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ARMATS

ARMENIAN AIR TRAFFIC SERVICES
AERONAUTICAL INFORMATION SERVICES

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REPUBLIC OF ARMENIA
CIVIL AVIATION COMMITTEE

The present Circular of Aeronautical Information contains information concerning the air navigation charges, for the services provided by “ARMATS” CJSC.

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CHARGES FOR THE AIR NAVIGATION SERVICES PROVIDED BY “ARMATS” CJSC

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VAT applicable to air navigation charges

According to the “Tax Law” of the Republic of Armenia the Value Added Tax (VAT) for air navigation charges is 0% for operators performing international flights. The air navigation charges of domestic flights are subject to VAT at the rate of 20%.

All unit rates/charges below are provided without VAT.

1. EN-ROUTE CHARGES

The Republic of Armenia is a Member State of EUROCONTROL and a Party to the Multilateral Agreement relating to Route Charges. As from 1 March 2009 EUROCONTROL bills and collects en-route charges on behalf of the Republic of Armenia.

The charge for each flight performed in the Yerevan FIR shall be levied in accordance with the procedures laid down in application of the Standards and Recommended Practices of the International Civil Aviation Organization.

The invoicing of VAT on en-route air navigation charges is made in accordance with the “Procedures and conditions relating to the invoicing of VAT on air navigation charges” agreed between “ARMATS” CJSC and EUROCONTROL.

The person liable to pay the charge shall be the person who was the operator of the aircraft at the time when the flight was performed. If the identity of the operator is not known, the owner of the aircraft shall be regarded as the operator unless he proves which other person was the operator.

1.1 Conditions of Application of the Route Charges

For each flight entering the airspace of the charging zones covered by the Multilateral Agreement relating to Route Charges, a single charge (**R**) shall be collected equal to the sum of the charges accruing in respect of that flight in the airspace of the charging zone concerned:

$$\mathbf{R} = \sum_{\mathbf{n}} \mathbf{r}_i$$

The individual charge (**r_i**) for flights performed in the charging zone of Armenia, i.e. in Yerevan FIR, shall be calculated in accordance with the provisions of point 1.1.1.

1.1.1 Charging Formula

The charge for a flight in Yerevan FIR shall be calculated in accordance with the following formula:

$$\mathbf{r}_i = \mathbf{t}_i \times \mathbf{N}_i$$

where (**r_i**) is the charge, (**t_i**) the unit rate of charge and (**N_i**) the number of service units corresponding to such a flight.

For a given flight, the number of service units, designated (**N_i**), referred to in the foregoing article shall be obtained by means of the following formula:

$$\mathbf{N}_i = \mathbf{d}_i \times \mathbf{p}$$

where (**d_i**) is the distance factor in respect of Yerevan FIR and (**p**) the weight factor for the aircraft concerned.

1.1.1.1 Distance factor

1. The distance factor (d_i) shall be obtained by dividing by one hundred (100) the number of kilometers in the great circle distance between:

- the aerodrome of departure within, or the point of entry into the Yerevan FIR,
and
- the aerodrome of first destination within Yerevan FIR, or the point of exit from Yerevan FIR.

The aforesaid entry and exit points shall be the points at which the lateral limits of the said charging zone are crossed by the actual route flown as recorded by the Network Manager.

2. For flights terminating at the aerodrome from which the aircraft has taken off and during which no intermediate landing has been made (circular flights), the distance factor in the charging zone containing the most distant point from the aerodrome shall be obtained by dividing by one hundred the number of kilometres flown in the total great circle distance:

- between the point of entry into that Yerevan FIR and the most distant point
and
- between the most distant point and the point of exit from that Yerevan FIR.

a) For a circular flight performed exclusively in a single charging zone the distance factor shall be obtained by dividing by one hundred (100) the number of kilometres in the great circle distance between the aerodrome and the most distant point from the aerodrome, multiplied by two (2).

3. The distance to be taken into account shall be reduced by twenty (20) kilometers for each take-off from and for each landing in the charging zone.

1.1.1.2 Weight factor

1. 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 certificated take-off weight of the aircraft as shown in the certificate of airworthiness, the flight manual or any other equivalent official document, as follows:

$$P = \sqrt{(\text{Max. take-off weight} / 50)}$$

2. Where an aircraft has multiple certificated maximum take-off weights, the highest one shall be used.
3. Aircraft operators shall declare the composition of their fleet and the certificated maximum take-off weight of each of their aircraft to EUROCONTROL whenever there is a change and at least annually.

Aircraft operators shall declare any change in the composition of their fleet or in the certificated maximum take-off weight of their aircraft to EUROCONTROL by the last working day of the calendar month in which the change occurs. Aircraft operators declaring the certificated maximum take-off weight of a given aircraft shall provide the Aircraft Flight Manual of that aircraft to EUROCONTROL.

Where an aircraft operator has not provided the Aircraft Flight Manual to EUROCONTROL in accordance with the above or where the certificated maximum take-off weight of the aircraft is not known to EUROCONTROL, the weight factor shall be calculated by taking the weight of the heaviest aircraft of the same type known to exist.

1.1.1.3 Unit rate

1. The global unit rate (t_i) per service unit, established for the calculation of Armenian en-route charges for the year 2021 constitutes **54,52 EURO**, which consists of the national unit rate of **54,23 EURO** for the en-route facilities and services provided by “ARMATS” CJSC, and of the regional administrative unit rate of **0,29 EURO** for the costs incurred by EUROCONTROL Central Route Charges Office in operating the Route Charges System.
2. The above-mentioned unit rates were calculated with application of the following exchange rate: 1 EURO = **571,916 AMD**.
3. The national unit rate of charge shall be recalculated monthly by applying the average monthly rate of exchange between EURO and AMD for the month preceding the month during which the flight takes place. The exchange rate applied shall be the monthly average of the “Closing Rate” calculated by Reuters based on daily BID rate. The monthly recalculated unit rate is available at following link of the EUROCONTROL official web: <http://www.eurocontrol.int/services/monthly-adjusted-unit-rates> .

1.1.2 Exempted flights

The following flights within the Yerevan FIR shall be exempted from the payment of en-route charges:

- a) Flights performed by aircraft, which authorized maximum take-off weight is less than two (2) tons;
- b) flights performed exclusively for the purpose of transport, on official mission, of reigning Monarchs and their immediate family, heads of state, heads of government and government ministers, where it is substantiated by the appropriate status indicator or remark on the flight plan that the flight is performed exclusively for that purpose;
- c) search and rescue flights authorised by the appropriate competent body;
- d) training flights performed exclusively for the purpose of obtaining a licence, or a rating in the case of cockpit flight crew, and where it is substantiated by an appropriate remark on the flight plan that the flight is performed exclusively for that purpose. Flights must be performed solely within this charging zone;
- e) Flights performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation.

1.2 Conditions of Payment of the Route Charges

- 1.2.1 The amounts billed for charges shall be payable at EUROCONTROL Headquarters in Brussels. The currency of account is EURO.
- 1.2.2 EUROCONTROL will nevertheless consider payment into the accounts opened in its name with banking establishments in the States designated by the competent bodies of the Route Charges System as a discharge of the payer's liability.
- 1.2.3 The payment obligation for the amount of charge arises on the date of performance of the flight. The latest value date by which payment must be received by EUROCONTROL is 30 days from the date of the bill. This date shall be shown on the bill.
- 1.2.4 Except provisions of the paragraph 1.2.5, the amount of charge shall be paid in EURO.
- 1.2.5 Any user who is a national of a Contracting State may, whenever payment is made by him into a designated banking establishment situated in the State of which he is a national, discharge the debt in the convertible currency of that State.
- 1.2.6 Where a user avails himself of the facility referred to in the foregoing paragraph, the conversion into national currency of the euro amount shall be effected at the daily exchange rate used for commercial transactions for the value date and place of payment.
- 1.2.7 Payment shall be deemed to have been received by EUROCONTROL on the value date on which the amount due was credited into a designated bank account of EUROCONTROL. The value date shall be the date on which EUROCONTROL can use the funds.

- 1.2.8 Payments shall be accompanied by a statement giving the references, dates and euro amounts in respect of bills paid and of any credit notes deducted. The requirement to show the amounts of bills in euro shall apply also to users availing themselves of the facility to pay in national currency.
- 1.2.9 Where a payment is not accompanied by the details specified in the paragraph above, so as to allow its application to a specific bill or bills, EUROCONTROL will apply the payment:
- first to the oldest unpaid bills, and then
 - to the interests on late payment.
- 1.2.10 Claims against bills must be submitted to EUROCONTROL in writing or by an electronic medium previously approved by EUROCONTROL. The latest date by which claims must be received by EUROCONTROL is 60 days from the date of the bill. This date shall be shown on the bill.
- 1.2.11 The date of submission of claims shall be the date on which the claims are received by EUROCONTROL.
- 1.2.12 Claims must be detailed and should be accompanied by any relevant supporting evidence.
- 1.2.13 Submission of a claim by a user shall not entitle him to make any deduction from the relevant bill unless so authorized by EUROCONTROL.
- 1.2.14 Where EUROCONTROL and a user are mutually debtor and creditor no compensation payments shall be effected without EUROCONTROL prior agreement.
- 1.2.15 Any charge, which has not been paid by the latest date for payment, shall be increased by the addition thereto of an interest at a rate decided by the competent bodies, which must be published by the Contracting States. The interest, entitled Interest on Late Payment, shall be simple interest calculated daily on the unpaid overdue amount. The rate of Interest on Late Payment for the year 2021 is established at **9,67%** per annum.
- 1.2.16 The aforesaid interest will be calculated and charged in EURO.
- 1.2.17 Where a debtor has not paid the amount due, measures may be taken to enforce recovery in accordance with applicable legislation. These measures may include the denial of services, detention of aircraft or other enforcement measures in accordance with applicable law.

2. TERMINAL CHARGES

2.1 The charges for terminal air navigation services are collected from the aircrafts operating the flights from/ to aerodromes of the Republic of Armenia. The person liable to pay the charge shall be the person who was the operator of the aircraft at the time when the flight was performed. If the identity of the operator is not known, the owner of the aircraft shall be regarded as the operator unless he proves which other person was the operator.

2.2 For the calculation of the terminal air navigation charges the arrival and departure (take-off and landing) are considered as a separate services.

2.3 For the aircrafts flying to (from) airports “Zvartnots” and “Shirak”, the unit rate for terminal air navigation services and radio navigation facility usage at the stage of flight within aerodrome area of 20 km radius is established and applied to the certified maximum take-off weight (MTOW) for each take-off or each landing. For the purpose of calculation of the charge the maximum take-off weight (MTOW) shall be rounded upwards to a whole number in tones.

2.4 The tariffs for the terminal air navigation services and facilities for the aircrafts performing international flights are the following:

NN	Type of flights	Unit rate/charge for each ton of MTOW (in Euro)	
		Airport “Zvartnots”	Airport “Shirak”
		take-off/landing	take-off/landing
1.	International passenger flight, for each aircraft operator, at the same airport in the same month:		
1.1.	For 1 to 100 take-off/ landing	3.0/3.0	

1.2.	For 101-150 take-off/ landing	2.5/2.5	1.5/1.5
1.3.	For 151 and above take-off/ landing	2.0/2.0	
2.	Cargo transportation flight	2.7/2.7	1.5/1.5
3.	International flight performed to an unserved destinations*	1.5/1.5	0.75/0.75
4.	Domestic flight**	1.0/1.0	0.5/0.5

* Flight determined by the Civil Aviation Committee of the Republic of Armenia within the specified period.

**The aircrafts performing domestic flights solely in the airspace of the Republic of Armenia.

Note: Charges for the meteorological services are not included in the air navigation charges for the services provided by "ARMATS" CJSC.

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