats contractants**Kingdom of the NetherlandsRoyaume des Pays-Bas

Amsterdam Flight Information Region

Région d'information de vol Amsterdam

Portuguese RepublicRépublique portugaiseLisboa Upper Flight Information Region
Lisboa Flight Information Region
Santa Maria Flight Information RegionRégion supérieure d'information de vol Lisboa
Région d'information de vol Lisboa
Région d'information de vol Santa MariaRomaniaRoumanie

Bucuresti Flight Information Region

Région d'information de vol Bucuresti

Slovak RepublicRépublique slovaque

Bratislava Flight Information Region

Région d'information de vol Bratislava

Republic of SloveniaRépublique de Slovénie

Ljubljana Flight Information Region

Région d'information de vol Ljubljana

Kingdom of SwedenRoyaume de SuèdeSweden Upper Flight Information Region
Sweden Flight Information RegionRégion supérieure d'information de vol Suède
Région d'information de vol SuèdeSwiss ConfederationConfédération suisseSwitzerland Upper Flight Information Region
Switzerland Flight Information RegionRégion supérieure d'information de vol Suisse
Région d'information de vol SuisseCzech RepublicRépublique tchèque

Praha Flight Information Region

Région d'information de vol Praha

Republic of TurkeyRépublique de TurquieAnkara Flight Information Region
Istanbul Flight Information RegionRégion d'information de vol Ankara
Région d'information de vol Istanbul

ANNEX 2**CONDITIONS OF PAYMENT****CLAUSE 1**

1. The amounts billed shall be payable at EUROCONTROL's Headquarters in Brussels.
2. 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.
3. 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 shall be shown on the bill and is 30 days from the date of the bill.

CLAUSE 2

1. Except as provided in paragraph 2 of this clause, the amount of the charge shall be paid in euros.
2. 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.
3. Where 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

1. 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.

2. Where 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.

CLAUSE 5

1. 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.
2. The date of submission of claims shall be the date on which the claims are received by EUROCONTROL.
3. Claims must be detailed and should be accompanied by any relevant supporting evidence.
4. Submission of a claim by a user shall not entitle him to make any deduction from the relevant bill unless so authorised by EUROCONTROL.
5. Where EUROCONTROL and a user are mutually debtor and creditor no compensation payments shall be effected without EUROCONTROL's prior agreement.

CLAUSE 6

1. 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.
2. The interest will be calculated and billed in euros.

CLAUSE 7

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