

**DEPARTMENT OF TRANSPORT
NOTICE 29 OF 2017**

AIR TRAFFIC AND NAVIGATION SERVICES COMPANY SOC LIMITED

AIR TRAFFIC AND NAVIGATION SERVICES COMPANY ACT, 1993 (ACT No. 45 OF 1993)

PUBLICATION OF AIR TRAFFIC SERVICE CHARGES

CORRECTION NOTICE

The following correction to Notice 959 in Government Gazette No. 40526 of 30 December 2016 is hereby published for general information:

- (a) Replace rule 2 with the following rule:

“2. Right to levy air traffic service charges

The Company is entitled to levy the air traffic service charges by virtue of a permission issued by the Regulating Committee on 23 December 2016 for the period from 1 April 2017 to 31 March 2020 in terms of section 11(5) of the Air Traffic and Navigation Services Company Act, 1993.”

- (b) Replace rule 9.9 with the following rule:

“9.9 Search mission co-ordination services are payable by the relevant authority or any operator at a rate of **R1 434,30** per hour or part thereof, where these services fall outside of the normal scope of alerting services and assistance to agencies involved in search and rescue operations, in particular where services are activated due to negligence in canceling service requests.”

- (c) Replace rule 9.12 with the following rule:

“9.12 Extended air traffic service charges at a rate of **R2 868,59** per hour or part thereof, are payable by an operator for the extension of existing air traffic services beyond the normal negotiated and planned service amendments as documented in the Integrated Aeronautical Information Package (IAIP).”

(d) Replace paragraph 1 of the Appendix with the following paragraph:

“1. An air traffic service charge is composed of the sum of VC, BSC and FC for each discrete Aerodrome, TMA Access and Area movement undertaken, according to the following mass categories and locations:

Main Mass Category	Cost Component	Formulas & Coefficients		
		Aerodrome Charge	TMA Access Charge	Area Charge
FAOR ≤ 5 000 kg	VC	R28,29	R28,29	
	BSC	R114,94/10 000.MCM	R114,94/10 000.MCM	
	FC	R60,64	R112,03	
5 000 kg < MCM ≤ 15 000 kg	VC	R28,29	R28,29	R28,29
	BSC	R114,94/10 000.MCM	R114,94/10 000.MCM	R114,94/10 000.MCM
	FC	R121,30/10 000.MCM	R22,41/1 000.MCM	R16,08/100 000.MCM.d
> 15 000 kg	VC	R28,29	R28,29	R28,29
	BSC	R140,75/100.√MCM	R140,75/100.√MCM	R140,75/100.√MCM
	FC	R148,57/100.√MCM	R274,43/100.√MCM	R197,00/10 000.√MCM.d

(e) Replace paragraph 3 of the Appendix with the following paragraph:

“3. As an illustration, assume the following flights:

Example 1

Domestic flight from FAOR to FACT, with aircraft with MCM = 100 000 kg and d = 686 miles

$$\begin{aligned}
 \text{Charge} &= [\text{Aerodrome Charge at FAOR} + \text{TMA Access Charge at FAOR} + \text{Area Charge} + \\
 &\quad \text{TMA Access Charge at FACT} + \text{Aerodrome Charge at FACT}] \times 100\% \\
 &= [[\text{VC}_{\text{Aero}} + \text{BSC}_{\text{Aero}} + \text{FC}_{\text{Aero}}] + [\text{VC}_{\text{TMA}} + \text{BSC}_{\text{TMA}} + \text{FC}_{\text{TMA}}] + [\text{VC}_{\text{Area}} + \text{BSC}_{\text{Area}} \\
 &\quad + \text{FC}_{\text{Area}}] + [\text{VC}_{\text{TMA}} + \text{BSC}_{\text{TMA}} + \text{FC}_{\text{TMA}}] + [\text{VC}_{\text{Aero}} + \text{BSC}_{\text{Aero}} + \text{FC}_{\text{Aero}}]] \times 100\% \\
 &= [[\text{R}28,29 + (\text{R}140,75/100 \times \sqrt{100\,000}) + (\text{R}148,57/100 \times \sqrt{100\,000})] + [\text{R}28,29 + \\
 &\quad (\text{R}140,75/100 \times \sqrt{100\,000}) + (\text{R}274,43/100 \times \sqrt{100\,000})] + [\text{R}28,29 + \\
 &\quad (\text{R}140,75/100 \times \sqrt{100\,000}) + (\text{R}197,00/10\,000 \times \sqrt{100\,000} \times (686-35-35))] + \\
 &\quad [\text{R}28,29 + (\text{R}140,75/100 \times \sqrt{100\,000}) + (\text{R}274,43/100 \times \sqrt{100\,000})] + [\text{R}28,29 + \\
 &\quad (\text{R}140,75/100 \times \sqrt{100\,000}) + (\text{R}148,57/100 \times \sqrt{100\,000})]] \times 100\% \\
 &= [(\text{R}28,29 \times 5) + (\text{R}140,75/100 \times \sqrt{100\,000} \times 5) + (\text{R}140,75/100 \times \sqrt{100\,000} \times 2) + \\
 &\quad (\text{R}274,43/100 \times \sqrt{100\,000} \times 2) + (\text{R}197,00/10\,000 \times \sqrt{100\,000} \times 616)] \times 100\% \\
 &= \text{R}8\,879,67
 \end{aligned}$$

Example 2

International flight from FAOR to international gateway, with aircraft with MCM = 4 500 kg and d = 211 miles

$$\begin{aligned}
 \text{Charge} &= [\text{Aerodrome Charge at FAOR} + \text{TMA Access Charge at FAOR}] \times 100\% \\
 &= [[\text{VC}_{\text{Aero}} + \text{BSC}_{\text{Aero}}] \times 103\% + \text{FC}_{\text{Aero}}] + [[\text{VC}_{\text{TMA}} + \text{BSC}_{\text{TMA}}] \times 100\% + \text{FC}_{\text{TMA}}] \\
 &= [[\text{R}28,29 + (\text{R}114,94/10\,000 \times 4\,500)] \times 100\% + \text{R}60,64] + [[\text{R}28,29 + \\
 &\quad (\text{R}114,94/10\,000 \times 4\,500)] \times 100\% + \text{R}112,03] \\
 &= [(\text{R}28,29 \times 2) + (\text{R}114,94/10\,000 \times 4\,500 \times 2)] \times 100\% + \text{R}60,64 + \text{R}112,03 \\
 &= \text{R}332,70''
 \end{aligned}$$

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Chairman: Board of Directors

January 2017