

NB: It has come to the attention of the NCAA that errors appear in the version of the draft regulation Part 187 published on 27 October 2017, and accordingly attached, please find corrected versions of Part 187.

187	Subpart 2	Glider operations charge	NAM 2018 Proposal (N\$)
		d) The following Glider Charge shall be payable by the operator of a glider in respect of all flights undertaken within the Windhoek Flight Information Region in a one year period or part thereof, and this Glider Charge shall be calculated using the following formula:	Glider Charge = N\$ 10,000.00 (per annum or part thereof)
187	Subpart 3	En-route Charge, TMA Charge and Aerodrome Charge	
		<p>a) An en-route charge shall be payable by the operator of an aircraft in respect of a flight undertaken within the Windhoek Flight Information Region (FIR), and this en-route charge shall be calculated using the following formula:</p> <p>(Note: No en-route charge shall be payable to the NCAA in respect of any aircraft engaged in a flight which commences and terminates at the same airport for training purposes. In addition, no en-route charges shall be payable in respect of any aircraft engaged in a military, customs, police or search and rescue flight, or test flights ordered by the Executive Director of the NCAA to determine the serviceability of aircraft systems or flights.)</p>	<p>En-route Charge = Distance x $\sqrt{\text{MTOW}}$(Maximum Take Off Weight) x 0.06</p> <p>Where</p> <p>MTOW is in kilograms (kg), distance in nautical miles (nm) and the Charge in N\$</p>
		<p>b) The following Terminal Control Area (TMA) Charge shall be payable to the NCAA by the operator of an aircraft in respect of a flight entering, exiting, transiting or undertaken within any Terminal Control Area (TMA), and this TMA Charge shall be calculated using the following formula:</p> <p>(Note: The TMA Charge in respect of, a helicopter or a fixed-wing flight which is engaged solely for the purpose of aircrew training, shall be 20 per cent of the TMA Charge calculated using the TMA Charge formula specified above. In addition, no TMA charges shall be payable in respect of any aircraft engaged in a military, customs, police or search and rescue flight, or test flights ordered by the Executive Director of the NCAA to determine the serviceability of aircraft systems or flights.)</p>	<p>TMA Charge = $\text{MTOW}^{0.8} \times 0.5$</p> <p>Where</p> <p>MTOW is in kilograms (kg) and the Charge in N\$</p>

		<p>c) The following Aerodrome (ADR) Charge shall be payable to the NCAA by the operator of an aircraft in respect of a flight entering , exiting, transiting or undertaken within any Control Zone (CTR), and this ADR Charge shall be calculated using the following formula:</p> <p>(Note: The ADR Charge in respect of, a helicopter or a fixed-wing flight which is engaged solely for the purpose of aircrew training, shall be 20 per cent of the ADR Charge shall be 20 per cent of the ADR Charge calculated using the ADR Charge formula specified above. In addition, no ADR charges shall be payable in respect of any aircraft engaged in a military, customs, police or search and rescue flight, or test flights ordered by the Executive Director of the NCAA to determine the serviceability of aircraft systems or flights.)</p>	<p>ADR Charge = MTOW^{0.8} x 0.4</p> <p>Where</p> <p>MTOW is in kilograms (kg) and the Charge in N\$</p>
187	Subpart 4	Meteorological Services charge	
		<p>e) The fee for the provision of aviation meteorological services in respect of an aircraft is calculated according to the following formula:</p> <p>Fee = TxWxD Where T = Tariff = N\$ 200.00 W = Square root of (MTOW in metric tonnes divided by 50) D = Distance flown in kilometers within the flight information region of Namibia divided by 100</p>	<p>Aviation Meteorological Services Charge = TxWxD</p> <p>Where T = 200.00, W = Square root of (MTOW in metric tonnes divided by 50), D = Distance flown in kilometres within the flight information region of Namibia divided by 100 and the Charge in N\$</p>
187	Subpart 5	Civil Aviation Authority Safety Fee	
		<p>SUBPART 5 : CIVIL AVIATION AUTHORITY SAFETY FEE</p> <p>Liability to pay civil aviation authority safety fee</p> <p>187.05.1 (1) A civil aviation authority safety fee amounting to N\$ 30 per available seat for domestic flights and N\$ 54.00 per available seat for international flights shall be payable by aircraft operators who provide air services departing on an aircraft from an aerodrome within the Republic of Namibia to a destination within or outside the territory of the Republic of Namibia.</p>	<p>N\$30.00 per available seat – Domestic flight</p> <p>N\$54.00 per available seat - Inter-national flight</p>

(2) Value Added Tax is not payable on the civil aviation authority safety fee.

Procedure for payment

187.05.2 (1) The civil aviation authority safety fee becomes due to the Authority by an operator providing air services on the departure of a flight as contemplated in regulation 187.05.1(1).

(2) The operator providing air services shall pay, directly to the Authority, the civil aviation authority safety fee, within thirty (30) days of the invoice date.

Data verification procedure

187.05.3 (1) Information relating to the total number of departures and type of aircraft per operator on domestic and international flights, as contemplated in regulation 187.05.1(1), shall be provided monthly –

- (a) by the Air Navigation Services Unit of NCAA, in respect of flights departing from aerodromes manned by Air Traffic Controllers; and
- (b) by the relevant aerodrome licence holder or aerodrome operator in respect of flights departing from aerodromes not manned by Air Traffic Controllers.

(2) The Authority shall, on receipt of the information referred to in sub-regulation (1), of this regulation verify the accuracy and completeness of data received from the operators of aerodrome involved and Air Navigation Services Unit of NCAA.

(3) Interest at a rate of 2% above prime lending rate per annum, compounded monthly, is payable in respect of the outstanding balance of any civil aviation authority safety charge after the due date.

(4) The operators of the relevant air services will be subjected to a compliance audit as instructed or done by the Authority at any period determined by the Authority.
187.05.4 (1) Without prejudice to regulation 187.05.3 (1) it shall be the responsibility of the aircraft operators providing air services to provide the Authority with correct information on the number of departures and type of aircraft used for verification purposes.