

GEN 4.2 AIR NAVIGATION SERVICES CHARGES

1 General

The conditions for establishing charges for landing, marking, the use of air navigation facilities and services and the assistance of rescue and firefighting service, as defined on page GEN 4-1-2 paragraph 3 are the following:

2 Landing charges

The landing charge is payable under the conditions and under the reserves set out below after by any aircraft landing on an aerodrome open to Public air traffic.

The landing charge is calculated based on the maximum take-off weight shown in the certificate of airworthiness of the aircraft, rounded to the next tone. A tariff is set for tourism aircraft weighing less than or equal to 12 tons.

Rates differ depending on whether the aircraft is on a domestic or international flight.

2.1 Reduction:

- a) Rotorcraft benefit from 50% discount.
- b) Aircraft belonging to a transport or aerial work company which performs training flights and which, on the occasion of these flights do not make any transport or paid work, benefit from a 75% reduction.
- c) The amount of the reduction granted in case of an air event is fixed by the Minister in charge of civil aviation.

2.2 Exemptions:

Are exempted from the landing charge:

- a) Aircraft specially assigned to the movement of persons performing duties, the list of which is set up by decision of the Minister responsible for Civil Aviation.
- b) State aircraft carrying out technical missions on the orders of the Minister responsible of civil aviation.
- c) Aircraft belonging to a transport or aerial work company performing test flights, provided that they do not do any paid work on these flights and are on board only members of the crew and persons specially authorized to control the tests.
Are considered as Test flights, flights performed after the conversion, repair or adjustment of airframes, engines or on-board devices, or after the installation of a new device on board the aircraft.
- d) Aircraft performing a forced return to the airport due to technical incidents or adverse atmospheric circumstances.
- e) Aircraft of aero clubs, when they land on their home airport provided that they do not perform any paid flights.

3 Charges for the use of lighting devices

The charge for the use of lighting devices is due by any aircraft performing a flight or landing on an aerodrome open to public air traffic, the marking of which has been turned on at night (30 minutes after sunset, 30 minutes before sunrise), or in poor visibility; either at the request of the aircraft captain or for security reasons on the order of the authority responsible for aviation safety.

The charge varies according to aerodromes, depending on the importance of the markings. They are, for this purpose, classified in two (02) categories, and the rate of the charge, for each of the categories is fixed on page GEN 4-1-3 paragraph 3.2. Exemptions: (see paragraph 2.2 above).

4 Rescue and firefighting service assistance charges:

The assistance charge for the rescue and firefighting service is due in accordance with the category of the aircraft. The tariff varies according to the assistance, protection or fueling.

5 Charges for the use of en-route air navigation facilities and services

The charge for the use of route navigation facilities and services is due to any flight within the flight information region within the Algerian jurisdiction. The charge is due, in principle, by the operator of the aircraft. In the absence of an operator, owner of the aircraft is liable, until it is established that another person has that quality. The charge is due for each flight regardless of the flight rules (IFR or VFR) and the departure and destination locations.

Flight, means any flight giving rise to a flight plan. It will be counted, consequently, as many flights as the courses flown by an aircraft. The charge is determined based on the distance flown and the weight of the aircraft. The weight of the aircraft is the maximum take-off weight shown in its certificate of airworthiness, rounded to the higher ton. The distance is that flown by the aircraft within the limit of a flight. It is determined as follows:

Domestic Flight:

Distance between the aerodrome of departure and the aerodrome of arrival, located both within the national territory.

International flight with stop:

Distance between the aerodrome of departure on the national territory on the one hand and the crossing point of boundary of ALGIERS FIR on the other hand, or if the flight made by the aircraft has several stops, the distance between the aerodromes located within the national territory. For each flight involving a stopover within the limits of ALGIERS FIR, the distance to be billed is reduced by 20Km for any landing or take-off.

International non-stop flight:

Distance between the entry point and the exit point of ALGIERS FIR. The flown distance for billing is calculated in increments of 100Km, any additional fraction being counted for 100Km. The contexture of the traffic determines a distance scale and a weight scale from which two coefficients, applicable at an average unit rate. The rate of internationals and domestics overflight charges shall apply without distinction or flight rules (IFR or VFR), the nature of the flight (commercial, professional or private) or the nationality of the aircraft. Flights of foreign states aircrafts are subject, except in the case of exemptions listed below, to payment of the charge under the same conditions as aircraft used for other purposes.

5.1 Discounts

Aircraft with a maximum take-off weight of more than 2 tones and less than 5.7 Tons benefit from a 40% discount on the amount of the charge.

5.2 Exemptions:

Are exempt from the charge:

- a. Full visual flights by aircraft with maximum take-off weight shown in its certificate of airworthiness of less than two (02) tones.
- b. Flights performed by aircrafts of foreign states provided, on the one hand, that this exemption results from an agreement of reciprocity and a decision of the Minister in charge of civil aviation, on the other hand that the flights are not carried out for commercial purposes.
- c. Search and rescue flights.
- d. Flights performed by aircraft that would be forced, as a result of technical incident or adverse atmospheric circumstances, to regain non-stop their aerodrome of departure.
- e. Flight performed for the control or test of navigation aids.
- f. Flight performed for flight crews training.
- g. Humanitarian flights subject to authorization granted by the Minister in charge of civil aviation.

6 Formula for calculating the route charge

The charge is calculated according to the formula:

$$R = T_i \times N$$

In which (T_i) is the charge rate, (N) is the number of service units obtained by the calculation:

$$N = D \times P$$

Where (D) is the distance coefficient and (P) the weight coefficient of the aircraft.

The charge system is therefore based on the distance between the entry point and the exit point, as published for the ALGIERS FIR, and on the weight of the aircraft.

6.1 Distance coefficient:

For each take-off or landing, the distance to be taken into consideration shall be reduced by a flat-rate instalment of 20 Kilometers.

6.2 Weight Coefficient:

The weight coefficient is equal to the square root of the quotient obtained by dividing the maximum take-off weight of the aircraft used by 50 tones.

The value of the take-off weight to be considered is that shown in the certificate of airworthiness, it is expressed in metric tons, which gives:

$$P = \sqrt{\frac{\text{maximum take-off weight}}{50}}$$

The weight coefficient is equal to one (1) for an aircraft whose maximum takeoff is 50 metric tons. The weight coefficient is expressed in the calculation by a number with two decimal places.

The last being rounded up or down.

6.3 Developed formula of the charge:

$$R = T_i \times D \times \sqrt{\frac{\text{maximum take-off weight}}{50}}$$

6.4 Unit of service:

It corresponds to a journey of 100 km ($D = 1$) made by the aircraft with 50 tons weight.

6.5 Basis of the charge:

For the purpose of determining the basis of the charge, the expenses related to the route use of air navigation facilities and services included in the AFI plan shall be taken into account.

6.6 Unit rate:

The unit rate of the charge (T_i in the calculation formula) is established by dividing the charge base for the given period by the number (N) of service units generated in the FIR during the same period. The unit rate of charge is calculated periodically in order to take into account the facilities implemented, the facilities removed from operations (assessment of the basis of the charge), the actual evolution of the traffic and the types of aircraft in service (change in the number (N) of service units).

7 Flight Notices

Information to provide:

1. Expected Date (Year, Month, Day, Hour)
2. Operator:
 - a. Name or Business Name
 - b. Exact address
 - c. Trade register number
 - d. Date and place of delivery
 - e. RSFTA address
 - f. Telex
 - g. Phone
 - h. Fax
3. Aircraft:
 - a. Type
 - b. Weight
 - c. Registration
 - d. Certificate of airworthiness (CofA) Number.
 - e. Date and place of delivery
 - f. Owner's name
 - g. Owner's address
4. Crew
 - a. Name of the captain
 - b. Number of crew members
 - c. Name of the reserve captain
5. Purpose of flight
6. Loading:
 - a. Passengers (number)
 - b. Freight (Tonnage)
 - c. Nature of freight
7. Route:
 - a. Point of departure and destination
 - b. Route in ALGIERS FIR
 - c. Scheduled stop - Intermediate – Last

8. Conditions and methods of payment of air navigation charges

Payment of user charges for air navigation facilities and services en-route, Landing charges and user charges for lighting devices are defined as follows:

8.1 Billing

It is established monthly and sent to users generally in the month following the service done.

8.2 Payment

Payments are to be made to the bank account of ENNA. Opened by the "CRÉDIT POPULAIRE D'ALGÉRIE (CPA). N °: 101 401 72 130 301. 41, RUE DIDOUCHE MOURAD ALGER – ALGERIE". They must be accompanied by the dates and references of the invoices to which they relate.

Any operator of aircraft, owner or not, is subject to the payment of charges directly to ENNA.

8.3 Currency of account

The currency of account is the Algerian Dinar (DZD).

8.4 Billing currency:

The billing currency is the Euro (€) for foreign companies and the Algerian Dinar (DZD) for local companies.

8.5 Currency of payment:

This bill must be paid in Euro (€).

The existence of an intergovernmental payment agreement is opposable to that provision only if the said agreement expressly stipulates another mode of payment. Domestic customers will pay in national currency.

8.6 Time limit for payment:

This invoice is payable within 30 days from the date of issue.

8.7 Interest on late payment

A late payment interest of 15% per year will be applied for any bill not paid 10 days (grace period) after the payment Time limit. It will eventually be increased by costs incurred from the 41st calendar day.

8.8 Complaints / Information:

For payment or any complaint and information concerning the billing, find the contact in GEN 4-1-1 subsection 1.1

Complaints must reach the address indicated above within a maximum of 60 days from the date of dispatch of the bill. After this period, no claim will be considered.

The amount of this bill must be paid in totality. Any substantiated complaint made within the prescribed period, will result in the establishment of a credit note within a maximum period of 30 days from the date of receipt.

8.9 Litigation:

All litigations and disputes are under the responsibility of the Algerian courts.

9. Airport charges:

9.1 Charges for the use of passengers' reception facilities:

The user charge for the facilities provided for the reception of passengers is due for the use of works and premises of common use used for loading, disembarkation and reception of passengers. The amount of this charge is collected on aerodromes designated by decision of the Minister of Civil Aviation. At the same airport, charge can be set at rates of different basis, depending on the destination area of passengers boarded. The charge is due, under the conditions set out below, for any passenger traveling on an aircraft operating for commercial purposes. The charge is due by passengers who, during a trip, make a voluntary stop on the airport. It is also due to the staff of transporters who are not part of the crew. The charge is due by the transporter who is authorized to get a refund for the amount by the passenger. The charge is received when the passenger ticket is issued. Charges to be collected for the use of passenger reception facilities, are given in the table on page GEN 4-2-8

Exemptions:

The charge is not due:

- a) By crew members carrying out the transport, excluding those travelling on personal reasons or under the mention of service.
- b) By passengers of an aircraft making a forced return to the airport because of technical incidents or adverse weather conditions.
- c) By children under two years old
- d) By passengers in transit / correspondence who because of the transport, perform a stop at the airport not exceeding twenty-four hours and return to their new destination on an aircraft which flight number is different from the flight number of the aircraft they used on arrival.

9.2 Charges for use of the facilities provided for the reception of goods:

The user charge for the facilities provided for the reception of the goods is due for the use of works and premises of common use for loading/ unloading and all cargo handling operations. The perception of this charge does not preclude payment by users of charges corresponding to the use of stores and warehouses for ordinary or private use. The user charge for the use of the installations arranged for the reception of goods is given in GEN 4.2.8. The charge is due by the carrier who is entitled to get a refund for the amount by the shipper or the recipient of the goods.

9.3 Parking charge:

Fitted with various equipment, of more or less developed importance. They can be classified as parking charges, are due under the conditions set out below by any aircraft parked on non-covered surfaces intended for that purpose and located in the right-of-way of an aerodrome open to public air traffic.

Parking surfaces consist either of paved terraces or of developed land. They can be:

- Traffic areas.
- Garage areas.
- Maintenance areas.

The parking charge is expressed in Algerian dinars per hour per ton. The tonnage in question being the maximum weight of the aircraft on take-off shown in its certificate of airworthiness rounded to the next tone. Each hour started being due. The operator sets a period of grace during which an aircraft may, between the time of landing and the time of take-off, park on the parking areas without paying the charge. This time is included between forty-five minutes and two hours. It may vary, if necessary, according to day hours in order to take into account the variations in traffic density at the aerodrome. The collection of the parking charge does not exclude the possibility for the operator to establish a special charge for special equipment, such as power, telephone, compressed air outlets, etc. When there is no inconvenience to traffic, parts of parking may be made, privately, available to users who request it. They bear, in this case, a public property charge.

State-owned aircraft pay parking charges when carrying out transport or paid aerial work. For State aircraft not engaged in transport or paid aerial work, parking charges are due in conditions and rates fixed by agreements between the administration operating the said aircraft and the operator of the aerodrome with the agreement of the Minister of Civil Aviation and Meteorology. The collection of the parking charge does not imply for the operator of the aerodrome or the Minister in charge of civil aviation the charge of custody, conservation and costs and risks of mooring of parked aircraft.

9.3.1 The rate of the parking charge:

It is given in the table on page GEN 4-2-8.

9.3.2 Exemptions:

Are exempted from parking charges:

- a) Aircraft specifically assigned to the movements of personalities whose list is fixed by decision of the Minister of Civil Aviation and Meteorology.
- b) State aircraft that perform certain technical missions.
- c) Private aircraft used by their owners for private and recreational purposes and, at the exclusion of any professional or commercial object, as well as the aircraft of the clubs, when using certain garage areas designated for that purpose by the operator of the aerodrome.
- d) Aircraft of aero clubs on their home aerodrome.

9.4 Shelter Charge:

The shelter charge is due under the conditions set out below by any aircraft placed under a covered shelter located in the right-of-way of the aerodrome. The rate of the shelter charge is expressed in Algerian dinars per day and per ton. The tonnage considered being the maximum weight of the aircraft shown in its certificate of airworthiness rounded up to the next tone. Each day started being due. Monthly subscriptions may be granted by the aerodrome operator. The amount of the charge to be collected is equal to the daily charge adjusted by the coefficient 20. The collection of the shelter charge does not imply that the operator of the aerodrome or the Minister of Civil Aviation are in charge of custody, conservation and costs and risks of mooring of parked aircraft.

9.4.1 The rate of the shelter charge:

It is given in the table on page GEN 4-2-8.

9.4.2 Exemption:

Aircraft owned or lent to the flying clubs by the State are exempt from the shelter charge but are only allowed in common shelter sheds Available places.

9.5 Charges for occupancy on airports of land and buildings by aircraft fuel distributors:

On all aerodromes open to public air traffic, the occupation of land and property by an aircraft fuel distribution business gives rise to the payment of a charge in accordance with the regulations laying down the conditions of creation, commissioning of operation and control of civil aerodromes.

This charge includes a fixed element determined according to the rental value of the land or occupied premises, by the care of the public domains. It may also include a variable element. The variable component of the charge is calculated based on the quantity of lubricant sold and delivered by the distributor from these fixed facilities located at the airport. The charge rate for the variable fuel distribution element is given in GEN 4 2 8.

NOTE: A 100% surcharge is applied to airport charges when the service is outside the hours of the aerodrome. In case of special treatment of an aircraft, the costs incurred by the damage and disturbances to the operation will be fully charged to the aircraft operator in question.

10. Amount of airport charges:

10.1 User charges for facilities designed for the reception of passengers:

10.1.1 Passengers in destination to an Algerian airport:

Departure from : ALGIERS, CONSTANTINE, ORAN, HASSI MESSAOUD, IN AMENAS, GHARDAIA, TAMENGHASSET, DJANET, TLEMCEN and ANNABA airports : 400 DA / Passenger

Departure from : Other Algerian airports : 300 DA / Passenger

10.1.2 Passengers in destination to a foreign airport:

Departure from : ALGIERS, CONSTANTINE, ORAN, HASSI MESSAOUD, BEJAIA, GHARDAIA, TAMENGHASSET, DJANET, TLEMCEN, ANNABA and CHLEF airports : 900 DA / Passenger

Departure from : Other Algerian airports : 600 DA / Passenger

10.2 Charges for fuels allocation:

Aircraft gasoline 2.82 DZD per hectolitre

Kerosene 2.64 DZD per hectolitre

10.3 Charges for occupation of lands or buildings in the public airport domain:

NATURE OF THE BUILDING	SURFACE	INTERNATIONAL AIRPORTS	NATIONAL AIRPORTS
<i>Buildings :</i>			
– Premises for administrative use	DZD/m2 /year	8410	4425
– Premises for industrial and technical use	DZD/m2 /year	6640	3625
<i>Hangars:</i>		3450	2575
– Freight	DZD/m2 /year	2300	1770
– Planes	DZD/m2 /year		
<i>Non built areas:</i>			
– Car parking	DZD/m2 /year	840	600
– Bituminous coated platform.	DZD/m2 /year	620	440
– Aircraft maintenance areas.	DZD/m2 /year	800	575
– Other	DZD/m2 /year	400	280
<i>lands crossed by pipe:</i>			
– Active area.	DZD/m2 /year	400	240
– Zone excluding traffic	DZD/m2 /year	360	185

10.5 Parking charges for aircraft:

On the aprons : 10.20 DZD ton / hour.

On other areas : 4.23 DZD ton / hour

For general aviation with a take-off weight less than 20 tones: 5 DZD per hour

A deductible is granted as follows:

Commercial : 30.00 DZD ton/ hour.

Non-commercial : 7.50 DZD ton /hour

A 50% reduction in the amount of parking charges during night hours (from sunset to sunrise) is granted to airlines.

Parking fees for aircraft: 6.65 DZD per ton day.