
Keflavik International Airport – Air Navigation Charge



Valid from May 1st 2016



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1. Introduction

Isavia handles the operation and development of all airports in Iceland and, furthermore, manages air traffic in the Icelandic control area that has a size of 5,4 million square kilometres which makes it one of the largest in the world.

In this document, Isavia, the airport and air navigation operator details the charges for air navigation services at Keflavik International Airport valid from May 1st 2016.

The operating cost of Keflavik International Airport is fundamentally covered by its users. The proposed charge is based on predicted air traffic, cost of air navigation approach operation and levied according to the common charging scheme for air navigation services in the European Union (Regulation EU No 391/2013).

The terminal navigation charge will be effective as of May 1st 2016. Isavia will regularly review its charges.

Isavia reserves the right to amend these terms of service at any time.

Isavia cannot be held accountable for typos or other errors contained in this document.

Invoices for airport charges at Keflavik International Airport will be issued by Isavia ohf.

Please contact kefairport@kefairport.is for further information.

Please contact innheimta@isavia.is for inquiries about invoices.





2. Definitions

Aircraft includes fixed wing aircraft and helicopters plus any parts and accessories, equipment and stores.

Airport refers to Keflavik International Airport

Landing An aircraft landing

Maximum take-off weight (MTOW) The maximum allowed and registered take-off weight of the aircraft. If the aircraft has a variable maximum take-off weight or several registered maximum take-off weights, only the highest registered MTOW will be considered.

Passenger Terminal passengers, transfer passenger and transit passengers.



3. Terminal Navigation Charge (TNC)

The TNC charge is levied according to the common charging scheme for air navigation services in the European Union (Regulation EU No 391/2013). The EU 391/2013 Regulation was implemented in Iceland with Regulation no 161/2015.

The charging scheme is a common scheme for Keflavik approach. The TNC charge is calculated, according to the EU common charging scheme based on a unit rate and MTOW for each aircraft:

$$\text{TNC} = \text{unit rate} * (\text{MTOW}/50)^{0.7}$$

3.1 Terminal Navigation Charge (TNC)

A terminal navigation charges (TNC) is collected for each aircraft landing at Keflavik International Airport.

$$\text{Unit rate ISK} = 8.030 \text{ ISK}$$

Example:

| Aircraft type | MTOW | Approach units | TNC charge ISK |
|---------------|------|----------------|----------------|
| A319 | 76 | 1,341 | 10.765 |
| A320 | 78 | 1,365 | 10.963 |
| A321 | 94 | 1,556 | 12.492 |
| B757 | 100 | 1,625 | 13.045 |
| B757 | 114 | 1,781 | 14.298 |
| B767 | 187 | 2,518 | 20.218 |
| A330 | 242 | 3,016 | 24.217 |

Exemptions:

- > Chapter III, Article 10 in regulation 391/2013 assumes and allows exemptions from air navigation charges.
- > The following exemptions for the terminal navigation charge will be given at Keflavik airport:
 - > flights performed by aircraft with a maximum authorized take-off weight which is less than two metric tons;
 - > flights performed exclusively for the transport, on official mission, of reigning Monarchs and their immediate family, Heads of State, Heads of Government and Government Ministers; in all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan;
 - > search and rescue flights authorized by the appropriate competent body.
 - > military flights performed by military aircraft of any country
 - > training flights performed exclusively for the purpose of obtaining a license, or a rating in the case of cockpit flight crew, where this is substantiated by an appropriate remark on the flight plan; flights must be performed solely within the airspace of the Member State concerned and must not serve for the transport of passengers and/or cargo, nor for positioning or ferrying of the aircraft;



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- > *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;*
 - > *flights terminating at the airport from which the aircraft has taken off and during which no intermediate landing has been made;*
 - > *humanitarian flights authorized by the appropriate competent body;*
 - > *customs and police flights*
- > *Note: The none mandatory exemption in 391/2013 for VFR flights does not apply*

