BIJLAGE
behorende bij het Landsbesluit, houdende algemene maatregelen, ter uitvoering van artikel 2 van de Landsverordening Luchtvaartfaciliteitengelden

STANDARD RULES FOR DETERMINATION OF
EN ROUTE AIR NAVIGATION FACILITY CHARGES

CALCULATION METHOD

FORMULA:

$$r = ti \times N$$

r = the charge
ti = the service unit rate
N = the number of service units

The number of service units designated as N, shall be obtained as follows:

$$N = d \times p$$

d = the distance factor
p = the weight factor

DISTANCE FACTOR
The distance factor is the distance, expressed in hundreds of kilometers between:

- The aerodrome of departure or the point of entry into the Curaçao Flight Information Region (FIR)

- and the aerodrome of first (intended) landing or the point of exit from the Curaçao FIR.

A standard deduction of 20 km is made for each take-off or landing, to allow for the services provided by the Airport Approach facilities.

The distance factor has value of one for a flight of 100 km.
In the formula it is expressed as a figure taken to 2 decimal places.

WEIGHT FACTOR
Formula:

$$p = \sqrt{\frac{\text{maximum certificated take-off weight}}{50}}$$

The certificated take-off weight of the aircraft is the weight as set out in the Certificate of Airworthiness, the Flight Manual or any other equivalent official document; expressed in metric tons.

SERVICE UNIT
The service unit thus corresponds to an aircraft weighing 50 metric tons and covering a distance of 100 km.

In the formula it is expressed as a figure taken to 3 decimal places.

SERVICE UNIT RATE
The service unit rate is the cost per service unit expressed in Caribbean guilders (XCG). This figure is obtained by dividing the total costs for route air navigation facilities and services of the preceding year by the total service units rendered in the Curaçao FIR that year, being these units, the number of flight weighed with the distance factor (d) and the weight-factor (p).

TOTAL COSTS FOR ROUTE AIR NAVIGATION FACILITIES
The total costs for route air navigation facilities are obtained by taking into account the following:

- Airtraffic Services provided for aircraft en route, including Area Control and Flight Information and alerting services, as distinct from the services provided by Approach and Aerodrome Control.

- Communication facilities and visual and radio aids to navigation, including radar, for safety and regularity of en route flights, including both air-to-ground and ground-to-ground communications when these are used directly or indirectly in connection with the preparation for, or the conduct of, a flight. Communications used for approach or aerodrome control are excluded, as also are the communication facilities used by the carriers for purely commercial purposes.

- All that part of the services allocable to civil aviation or any permanent civil establishment of equipment and personnel maintained for the purposes of providing such services as search and rescue, accident investigation, aeronautical charts and information services.

NOTE
The service units rendered each year are calculated using the relevant civil aviation traffic statistics.

CHARGE
The charge is the total cost for each category of aircraft along the routes concerned.

The resulting charge (r) for each category of aircraft on the routes listed are rounded up to the nearest whole cent.