

# **REGULATION CONCERNING CHARGES FOR STATE AVIATION FACILITIES AND SERVICES ( SCALE OF CHARGES)**

(translation only; the Norwegian text shall prevail)

Laid down by the Ministry of Transport and Communications on 5 November 2008 pursuant to section 7-26 and 15-4 of the Air Navigation Act of 11 June 1993 no. 101.

## **Chapter I. General Provisions**

### **§ 1-1**

For each flight using Norwegian State airports, hereunder Oslo Airport Gardermoen, and /or the airspace of the Norwegian Flight Information Regions, the owner or operator of the aircraft is liable to pay charges for aviation facilities and services placed at the disposal of aircraft

owners and operators, according to the following provisions. These provisions are also valid for military airports when used by aircraft with civil registration marks. These provisions do not apply to Moss Airport Rygge.

The Charges consist of:

Take-off Charge  
Passenger Charge  
Security Charge  
Air Navigation Facility Charge  
De-Icing Charge

In calculating the accrued charge, the total is rounded off to the nearest full Norwegian kroner (NOK).

### **§ 1-2**

It is the owner of the aircraft who is liable for payment of the charges. If the aircraft has been turned over to a licensed operator or an operator with an Air Operator Certificate for use at his own expense, the operator is liable for payment of the charges. Equally, any user will be responsible for these charges when an aircraft, as is not used for commercial purposes, has been turned over for the use at his own expense. When payment is required prior to the aircraft's takeoff from the airport, the aircraft's pilot in command is responsible for effecting payment.

### **§ 1-3**

1) Avinor AS may grant exemptions from or modifications in the liability of charges laid down in the regulation as it deems likely to lead to higher revenues as well as improved utilisation of the capacity of aircraft and state aviation facilities. On particular grounds Avinor may, upon application, grant exemptions from or modifications in the liability of charges for humanitarian transports, airshows, ambulance flights or similar activities of non-commercial nature. Reductions under this clause may not be given on charges following from § 5-1 and shall be applied in a non-discriminatory manner towards the users. The right to grant or

maintain reductions requires that such reductions are compatible with the rules for state aid under the EEA treaty.

2) Avinor AS may enter into agreements about rendering services not covered by the scale of charges. The payment for these services shall cover Avinor's costs of rendering these services.

#### **§ 1-4**

Charges are not levied for flights

1. performed by aircraft with military registration marks and aircraft with civilian registration marks in military use as defined in "Rammeavtale mellom Forsvarsdepartementet og Samferdselsdepartementet om fordeling av ansvar og utgifter ved statens flyplasser m.v." dated 17. and 29. September 1999 and "Vedlegg I" to "Samarbeidsavtale mellom Forsvaret og Luftfartsverket om fordeling av ansvar og utgifter ved statens flyplasser", dated 21. June 2001.
2. performed exclusively for the transport, on official missions of the reigning Monarch and his/her immediate family, Heads of state, Heads of Government, and Government Ministers. In all cases, this must be substantiated by appropriate status indicator on the flight plan.
3. at Svalbard and Jan Mayen, aircraft which are operated by the Norwegian State for non business purposes and aircraft used in foreign diplomatic services are exempted from charges.
4. performing calibration of nav aids
5. engaged in Search and Rescue (SAR) operations.
6. performed by gliders. However, motor-gliders which can perform take off by their own power, are liable for payment. Other motor-gliders which use the motor as a safety backup only, are free of charge.

## **Chapter II. Take off charge**

### ***A. General***

#### **§ 2-1**

Take off charge is payable for the take off of a flight.

### ***B. Charge for single flights***

#### **§ 2-2**

(1) Take-off charge in NOK per 1.000 KG or part thereof for aircraft exceeding 8000 KG of the maximum permissible take-off weight based on national register or other equivalent official documentation:

- (a) NOK 96.00 for the part of the aircraft not to exceed 100.000 KG
- (b) NOK 48.00 for the part of the aircraft exceeding 100.000 KG

(2) The above mentioned unit-rates are also valid for aircraft in scheduled passenger traffic (included “scheduled charter”) although the aircrafts maximum permissible take-off weight is 8000 KG or less, cf. § 3-1, section 1 and 2.

(3) Charges in NOK for aircraft up to 2000 KG maximum permissible take-off weight based on national aircraft register or other equivalent official documentation:  
Maximum take-off weight (KG)

|             |     |
|-------------|-----|
| 1 – 1000    | 164 |
| 1001 - 1500 | 200 |
| 1501 – 2000 | 274 |

(4) Charges in NOK for aircraft in the interval 2001 KG and 8000 KG maximum permissible take-off weight based on the national aircraft register or other equivalent official documentation:

|             |       |
|-------------|-------|
| 2001 – 2500 | 182   |
| 2501 – 3000 | 212   |
| 3001 – 4000 | 314   |
| 4001 – 5000 | 397   |
| 5001 - 6000 | 477   |
| 6001 - 7000 | 798   |
| 7001 – 8000 | 1 121 |

Minimum charge per aircraft for each landing is NOK 164. Reduction in the minimum charge will not be granted. (This is the lowest amount subject to invoicing/payment.)

(5) Aircraft shall until further notice, pay 70 per cent of the ordinary take-off charges when landing at State aerodromes in Oppland, Sogn og Fjordane, Møre og Romsdal, Sør-Trøndelag, Nord- Trøndelag with the exception of Trondheim airport, Værnes, Nordland with the exception of Bodø airport, Troms and Finnmark.

(6) No charge in this article shall be lower than the minimum charge NOK 164.

### § 2-3

For aircraft on flights to or from permanent or moveable installations on the Norwegian continental shelf (“offshore traffic”) with start at Stavanger airport Sola, Bergen Airport Flesland and Kristiansund airport Kvernberget, the take-off charge is NOK 9 729 for aircraft exceeding 15 000 KG maximum permissible take-off weight and NOK 7 097 for aircraft below the mentioned weight.

For other aerodromes the charge for such traffic is NOK 4 195 regardless of the aircraft’s weight.

This category includes flights between state airports on land when such flights are part of direct flights to or from permanent or moveable installations on the Norwegian continental shelf.

#### § 2-4

Aircraft landing at airports not covered by this regulation, but using *air traffic services and/or navigation facilities* based at state airports in the vicinity, shall pay the following rates per start:

| Maximum permissible take of weight (KG) | NOK   |
|---|-------|
| 8 001 - 10 000                          | 252   |
| 10 000 - 25 000                         | 1 109 |
| 25 001 -                                | 1 535 |

#### § 2-5

For “touch-and-go” flights, the take –off charge accrues only once per series of flights. A “touch-and-go” series is defined as a series interrupted by a landing and take-off in close succession; with no stopover, taking on or discharging of passengers or cargo at the airport. Any deviation from this flight pattern acts as a termination of the series of “touch-and-go” flights, and the next movement is deemed a new flight or series. In this context, a ((series of touch-and-go flights)) starts and terminate at the same airport. If the last take-off in the series is a departure for another airport, this movement is deemed as a single flight, which is liable of charge.

### C. Annual charge – Annual Charge Certificate

#### § 2-6

For Aircraft up to 2 000 KG maximum permissible takeoff weight, an annual charge may be paid provided that the aircraft is not used for licensed commercial purposes. For amateur – built aeroplanes and aeroplanes that upon application to the Avinor AS are accepted as “veteran aeroplanes “ and which, according to the Regulations for Classification for Aircraft BSL B 1-2, Appendices 1-2, are classified as Experimental and thus restricted to private operations, the weight limit is set at 5 700 KG maximum permissible take-off weight.

Even if the aircraft is used for licensed commercial purposes, an Annual Charge Certificate may be purchased to be used for school flights provided that the aircraft’s maximum permissible takeoff weight does not exceed 2 000 KG.

The Annual Charge Certificate is valid from 1. January or a possible later date of payment, up to and including 31 December in the same calendar year, for one specific aircraft only. As proof of payment of the annual charge the following are valid: a paid giro form, a valid payment from an internet-bank with confirmation of the payers account statement, a valid payment from a credit card company with confirmation of the payers account statement or cash receipt from Avinor AS, c.f. §§ 7-5 and 7-6.

## § 2-7

The annual charge is calculated according to the following rates:

| Maximum permissible<br>Takeoff weight (KG) | NOK    |
|--|--------|
| 1 – 500                                    | 3 196  |
| 501 – 1 000                                | 4 722  |
| 1 001 – 1 100                              | 6 715  |
| 1 101 – 1 200                              | 7 769  |
| 1 201 – 1 300                              | 8 940  |
| 1 301 – 1 400                              | 9 997  |
| 1 401 – 1 500                              | 11 053 |
| 1 501 - 1 600                              | 18 673 |
| 1 601 - 1 700                              | 19 941 |
| 1 700 - 1 800                              | 21 208 |
| 1 801 - 1 900                              | 22 458 |
| 1 901 - 2 000                              | 23 618 |

For amateur - built aeroplanes and “veteran aeroplanes” in the weight interval 1 101 – 5 700 KG maximum permissible take-off weight, the annual charge is NOK 6 715.

## § 2-8

No refunds in paid charges will be made for reduced seasons or shortened periods of use.

If a valid Annual Charge Certificate with additional information, upon request, can not be shown, nor a confirmation from Avinor AS’ central data register state that an annual charge certificate has been issued for the mentioned aircraft, a take-off charge is payable for each start.

## § 2-9

The annual Charge Certificate is not valid at Oslo airport Gardermoen and Ørland.

Avinor AS may provide that a certificate is not valid during peak hours and at certain airports.

Weekly Season Card

## § 2-10

For aircraft of foreign registration with a maximum authorised take-off weight not exceeding 2 000 KG, a weekly Season Card covering Take-off Charges may be purchased, provided that the flights are not made for commercial purposes.

## § 2-11

The Weekly Season Card is valid for a continuous period of 7 days included the first day of validation and covers Take-off Charges for an unspecified number of take-off's at all airports covered by this regulation (except at Oslo airport Gardermoen and Ørland).

#### **§ 2-12**

The charge for the Weekly season card is NOK 675 for aircraft not exceeding 1 500 KG maximum permissible take-off weight. For aircraft in the weight interval 1 501 –2 000 KG the charge is NOK 1 776.

If requested by the purchaser, a single card may be issued for several periods of 7 days in succession.

The card may be valid as from any date following the date of purchase, but may under no circumstances be made valid as from a date prior to the date of purchase.

The weekly Season Card may be purchased from all airports covered by this regulation (except Oslo airport Gardermoen and Ørland)

#### **§ 2-13**

The provisions concerning the Annual Charge Certificate in § 7-5 apply correspondingly to the Weekly Season Card.

#### **§ 2-14**

Paid charges will not be refunded.

### **E. Reduction in Take-off Charges.**

#### **§ 2-15**

No charge is levied if an aircraft returns to the same airport which it took off from and during the flight no intermediate landings have been made (circular flights)

### **F. Surcharge added to Take-off Charge**

#### **§ 2-16**

For flights with a take-off from Bodø airport the following surcharge is added to the take-off charge provided in § 2-2 to 2-4:

- Jet aircraft with no noise registration NOK 3 829 per start.
- For aircraft registered according to the Convention on International Civil Aviation, Annex 16, Chapter 2: NOK 1 914 per start.

The surcharge is increased by 50 per cent for traffic between 2000 and 0800 Norwegian time. The provision for reduction pursuant to § 2-15 do not apply to the surcharge stipulated in this article.

## § 2-17

In addition to the ordinary take-off charge laid out in § 2-2 to § 2-5, for aircraft movements during the period between 2400-0559 Norwegian time, 50 per cent surcharge will be added for each movement (each start and for each landing) The unit rate per start shall be the 50 % of the unit rates applied in § 2-2 until § 2-5 together with § 2-16. The unit rate per landing shall be equal to the unit rate per start. This surcharge is not applicable at Svalbard airport Longyear.

For Oslo airport Gardermoen the provision for reduction pursuant to § 2-15 does not apply to the surcharge stipulated in this article.

## Chapter III. Passenger Charge

### § 3-1

The passenger charge is payable for each take-off for aircraft whose maximum permissible take-off weight exceeds 8 000 KG according to the following rules in Chapter III. This is also valid for scheduled traffic (included “scheduled charter”) although the aircraft’s maximum permissible take-off weight is 8000 KG or less.

Definition: Scheduled traffic is here defined as series of flights which are performed with passenger aircraft according to a published time table and where the payment is derived from the individual passengers.

### § 3-2

Traffic to or from the continental shelf cf. § 2-3 shall not be subject to the terminal charge at Stavanger airport Sola, Bergen airport Flesland and Kristiansund airport Kvernberget.

### § 3-3

Passenger charge shall be paid for each passenger according to the following rules:

- a) Where the next landing is at a Norwegian airport, NOK 36.00 shall be paid for each departing passenger including transfer-passengers.
- b) Where the next landing is at a foreign airport, NOK 59.00 shall be paid for each departing passenger including transfer passengers.

*No charge will be levied for:*

- The operator’s staff on official journeys at the operators own aircraft. For the rest, both paying and non-paying passengers are chargeable.
- Aircraft who returns to the *same* airport of departure due to technical problems or adverse weather conditions, and during the flight no intermediate landings have been made.

- Passengers under 2 years of age.
- Passengers in transit.

### **§ 3-4**

#### Definitions

Transfer-passenger is here defined as a passengers changing from a flight number to another on a journey which is performed continuously with aircraft more than 8 000 KG. This is valid for journeys made domestic - domestic, international - international and domestic - international v.v.

Transit-passenger is here defined as a passenger on a journey using the same flight number in and out of the airport. This is valid for journeys made domestic – domestic, international – international and domestic – international v.v.

### **§ 3-5**

To qualify for approval of transfer/transit as criteria in this context, the journey must be performed continuously, e.g. “next connection” must be used. Still further, the passenger must not leave the airport.

### **§ 3-6**

For calculations of the charge the operator must declare the basis for this calculation prior to the aircraft’s take off. If such is not available, the charge will be calculated and issued in accordance with the normal number of seats for the type and version of aircraft involved. For declaration later on, c.f. § 7-2, permitted by the Avinor AS / Oslo Lufthavn AS, the same rule will apply correspondingly. No reimbursement will be done if the numbers of passengers are not declared to the Avinor AS within the date of cash payment or the invoicing date (fixed by the Avinor AS). This will be enforced, regardless of right passenger figures will be presented on a later stage.

For spot-checks controls of the basis for the charge the operator shall, at departure time for each aircraft and for checks / controls later on give the Avinor AS or the Oslo Lufthavn AS access to the basis for the figures mentioned above. This includes also the load sheet for each aircraft. The Avinor AS has also the right to through inspection in the system that generates each operator’s computer figures as basis for the calculation of the charge. Please cf. § 7-2, section 2.

Every possible discrepancy and/or disagreement between an operator and a handling agent for this operator about insufficient reporting and or keeping of the said time limits for reports is a question between these two parties and therefore of irrelevance to the Avinor AS. The operator will always be regarded as the Avinor AS’ debtor.

The operator must react according to the reporting routines as well as the rules of modification laid down by the Avinor AS according to the rules mentioned above.



In addition to the declaration mentioned above, traffic information must also be submitted as IATA messages to Avinors traffic information system (LETIS) according to the following description:

- a) Submitted messages must include all flight movements carried out by the airline, according to IATA Airport Handling Manual (AHM), Passenger Services Conference resolutions Manual and IATA Standard Schedule Information Manual (SSIM).
- b) The messages must include correct data regarding number of passengers and number of kilograms of cargo and mail for all arrivals and departures. The messages must be sent electronically per flight number via LETIS in the following IATA message formats:

|                 |  |
|-----------------|--|
| Flight plans:   | SSM - Standard Schedules Messages (SSIM chapter 4)<br>ASM – Ad Hoc Schedules Message (SSIM chapter 5)                  |
| Movements:      | MVT – Aircraft Movement Message (AHM 780)<br>DIV – Aircraft Diversion Message (AHM 781)                                |
| Passenger/load: | LDM – Loadmessage (AHM 583)<br>PTM – Passenger Transfer Message (RP 1718)<br>PSM – Passenger Service Message (RP 1715) |
| Statistics:     | SLS – Statistical Load Summary (AHM 588)   |

Avinor may impose new message formats.

- c) It is the responsibility of the airline to make sure that a Baggage Source Message (BSM) according to IATA's Recommended Practice 1745, is made for all checked baggage. Baggage tags issued at Norwegian airports must be shaped according to IATA's Resolution (Res) 740, Attachment H.
- d) Traffic information that are not successfully interpreted by the Avinors traffic information system (LETIS), will receive an error message (sent to an in advance agreed email address). Corrected data must be sent as soon as possible and by 24 hours after receipt of the error message.

## **Chapter IV. Security Charge**

### **§ 4-1**

Charge NOK 60 shall be paid for each departing passenger, both paying and non-paying passengers. The unit rate of charge is regardless of whether the next landing is at a Norwegian airport or a foreign airport.

No charge will be levied for passengers in transfer.

No charge will be levied for aircraft operating flights on behalf of ambulance.

Besides, all the provisions and exemptions other than those mentioned in this chapter, but mentioned in chapter III, shall apply correspondingly.

## **Chapter V. Air Navigation Facility Charge**

### **A. General**

#### **§ 5-1**

For aircraft a charge shall be levied for each flight movement within Norwegian Flight Information Regions (FIR). The charges covers the air navigation facilities and/or services placed at the disposal of the owner or operator of an aircraft. The charge shall be levied according to the provisions in this chapter and according to the provisions in Regulation Concerning Certain Flight Control Services #1704 of December 21 2007. Exemption from the liability of paying Air Navigation Facility Charges is regulated in the above mentioned Regulation.

#### **§ 5-2**

The unit rate for the Air Navigation Facility Charges is based on provisions in Commission Regulation (EC) 1794/2006 of 6 December 2006 laying down a common charging scheme for air navigation services, which is incorporated in Norwegian law through "*Forskrift om avgift på visse flysikringstjenester*" 1704 of December 21 2007.

Calculation of the Air Navigation Facility Charge for each flight and the collection of same is regulated by Regulation 1704 and the terms below. Eurocontrol calculates and collects these charges for flights in charging zone A #1 as defined in the annex to Regulation 1704. Avinor AS calculates and collects charges for flights in charging zone A #2 (flights to and from the continental shelf).

Avinor AS shall publish the unit rate for the Air Navigation Facility Charges mentioned in the above paragraph. Furthermore Avinor AS shall publish corresponding unit rates for the other Contracting states of EUROCONTROL. The publishing should be such that the users of the air space have a genuine opportunity to familiarise themselves with the unit rate.

### **B. Flights where the charge is collected by EUROCONTROL.**

#### **§ 5-3**

For calculation and collection of Air Navigation Facility Charges according to § 5-2 EUROCONTROL collects an administrative charge. Avinor AS will make sure the amount of the charge is published at all times.

#### **§ 5-4**

Unless decided differently by a Contracting State, the unit rate of charge shall be recalculated monthly by applying the average monthly rate of exchange between the EUR and the national currency for the month preceding the month during which the flight takes place.

The exchange rate applied will be the Monthly Average of the "Closing Cross Rate" calculated by Reuters based on the daily BID rate.

#### **§ 5-5**

The operator of the aircraft at the time of the flight is liable for paying charges. If the operator's identity is unknown the owner of the aircraft shall be regarded as operator unless the owner can prove who the operator was.

#### **§ 5-6**

The amounts billed shall be calculated in EUR as currency and are payable to EUROCONTROL in Brussels.

EUROCONTROL will nevertheless consider payment to the accounts opened in its name with banking establishments in the Contracting or other States designated by the competent bodies of the Route Charges System as a discharge of the payer's liability.

The amount of the charge is due on the date of performance of the flight. The latest date by which payment must be received by EUROCONTROL shall be shown on the bill and is 30 days from the date of the bill.

#### **§ 5-7**

The amount of the charge shall be paid in EUR.

Any user who is national of a Contracting State may, whenever payment is made by him to a designated banking establishment situated in the State of which he is a national, discharge the debt in the convertible currency of the State.

Where a user avails himself of the facility referred to in the foregoing subsection in this paragraph, the conversion into national currency of the EUR amount shall be effected at the daily exchange rates quoted for commercial transactions for the date and place of payment.

#### **§ 5-8**

Payment shall be deemed to have been made on the date on which the amount of the charge was credited by a banking establishment designated by EUROCONTROL.

#### **§ 5-9**

Payments shall be accompanied by a statement giving the references, dates and EUR amounts in respect of bills paid and of any credit notes deducted. The requirement to show the amounts of bills in EUR shall apply also to users availing themselves of the facility to pay in national currency.

When a payment is not accompanied by the details of the bill or bills specified above, EUROCONTROL will apply the payment first to interest, and then to the oldest bills unpaid.

#### **§ 5-10**

Claims against bills must be submitted to Eurocontrol in writing or by an electronic medium previously approved by EUROCONTROL. The final date for the submission of claims shall be shown on the bill and is 60 days from the date of the bill.

The date of submission shall be the date on which the claims are received by EUROCONTROL.

Claims must be detailed and should be accompanied by any relevant supporting evidence.

Submission of a Claim by a user shall not entitle him to make any deduction from the relevant bill unless so authorised by EUROCONTROL.

Where EUROCONTROL and user are mutually debtor and creditor no compensation payments shall be effected without EUROCONTROL's prior agreement.

#### **§ 5-11**

Any charge which has not been paid by the due date of the bill may be increased by the addition thereto of interest at a rate decided by the competent bodies and published by Avinor AS. The interest, entitled Interest of Late Payment, shall be simple interest calculated from day to day on the unpaid overdue amount. The interest is calculated and collected in EUR.

#### **§ 5-12**

Where a debtor has not paid the amount due, measures may be taken to enforce recovery.

### **Chapter VI. Charge to the Owner of the Airport for Handling of spent De-Icing Fluid (De-Icing Charge)**

#### **§ 6-1**

The purpose of this chapter is to give provisions for a charge to owner of the airport to cover costs for handling of spent aircraft de-icing fluid.

#### **§ 6-2**

In this chapter handling is to be understood as transportation, storage, treatment, destruction or other final disposal of spent aircraft de-icing fluid after collection by the owner of the airport. Final disposal is to be understood as treatment in wastewater treatment plant, recycling to new aircraft de-icing fluid or virgin glycol, destruction by incineration or similar treatment.

#### **§ 6-3**

For airports where charge is to be paid according to this chapter the owner of the airport shall make up a cost basis and a formula for deriving the charge. The owner/operator of the aircraft, who according to § 1-2 shall pay the charge, should be informed about the cost basis and the formula for deriving the charge before the charge is collected at the individual airport.

The cost basis shall include the actual operating costs and the capital costs at the individual airports which are directly associated to the handling of spent aircraft de-icing fluid.

The charge shall be calculated in such a way that it gives remuneration for the costs for the service the owner of the airport is giving when handling spent aircraft de-icing fluid.

#### **§ 6-4**

The unit rate of charge according to this chapter shall be NOK per KG spent *glycol*, fixed on the basis of the actual operating costs and capital costs at the individual airport.

The owner of the airport shall as soon as possible and at the latest by the 31. December each year give to the owner/operator of the aircraft who shall pay charges according to this chapter, a preliminary unit rate of charge according to the budget for the present season of de-icing, which starts 1 July and ends 30 June the next year.

The owner/operator of the aircraft who shall pay the charge shall have the right to see the accounts which are the basis for the calculation of the charge. The accounts shall be transparent and the break down shall not, without major grounds, be altered from one season to another.

#### **§ 6-5**

The charge shall be settled by the owner of the airport after each season.

The owner of the airport may undertake an *on account* settlement during the season based upon preliminary or estimated operating costs and capital costs.

### **Chapter VII. Provisions Concerning Payment of Charges, Refunds, etc.**

#### **A. Payment, credit etc.**

##### **§ 7-1**

Take-off Charges, Passenger Charges and Air Navigation Facility Charges covered by this regulation as well as other charges or payments authorised in these regulations, shall be paid upon receipt of invoice. Avinor AS may prescribe a different arrangement for such payment.

Avinor AS may require a bank guarantee (calculated according to an operators relative traffic volume for a term stated by the Avinor AS) or some other form of security to ensure due payment.

##### **§ 7-2**

Credit arrangements are conditional upon the operator giving information about and settling accounts for all aircraft, which make use of the operator's telephony designator code.

Owner of an aircraft is obliged to before and after each flight to provide Avinor AS such information necessary to carry out calculation of aeronautical charges, cf. Air Navigation Act, Section 13-4.

Information about flight movements for companies with repetitive schedules must be reported electronic on an in advanced defined standard format (DTS = Daily Traffic Survey) within the deadlines decided by the Avinor AS.

Changes in the format must be arranged 30 days at the latest before the next delivery date.

Changes in delivery times and frequencies will be published 60 days at the latest before coming into operation.

Avinor AS may, for companies with low traffic volumes, give a dispensation from the requirement to report DTS messages electronically.

### **§ 7-3**

The rules mentioned above regarding payment, credit etc. concerning the traffic at Oslo airport Gardermoen, is managed independently by the company Oslo Lufthavn AS.

### **§ 7-4**

To grant credit, as mentioned above in § 7-1, section 2, for charges regarding the traffic at Oslo airport Gardermoen, the company Oslo Lufthavn AS may demand a separate bank guarantee from an operator in addition to the guarantee demanded by Avinor AS for charges at Norwegian State owned airports.

## **B. Payment of annual charges.**

### **§ 7-5**

For payment of annual charges as provided in this regulation, Avinor AS deems the first day that the annual charge is valid as decisive for which scale of charges is to be applied.

### **§ 7-6**

All annual charges may be paid with the use of credit card where companies have agreements with Avinor AS or to Avinor AS' central account number.

When requesting an issue or renewal of the annual charge certificates for the Take-off charge, the following information shall be submitted:

The charge for which the payment applies.

The aircraft's nationality and registration number as well as its maximum permissible take-off weight.

The name and address of the owner or operator of the actual aircraft.

## **C. Consequences of overdue payment or non-payment.**

### **§ 7-7**

If charges incurred by the aircraft landing, stay or take-off from the airport have not been paid in due time or sufficient security has been provided, in accordance with the Air Navigation Act, an aircraft may be prevented from taking off until payment has been made or sufficient security provided. Cf. Section 13-2 of the Air Navigation Act of June 1993 no. 101.

Charges laid down pursuant to the Air Navigation Act are basis for enforcement of the attachment.

If charges are not paid in due time, the owner or the operator of the aircraft may be denied further use of Norwegian territory and/or Norwegian State airports.

### **§ 7-8**

For overdue payment of charges pursuant to these regulations, interest is payable in accordance with Act no. 100 of 17 December 1976 concerning interest at overdue payment, and is at all times equal to the rate in force at the time in question. This however, does not apply for the Air Navigation Facility Charge collected by EUROCONTROL, who has its own rule about overdue payments cf. § 5-11

## **D. Waiving of accrued charges**

### **§ 7-9**

The Avinor AS may at deletion from the Norwegian Civil Aircraft Register, and upon application, waive, grant reductions in or refund the paid Annual Charge Certificate. Amounts under NOK 20 000 are not refundable.

Imposition of provisions, which restrict an aircraft's use of certain airports or certain air navigation facilities, does not constitute grounds for refund of the paid Annual Charge Certificate.

## **Chapter VIII. Entry into Force**

### **§ 8-1**

This regulation shall enter into force on 1 January 2009.

As of the same date Regulation Concerning Charges for State Aviation Facilities and Services (Scale of Charges) 22 November 2007 no 1278 is repealed.