

GEN 4.2 AIR NAVIGATION CHARGES

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Air navigational facility charges shall be payable in respect of each flight flying into or through airspace within the boundary of Lusaka FIR at the rates specified below:

4.2.1 Approach control

4.2.1.1 Users of Kenneth Kaunda, Harry Mwaanga Nkumbula, Simon Mwansa Kapwepwe and Mfuwe International Airports including All provincial and Strategic aerodromes will be charged for the services rendered by the ATC units of the abovementioned airports.

4.2.1.2 The charges will be collected by the aerodrome authorities, in addition to the landing and other auxiliary fees. The approach control charges are in two categories: domestic and international navigation categories
The calculation of the charges will be made on the basis on the landing fees charged for use of these airports.

- (1) The calculation of the charges for domestic navigation is based on 15 % of the domestic landing fees charged.
- (2) The calculation of the charges for international navigation is based on the formula below

$$\left(\frac{D}{100} \times \sqrt{\frac{MTOW}{50}} \times \$20 \right),$$

Where:

D = Distance covered in the Zambian Airspace

MTOW = Maximum Take Off Weight of an aircraft in tones

√ = Square root \$=United States Dollar:

NOTE:For Harry Mwaanga Nkumbula International Airport the Formula does not apply for aircraft flying in from/to Harare FIR. International Air Navigation charges in this sector is calculated as 15% of the international landing.

4.2.1.3 The charges will be assessed in accordance with the following regulations:

(a) For an aircraft executing a training or test flight, a charge shall be one landing charge for every one hour of training regardless of the number of touch and go landings.

For any other aircraft in the category of helicopters shall be charged 50% landing of the fixed wing aircraft and full rate will be charged for navigation.

4.2.2 Route air navigation service

4.2.2.1 General

For aircraft flying en-route within the Lusaka Flight Information Region (FIR), a charge shall be paid for each flight in accordance with the following stipulations:

4.2.2.2 Calculation Formula

The charge per flight on overflights is calculated using the same formula as the international navigation formula given above. Refer to the same formula below:

$$\left(\frac{D}{100} \times \sqrt{\frac{MTOW}{50}} \times \$20 \right),$$

In the above formula, D = Distance, MTOW = Maximum Take Off Weight of an aircraft in tones, and \$= United States Dollars.

4.2.2.2.1 Distance Factor

The distance factor shall be calculated on the basis of the total distance (great circle distance in Kilometers) between: -

-Aerodrome/airfield of departure within, or point of entry into Lusaka FIR and

- Aerodrome/airfield of arrival within Lusaka FIR, nor point of exit from Lusaka FIR.

The distances to be taken into account are published in an average catalogue; in case a distance is not shown in the catalogue, the charge will be based on the actual flown distance.

4.2.2.2.2 Weight Factor

In those cases where an operator has informed the Zambia airports Corporation Limited that two or more aircraft, which are of different versions of the same type, are in operation, their respective maximum take-off weight of aircraft of that type shall be used for the calculation of the charges where weight factor for each aircraft type is required. The calculation of this factor per aircraft type and per operator will be affected for as long as the version remains the same. If the operator has given no such indication, the weight factor for an aircraft of similar type shall be used to calculate the charges.

4.2.2.3 Service Unit Rate

In order to illustrate the effects of the rules, some examples of flights are given below:

(a) Flight from Lusaka to Harry Mwaanga Nkumbula International (Livingstone) with DC 9- 40

With maximum take-off weight (MTOW) of 55
Being a domestic flight and that the formula needs no distance factor, the

Calculation for the charge will be as follows:

- Domestic landing fee =US\$ 200 for day landing
- Domestic navigation=15 % of landing charge, therefore,
- 15 % of Domestic landing fee=US\$ 30
- Total landing and navigation charge= US\$230

(b) A minimum of \$ 5 navigation fees shall be applicable on both Domestic and international flights

4.2.3 Cost basis for air navigation services and exemptions/reductions

4.2.3.1 Cost basis for Air Navigation Services

The cost basis for air navigation is available on request for Zambia Airports Corporation Limited (for address see GEN 1.1)

4.2.3.2 Exemption/Reductions

The following categories of flights shall be exempted for payment of air navigation facility charge:

- (a) Test flight made at request of Zambia Airports Corporation Limited;
- (b) Technical check flights made by aircraft engaged in commercial aviation, with no remuneration being received from passengers and goods, if such be on board;
- (c) Flights made for search and rescue purposes.
- (d) Technical return flights, i.e., take-off with forced return to the aerodrome of departure due to technical disturbances adverse weather conditions and the like;
- (e) Aircraft owned by the Civil Aviation Administration of Zambia;
- (f) Zambia military aircraft.

■ It is a condition for obtaining the exemption mentioned above except under d. that special prior notification should be made to the Air Navigation Services department of the Zambia Airports Corporation Limited.

■ 4.2.4 Methods of payment

■ The owner/operator of an aircraft are jointly and severally responsible for payment of the charge. Notification of the charge will be made bi-weekly or monthly by the Zambia Airports Corporation Limited Administration by forwarding an invoice. Payment is due 30 days after the date of the invoice.

- (a) Collection can be done by distress,
- (b) Permission to fly to or from Zambian territories can be denied
- (c) Permission already granted can be withdrawn.

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