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SUBJECT: Introduction of an oceanic charge as of 1st January 2010 in the French overseas airspace and in oceanic airspace delegated to France by ICAO.

1 BACKGROUND

In the French overseas airspace and in the oceanic airspace delegated to France by the International Civil Aviation Organisation (ICAO) outside EUR region, only a small part of air navigation costs are recovered from users through air navigation charges whereas in Metropolitan France chargeable costs are fully recovered through the en-route and terminal charges.

This is mainly due to the absence of any ultramarine route charge (or oceanic charge), while metropolitan route charge represents 80% of the overall revenue.

2 SCOPE

In order to increase the collection of ultramarine air navigation costs, the DGAC introduces a new air navigation charge, called "oceanic charge", as from 1st January 2010. This charge will enable the services provided for en-route air traffic in these regions to be covered.

The "oceanic charge" will be applicable in the French overseas airspace and in the oceanic airspace outside EUR region delegated to France by the International Civil Aviation Organisation, i.e. in French Polynesia (FIR Tahiti), in French Guiana (FIR Rochambeau), and in the vicinity of Réunion Island, the West Indies and New Caledonia.

Domestic flights within French Polynesia, New Caledonia and French Guiana will be exempted from this charge and flights between French Polynesia and Continental France will benefit from a reduced rate .

Finally, in order to limit the financial burden of that new charge on the airspace users who serve the French ultramarine airspace, it is planned to reduce the unit rate of ultramarine terminal charge (RSTCA) as from 1st January 2010.

3 CALCULATION OF THE OCEANIC CHARGE

The calculation of the oceanic charge is similar to the Eurocontrol route charge.

The following formula is used : $R = T \times N$

where (R) is the charge, (T) the unit rate of charge and (N) the number of service units corresponding to such a flight.

For a given flight, the number of service units, designated as (N), shall be obtained by means of the following formula :

$$N = d \times p$$

where (d) is the distance factor and (p) the weight factor for the aircraft concerned.

The distance factor (d) 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 charging zone
- and

- the aerodrome of first destination within, or the point of exit from, that charging zone.

The weight factor (p) - expressed as a figure taken to two decimals - shall be the square root of the quotient obtained by dividing by fifty (50) the number of metric tons - expressed as a figure taken to one decimal - in the maximum certified take-off weight (MTOW, or MMD in French) of the aircraft as shown in the certificate of airworthiness, the flight manual or any other equivalent official document, as follows :

$$p = \sqrt{\frac{MMD}{50}}$$

Where the maximum certified 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.

4 UNIT RATES

As from 1st January 2010, the unit rate of oceanic charge (T) is set to 34,08€, and the unit rate of ultramarine terminal charge (RSTCA) to 12€.

5 FURTHER INFORMATION

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