

EN-ROUTE AIR NAVIGATION CHARGE IN  
DOMESTIC AREA

Valid from January 1st 2018



## 1. INTRODUCTION

In this document, Isavia ohf. details the charges for en-route air navigation services in its domestic area. These services are for all domestic flights, as well as all flights to and from Iceland. The charging area for international flights to and from Iceland is defined as the area between 220 and 20 km distance to or from the departure or arrival airport.

The operating cost for the services is to be fully covered by its users. As the en-route services in the domestic area are provided jointly with en-route services provided in the international area, the largest part of the cost base for this charge is common with that of the international en-route services. Cost is divided between the two cost bases as prescribed in Annex III in the “Agreement on the Joint Financing of Certain Air Navigation Services in Iceland” (ICAO Doc. 9586-JS/682). Additionally, operating costs of en-route beacons, only used for domestic traffic, is included in the cost base for the domestic charge.

The charging scheme is based on Icelandic Aviation Law and is based on methodology that is similar to EU regulation 391/2013 regarding a common charging scheme for air navigation services. The regulation does not apply in Iceland.

Traffic forecasts for Keflavik airport and all Icelandic regional airports are used to calculate the charge.

## 2. CALCULATION FORMULA

The en-route charge is levied for each flight performed in the Icelandic domestic area.

The charge is determined by the following formula:

unit rate x distance x weight factor
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Unit rate: 1680 ISK

Distance: Distance in domestic area, excluding approach area, divided by 100 the number of kilometers flown in the great circle distance between the entry and the exit point of the domestic area, according to the latest known flight plan filed by the aircraft concerned for air traffic flow purposes. The distance is reduced by 20 kilometers for each take-off from and for each landing in an airport in the domestic area.

Weight factor: The weight factor is determined by dividing, by fifty, the Maximum Take-Off Weight (MTOW) of the aircraft (in metric tons) and subsequently taking the square root of the result. 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.

$$\sqrt{\left(\frac{MTOW_{tn}}{50}\right)}$$

### 3. EXEMPTIONS

The following are the exemptions for the en-route air navigation charge in domestic area:

- > Flights performed by aircraft of which maximum take-off weight authorised 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 authorised 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 Iceland and must not serve for the transport of passengers and/or cargo, nor for positioning or ferrying of the aircraft.

### 4. PAYMENT OF CHARGES

Invoices for the en-route air navigation charge in domestic area will be issued by Isavia ohf.

Please contact [innheimta@isavia.is](mailto:innheimta@isavia.is) for inquiries about invoices.

### 5. FURTHER INFORMATION

This charge was first levied in 2010 and is reviewed regularly.

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