

Regulations regarding charges for use of airports operated by Avinor AS
Please note: Unofficial translation – Norwegian text is legally prevailing.

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Chapter 1. General provisions

§ 1. Objective

These provisions regulate setting of the payments (charges) for services provided by Avinor AS (Avinor) at the company's airports. The objective is:

1. To safeguard the interests of the users of Avinor's airports
2. To promote efficient, socio-economic and profitable running of the airports
3. To help ensure that investments in the facilities are carried out to the proper extent and at the right time in order to meet users' anticipated requirements
4. To ensure that users receive sufficient information regarding the principles on which the setting of charges is based, and
5. To ensure there is public supervision guaranteeing that Avinor meets its obligations according to the regulations.

§ 2. Scope of application

The regulation applies to charges levied as payment for airport services. It does not apply to:

1. Charges covered by the regulation of 19 December 2014 no. 1847 regarding charges for Air Navigation services
2. Payment requested for services covered by the regulation of 3 November 2000 no. 1096 regarding airport related services
3. Payment requested for services rendered to persons with reduced mobility as mentioned in the regulation of 16 July 2013 no. 919 regarding the universal design of airports, and the rights of persons with disabilities and reduced mobility as regards air transport.

Services where the payment is determined in an agreement are not considered to be airport services, cf. § 36. The regulations apply to services performed at all Avinor airports, including Svalbard airport, Longyear.

§ 3. General charges exceptions

No form of charge imposed under this regulation for:

1. Flights carried out by registered military aircraft
2. Flights carried out by civilian aircraft when in relation to a Cooperation Agreement between the Armed Forces and Avinor regarding airport and aviation security operations, or supplementary agreements stipulating that no charge shall be levied
3. Flights performed exclusively in connection with official travel by reigning monarchs and their families, heads of state, heads of government and ministers. The official nature of the flight must be evident from the aircraft's flight plan
4. Flights performed in connection with calibration
5. Flights made as part of a search and rescue service (SAR)
6. Flights made by gliders or sailplanes, but not if this type of aircraft has an engine that can be used for take-off.

The provisions regarding charge exemptions, discounts and incentive schemes stated elsewhere in the regulations apply in addition to the exceptions under this paragraph.

§ 4. Definitions

Definitions of the following terms applicable in this regulation

1. *Avinor*: Avinor AS and subsidiaries of Avinor AS
2. *DTS*: Daily Traffic Survey - a file format defined by Avinor for the reporting of daily flight movements and other information necessary for calculating charges and compiling statistical data
3. *Maximum allowed take-off weight*: The maximum take-off weight an aircraft can have according to the national aircraft register, flight manual, airworthiness certificate or other equivalent official documentation. In cases where an aircraft is certified for multiple maximum take-off weights, the highest of these weights will be used as the basis for calculating the take-off fee. If the required documentation is not submitted by the aircraft operator, the weight of the heaviest known aircraft of the same type will be used
4. *Continental shelf flights*: Flights from Avinor's airports to installations on the Norwegian continental shelf
5. *Scheduled traffic*: A series of flights carried out for payment using aircraft designed to carry passengers on an individual basis according to a published timetable. Serial charter flights are also included
6. *Transfer passenger*: A passenger who switches from one route number to another on a connected flight. It is irrelevant whether the journey's start and end points are domestic or international
7. *Transit passenger*: A passenger travelling with the same route number in and out of the airport. It is irrelevant whether the journey's start and end points are domestic or international

§ 5. Supervision of the regulation

The Norwegian Civil Aviation Authority (CAA) is responsible for ensuring that resolutions made in accordance with the regulation are complied with. The CAA is required to perform its tasks in an impartial and transparent manner.

Chapter 2. Process and division of responsibility for the annual setting of charges

§ 6. Who determines the airport charges

Avinor proposes what the charges should be at the company's own airports, in accordance with the procedures in this chapter, and in accordance with the provisions in chapters 4 to 7. Thereafter, the CAA approves the charges in accordance with § 10.

§ 7. Process and due dates

The charges are set for each calendar year. The below process for the setting of charges is followed the year preceding the relevant calendar year:

1. In the period from 1 January to 31 May, Avinor will prepare the process as per nos. 2 to 5 below by applying the consultation procedures pursuant to § 8 in order to provide

information on traffic figures and forecasts, investments and amendments to the regulatory framework.

2. By 1 June, Avinor will publish its proposal for charges for the coming year.
3. Once the proposal in no. 2 has been made available, and up until 15 August, Avinor uses the consultation procedures pursuant to § 8 to explain and discuss the proposal.
4. By 1 September, Avinor will present its final proposal for charges for the coming year. At the same time, the decision will be sent to the CAA for final approval pursuant to the regulations in §10.
5. By 1 November, the charges will be finally approved and published by the CAA.

The Department for Transport and communication may agree to a different procedure or deadlines other than those stated in the first paragraph if special considerations need to be taken into account. Furthermore, the ministry may decide that the charges will be set for two or more years in the same process.

§ 8. Involvement of airlines

Avinor is obliged to establish a procedure for regular consultations with the airlines, or with one or more organisations representing them. Users who pay a separate take-off charge for flights to the continental shelf from Avinor airports with a helicopter terminal must be involved separately. The consultations will be used to discuss the level of charges within the framework set out in chapters 3 to 7, the implementation of already established charges and the link between the charges and the quality and content of the services where this is relevant.

Avinor will strive to reach a consensus with the airlines regarding the setting of charges in accordance with this chapter. The airlines must be given the opportunity to comment on any proposed changes to the charges and Avinor is obliged to show how the airlines' views have been taken into consideration when the final proposal, pursuant to § 7 no. 4, is made available.

§ 9. Access to information

Prior to consultation, as mentioned in § 8, Avinor is obliged to provide the airlines, or the organisations representing them, with access to information regarding the basis for the charges, an explanation of the charging system as set out in chapters 4 to 7, and how the charges are proposed to be set in accordance with this framework. As far as it's appropriate, separate information will be provided for each of the airports in the Avinor network. The information shall include the following:

1. A list of the services and infrastructure that the charges fund
2. An account of how the charges have been set in accordance with the provisions of chapters 4 to 7, and any further principles that Avinor has applied
3. An overall cost structure for the services and facilities that the charges pertain to
4. The total revenue from the various charges, and the total cost connected to the services funded by the charges
5. Any funding from public authorities used to (part) finance those services or facilities to which the charges relate
6. Forecasts relating to charges and traffic growth, as well as proposed investments
7. The actual use of Avinor's infrastructure and equipment within a given time period, and
8. The predicted impact that any proposed major investments will have regarding the capacity of the relevant airport.

Prior to the consultation, as mentioned in § 8, the airlines or the organisations representing them shall provide Avinor with information regarding the following:

1. Traffic predictions
2. Predictions regarding the composition and use of the company's aircraft fleet
3. Their development projects at the relevant airports
4. Their requirements at the relevant airports.

Information mentioned in this section will be treated as confidential or financially sensitive. The parties shall sign a non-disclosure agreement before the information is exchanged, unless they agree to forego this. In respect of limitations pursuant to the Act of 29 June 2007 no. 74 on regulated markets (Stock Exchange Act). If there is doubt, the Ministry of Transport and communication will come to a decision on how certain information should be handled.

§ 10. Approval of charges by the CAA

In the final approval of the charges, the CAA will ensure that the provisions in the regulation and the additional framework resolution is complied. The CAA may have assistance in this task, but assistants cannot issue final approval. In such cases, assistants will be given the same access to information as the CAA, cf. Aviation Act § 7-26, third paragraph.

Avinor is obliged to provide the CAA with all the information necessary for them to perform their task, cf. Act of 11 June 1993 no. 101 on Aviation, § 13a-1. The information must include at least:

1. The charges proposed by Avinor.
2. All information that Avinor and the airline companies have given each other access to in accordance with the provisions in § 9
3. Documentation showing that the consultation requirements as set out in § 7 no. 1 to 3 have been met, and
4. Any correspondence between Avinor and any other parties that has had an influence on the setting of charges.

If the CAA in its preliminary assessment decides that Avinor has set the charges in accordance with the requirements of the provisions and framework, and the airlines not opposed, it will approve the charges. Alternatively, the CAA may engage in dialogue with Avinor and the airlines in order to reach a solution that, to the greatest possible extent, satisfies the considerations of both parties within the provisions of the regulation and the framework. If it is not possible to reach a consensus, the CAA will set the charges according to their best judgement. The decision shall be justified.

Decisions mentioned in the previous paragraph shall be made as quickly as possible, and at the latest within the deadlines stated in § 7.

The CAA's decision as mentioned in the third paragraph cannot be appealed.

Until the CAA has approved the charges, the previous charges shall apply.

The CAA shall publish an annual report on its work according to this section.

Chapter 3. Planning of capacity and service standard

§ 11. Planning of new airport infrastructure

Before Avinor finalises plans for significant investments in aviation-related infrastructure at its airports, the company must ensure that there has been sufficient consultation with the affected airlines or organisations representing them.

§ 12. Agreement on service content and service quality

To ensure well-functioning and efficient airports, Avinor shall undertake negotiations with airlines, or the organisations representing them, with the aim of entering into an agreement regarding the content and quality of the services provided by Avinor (service agreement). Such negotiations may be part of the consultations as mentioned in § 8. The agreement should indicate if any shortcomings regarding the services performed will result in adjustments to the charges for the airlines (incentive schemes), and how such discounts will be calculated. A legislative change such as this requires that the agreement is approved per the resolution mentioned in § 17, first paragraph.

§ 13. Differentiation of service levels

Within the framework of these regulations, Avinor may vary the quality and scope of the services at different parts of the same airport in order to adapt to the airlines' needs.

Chapter 4. General principles regarding setting of charges, types of charges and payment obligations

§ 13a. Prohibition of discrimination

Charges that are set in accordance with this regulation must not discriminate between users of the airports, and must respect the requirements for equal treatment in Community law. This should not prevent the fees from being differentiated in order to safeguard official and public interests, including environmental considerations. The criteria used for such differentiation must be relevant, objective and transparent.

Added to regulation of 7 March 2017 no. 276.

§ 14. Network financing and use of commercial revenue

The airports operated by Avinor shall be financed as an overall network (co-financing). The charges paid by the airlines at each respective airport in the network do not have to be related to the respective operating costs.

The charges shall be the same at all Avinor airports unless otherwise decided in, or in accordance with, specific provisional exceptions contained in this regulation.

Avinor's commercial revenue shall be used to finance the company's operation of airports as long as it is in accordance with the company's articles of association (single-till principle). Exceptions apply for services provided to flights to the continental shelf, which are subject to the specific provisions of § 17, second paragraph.

§ 15. Types of charges

The following charges apply to Avinor's airports:

1. Passenger charge
2. Take-off charge
3. Security charge
4. De-icing charge

§ 16. Who is liable to pay charges

The obligation to pay charges lies with the owner of the aircraft. If the aircraft has been entrusted to a licensed operator or an operator with permission for use at their own expense, the user is liable for the charges. Similarly, the user will be liable for the charges when an aircraft that is not being used for commercial aviation has been entrusted to the user for operation at the user's own expense. For payments prior to an aircraft's take-off, the aircraft's pilot in command is responsible for payment of the charges.

Chapter 5. Passenger and take-off charge

§ 17. Framework resolution on total annual income requirements from passenger and take-off charges

The Ministry of Transport and communication takes a resolution on the total income requirement incumbent on Avinor for passenger and take-off charges for each individual year. The resolution can cover several years (cf. § 7, second paragraph), where the income requirements for each individual year are stated explicitly. The resolution can also include provisions as to how any gains or losses, compared with the assumptions the resolution is based on, shall be divided between Avinor and the airline companies. Finally, the resolution may link discounts or incentive schemes to Avinor and the airline companies' performances.

A separate resolution will be made as mentioned in the first paragraph, regarding the financing of services for which a separate take-off charge is paid in accordance with the provisions relating to flights to the continental shelf in § 26. The income from charges for these flights will cover all costs Avinor has incurred by offering such services.

§ 18. Allocation of total income requirement from passenger- and take-off charges

In the framework resolution, in accordance with § 17, the Department for Transport decides how Avinor's proceeds from charges shall be allocated between the passenger- and take-off charges. This resolution may apply to one or several years at a time, and shall explicitly state if it applies to income according to the first or second paragraph of § 17.

Passenger charge

§ 19. Applying passenger charges

Passenger charges apply to all departing passengers with the following specifications and exceptions (liable passengers):

1. All passengers travelling on aircraft where the maximum allowed take-off weight exceeds 8000 kg
2. Passengers travelling with scheduled traffic irrespective of the aircraft weight
3. Transfer passengers are included
4. Transit passengers are not included
5. Passengers who do not make payments to the carrier are included

6. Travel undertaken by an airline employee for work purposes on the airline's own aircraft is not included
7. No charge shall be levied for passengers travelling on aircraft that, due to weather conditions, returns to the same airport from which it departed when there has not been a stopover at another airport
8. Passengers under 2 years of age are not included
9. No passenger charges shall be levied for flights to the continental shelf from Avinor's airports where there is a separate helicopter terminal. Avinor is obliged to have a published list of these airports at all times. For other flights to the continental shelf, the regular passenger charge applies.

§ 20. Calculation of the passenger charge

The passenger charge for each year shall be equal to the total income requirement as stated in § 17, first paragraph, divided by the expected number of departing liable passengers from all Avinor airports for the relevant year. Liable passengers refers to all passengers for whom there is an obligation to pay charges according to § 19.

§ 21. Basis for calculation of passenger charges for single flights

For calculating charges in accordance with this chapter, the operator must declare the basis for the calculation every week in line with the DTS formats presented in the appendix to the regulation. Avinor decides the exact time when the aforementioned information must be given. If this information isn't submitted the charges will be calculated based on the usual number of seats for the given type of aircraft. In the event of retrospective declarations of charges, (cf. § 43), the equivalent applies with respect to the right of Avinor to bill based on the number of seats. If the correct passenger declaration is presented subsequent to the expiry of the deadline, the liable parties have no claim to reimbursement of charges issued based on the number of seats pursuant to this paragraph.

For spot-checks relating to the charge, the operator must be able to produce, at any time, the above-mentioned basis for charges for each individual departure. If Avinor so requests, the aircraft's load sheet must also be produced. Avinor is also entitled to access the systems used for data capture that generate the base data used to calculate the charge. See also other provisions in § 43, second paragraph.

Any disagreement between the aircraft operator and the operator's handling agent concerning inaccurate reporting and the keeping of deadlines, is a matter between these parties and does not influence the aircraft operator's obligations as debtor towards Avinor.

The aircraft operator must comply with the declaration forms and adaptation provisions drawn up by Avinor in accordance with the stipulations of this paragraph.

In addition to DTS submissions, traffic information in the form of IATA messages must also be submitted to Avinor's traffic information system (LETIS) in accordance with the requirements and conditions presented in the appendix to the regulation.

If the received IATA messages cannot be interpreted by Avinor's traffic information system (LETIS), Avinor will issue an error message to a predetermined SITA or e-mail address. The flight operator must send the correct data as soon as possible after receiving the error message.

The airline is also responsible for all luggage checked in producing a Baggage Source Message (BSM) in accordance with IATA's Recommended Practice 1745. Baggage tags issued at Norwegian airports shall be produced in accordance with IATA's Resolution (Res.) 740, appendix H.

Take-off charge

§ 22. Applying take-off charges

Take-off charges imposes for each take-off, unless an annual fee or weekly pass has been paid for the relevant aircraft.

No charge shall be levied if, due to technical faults or weather hindrances, the aircraft returns to the same airport it departed from without having stopped over at another airport. This provision does not apply to Oslo Airport, Gardermoen.

§ 23. Calculating take-off charges for aircraft over 8000 kg and aircraft in scheduled traffic

The take-off charge for aircraft

1. With maximum permitted take-off weight over 8000 kg, or
2. In scheduled passenger traffic, irrespective of weight, is calculated as follows;
 - a) Full charge shall be paid for every 1000 kg for aircraft weights between 0 and 75,000 kg
 - b) 50 percent of the full charge shall be paid for every 1000 kg of aircraft weight between 75,001 and 150,000 kg
 - c) 20 percent of the full charge shall be paid for every 1000 kg for aircraft weight above 150,001 kg.

“Aircraft weight” refers to the maximum permitted take-off weight.

§ 24. Calculating take-off charges for aircraft below 8000 kg

The take-off charge for aircraft with a maximum permitted take-off weight below 8000 kg is calculated by multiplying the full take-off charge per ton in accordance with § 23a, by the following factors:

Aircraft's maximum permitted take-off weight in kg	Factor
0–1000	2.61
1001–1500	3.21
1501–2000	4.50
2001–2500	1.14
2501–3000	1.26
3001–4000	2.43
4001–5000	3.10
5001–6000	3.72
6001–7000	8.39

Aircraft's maximum permitted take-off weight in kg Factor

7001–8000 12.64

§ 25. Discounts on take-off charge at certain airports

Only 70 percent of the full take-off charge shall be paid for flights from Avinor airports in Oppland, Sogn og Fjordane, Møre og Romsdal, Sør-Trøndelag, Nord-Trøndelag except Trondheim Airport, Værnes, Nordland except Bodø Airport, Troms and Finnmark. However, no flights shall pay less than the lowest charge calculated according to the regulations in § 24.

§ 26. Take-off charge for continental shelf flights

A separate take-off charge is paid for continental shelf flights from Avinor airports with a separate helicopter terminal. The same applies to flights from an airport with a helicopter terminal, with a stopover at another airport with a helicopter terminal, with final destination at an installation on the continental shelf. For other continental shelf flights, the take-off charge is paid according to the other provisions of the regulation.

The separate take-off charge mentioned in the first paragraph is calculated based on the costs associated with the helicopter terminals, separate from the costs that form the basis for the calculation of take-off charges according to the other provisions in these regulations. The charge per flight is calculated by dividing the total cost per year by the expected number of departures from the helicopter terminals in the same year (pay per flight).

§ 27. "Touch-and-go" flights

For "Touch-and-go" flights, a take-off charge is only levied for each completed series. A touch-and-go series is defined as a series of flights in close succession without a stopover or loading/unloading taking place at the airport. The series must be connected to one and the same airport. If the last take-off in such a series is a departure to another airport, this take-off is deemed to be a chargeable single flight.

§ 28. Additional noise charge at Bodø airport

For flights that take off from Bodø Airport, a surcharge shall be paid in addition to the take-off charge in accordance with the above provisions:

a) For jet-propelled aircraft without noise certification, a charge equal to 60 times the full take-off charge mentioned in § 23a shall be paid

For jet-propelled aircraft certified in accordance with the International Civil Aviation Organisation b) (ICAO), attachment 16, Chapter 2, an amount equal to 30 times the full take-off charge as described in § 23a, shall be paid.

The additional charge is increased by 50 percent for traffic between the hours of 02:00 – 08:00.

The provision in § 22, second paragraph, will not apply to the additional charge under this paragraph.

0 Amended by the regulation of 21 December 2016 no. 1800.

§ 29. Additional charge for flights during night hours

For flights during the hours of 24:00 - 05:59, in addition to the take-off charge, a surcharge will be collected for each take-off and each landing. The surcharge amounts to 50 percent of the charge calculated according to the regulations in § 23 to 28. Svalbard Airport, Longyear, is exempt from this surcharge.

Paragraph break

§ 30. Annual charge (yearly season card)

A yearly season card can be issued for aircraft not used for commercial air transport pursuant to the regulation of 12 August 2011, no. 833 regarding air transport services in the EEA (Regulation (EC) no. 1008/2008 - Air Transport Regulation) and that do not exceed 2000 kg maximum take-off weight. The same applies to aircraft of the same size that have an operating licence pursuant to the air transport regulation. For historic and amateur-built aircraft as mentioned in regulation (EC) no. 216/2008 (the EASA Regulation), appendix II, a and c, the weight limit is a maximum take-off weight of 5700 kg. The yearly season card can also be issued for training aircraft with a maximum take-off weight under 2000 kg, which are owned or used by an operator with an operating licence pursuant to the Air Transport Regulation.

The season card is valid from 1 January, or from a later payment date, until 31 December of the same calendar year, and for one specific aircraft.

Valid proof of payment of the annual charge constitutes the yearly season card, together with the receipt of payment, cf. § 44. If a valid yearly season card with additional documentation cannot be produced, the full take-off charge must be paid for each take-off.

The season card cannot be used at Oslo airport, Gardermoen. Avinor may also decide that yearly season cards cannot be used at Avinor's other airports during times of the day when traffic is heaviest.

Refunds are not given for reduced usage periods or reduced seasons.

§ 31. Rates for annual charges

Annual charges as mentioned in § 30 are calculated by multiplying the full take-off charge per ton pursuant to § 23a, by the following factors:

Aircraft's maximum permitted take-off weight in kg	Factor
0–500	51.07
501–1000	75.46
1001–1100	107.30
1101–1200	124.16
1201–1300	142.87
1301–1400	159.76
1401–1500	181.63

Aircraft's maximum permitted take-off weight in kg Factor

1501–1600	298.38
1601–1700	318.66
1701–1800	338.91
1801–1900	358.85
1901–2000	377.41

For historic and amateur-built aircraft as mentioned in regulation (EC) no. 216/2008 (EASA Regulation), appendix IIa and IIc, with weights between 1101 and 5700 kg, the charge is calculated by multiplying the full take-off charge pursuant to §23a by 107.14.

The first valid date of the yearly season card determines the charge to be applied.

§ 32. Weekly season card

A weekly season card can be bought for aircraft with a maximum permitted take-off weight that does not exceed 2000 kg, to cover take-off charges on condition that the flights are for non-commercial purposes.

The weekly season card is valid for 7 days from and including the first stated valid day and covers take-off charges at all airports covered by this regulation with the exception of Oslo Airport, Gardermoen.

A weekly season card may be issued for several successive 7-day periods.

The first valid day on the card can be later than the day of purchase, but cannot be prior to the day of purchase.

Avinor is obliged to sell weekly season cards at all airports operated by Avinor, with the exception of Oslo Airport, Gardermoen.

Refunds are not given for reduced usage periods.

§ 33. Charge for weekly season card

The charge for the weekly season card is calculated by multiplying the full take-off charge pursuant to § 23a, by 11.1 for aircraft with a maximum take-off weight of between 0 – 1500 kg, and by 27.6 for aircraft with a maximum take-off weight of between 1501 and 2000 kg.

Paragraph break

Chapter 6. Security charge

§ 34. Applying security charges

Security charges apply to all departing, liable passengers as mentioned in § 19. However, security charges do not apply to transfer passengers or ambulance flights.

§ 35. Calculation of the security charge

The total revenue from the security charge shall be equal to the costs that Avinor has incurred in implementing security control pursuant to chapter 3 of the regulation of 1 March 2011, no. 214 on the prevention of threats to security in civil aviation etc., and Regulation (EC), no. 300/2008 on common rules in the field of civil aviation security and repealing Regulation (EC) no. 2320/2002. Costs arising from specific security controls regulated by agreements as mentioned in § 39 are kept separate from the cost basis stated in the first point.

The charge is set by dividing the costs calculated according to the first paragraph by the estimated number of departing passengers calculated pursuant to the regulations in § 34.

Chapter 7. Fee for handling used de-icing fluid (de-icing charge)

§ 36. Applying de-icing charges

A de-icing charge is paid for handling used de-icing fluid. Handling refers to the transportation, interim storage, treatment, destruction or other final disposal of used aircraft de-icing fluid after collection by Avinor. Final disposal includes the treatment of collected de-icing fluid in a treatment plant, recycling into new aircraft de-icing fluid or pure glycol and destruction by incineration or similar.

§ 37. Calculation of the de-icing charge

The de-icing charge shall be set as a fixed amount in NOK per kg of used glycol, determined on the basis of operating costs and capital costs associated with the handling as stated in § 36, at the respective airport.

§ 38. Calculation period and invoicing

The final de-icing charge will be calculated at the end of every de-icing season based on the actual costs incurred.

Avinor can request payment on account during the de-icing season based on the stipulated or calculated costs as mentioned in § 36.

Chapter 8. Other payments not related to airport services

§ 39. Other payment requirements not related to airport services

When Avinor enters into agreements concerning the provision of other types of services not funded by the charges included in this regulation, the company will ensure that the remuneration at least covers the costs that Avinor incurs as a result of such an agreement.

Chapter 9. Discounts etc.

§ 40. Reductions and exemptions

Avinor AS may grant reductions on charges established in these regulations if the company deems it likely that the reduction will result in higher total revenues and stimulate better utilisation of the aircraft and the capacity of the aviation facilities. Such reductions cannot be granted for the security charge in chapter 6.

Avinor may, irrespective of the conditions in the first paragraph, give reductions on or exemptions from the charges set pursuant to these regulations if

1. Special circumstances exist, and

2. The flight(s) relate to humanitarian transport, air shows, air ambulance flights or similar activities of a non-commercial nature.

The right to grant or continue reductions on or exemptions from charges pursuant to the first and second paragraphs is contingent upon their being permitted by the regulations stated in the EEA's agreement concerning state aid.

Chapter 10. Provisions regarding payment of charges, refunds etc.

§ 41. Duty to provide information

Avinor AS can demand that the operator of a liable aircraft presents documentation from a Norwegian or foreign authority stating that the weights provided as the basis for calculation of charges pursuant to this regulation are in accordance with the specific regulations. Avinor AS can request that operators of liable aircraft produce documentation regarding the weight used as the basis for calculation of take-off charges, as mentioned in § 4, no. 3.

§ 42. Terms of settlement and rounding off

Take-off charges, passenger charges and air navigation facilitation charges, as well as other charges authorised by this regulation, shall as a general rule be paid upon receipt of the invoice. Avinor can stipulate a different arrangement for the payment of charges. When calculating charges, the amount is to be rounded to the nearest whole krone.

Avinor can request a bank guarantee (calculated according to an operator's traffic volume for a traffic period deemed appropriate by Avinor) or some other provision of security to ensure the timely payment of charges.

§ 43. Credit and reporting format

Credit is contingent upon the operator providing information on and paying for, all the aircraft that use the operator's call sign.

The owner or operator of an aircraft is required to provide Avinor with the information necessary to calculate charges before and after each flight, cf. The Aviation Act § 13a-1. The same applies to the information that Avinor requires in order to report to the Norwegian Office for National Statistics in accordance with the provisions of the Statistics Act. Information regarding aircraft movement must be reported electronically in both IATA messages and DTS format within deadlines determined by Avinor.

Changes to the file format must be communicated no later than 30 days before the next delivery deadline.

Changes to the delivery times and frequency must be communicated no later than 60 days before they come into effect.

Avinor can grant a dispensation from the requirement to report electronically in DTS format for companies with a low traffic volume.

§ 44. Terms of payment for annual charges

Annual charges are paid via Avinor's website.

§ 45. Consequences of non-payment or lack of security provision

If charges incurred in connection with landing, stay or take-off from an airport are not paid by the set time or if insufficient security has been provided, in accordance with the provisions of the Act of 11 June 1993 no. 101 relating to aviation (The Aviation Act) § 13-2, the aircraft can be prevented from leaving the airport until payment has taken place or sufficient security has been provided.

On the same grounds as mentioned in the first paragraph, an aircraft may be refused access to Avinor's airports.

Charges determined pursuant to this regulation are an enforceable basis for payment, cf. Act of 11 June 1993 no. 101 on aviation (Aviation Act) § 13a-8.

§ 46. Interest on overdue payment

In the event of late payment of charges according to this regulation, interest on the overdue payment will be incurred pursuant to the Act of 17 December 1976 no. 100 regarding interest on overdue payments, etc.

§ 47. Waiver of charges

Following deletion from the Norwegian Civil Aircraft Register, Avinor may, upon application, wholly or partially waive or reimburse annual charges. Amounts under NOK 20,000 will not be refunded.

If a decision is made in accordance with § 45 to limit an aircraft's use of an airport, this does not provide a basis for reimbursement of annual charges.

Chapter 11. Final provisions

§ 48. Coming into effect and transitional regulations

These regulations come into force on 1 January 2015.

These regulations shall form the legal basis for the process of setting charges for 2016.

The Regulation of 12 November 2014 no. 1423 regarding charges at Avinor's airports will cease to be valid from 1 January 2016.

Attachments

DTS format descriptions

Field 1: Record type = 5

Field 2: Call signal

Field 3: Date of departure– UTC

Field 4: Airport of departure – DEP

Field 5: STD - Scheduled Time of Departure - UTC

Field 6: ATD - Actual Time of Departure/Off-block Time) - UTC

Field 7: Delay

Field 8: Date of arrival – UTC

Field 9: Destination - ARR

Field 10: STA - Scheduled Time of Arrival - UTC

Field 11: ATA - UTC

Field 12: Registration mark

Field 13: Type of flight

Field 14: Total Persons On Board

Field 15: Crew, active

Field 16: Crew, passive

Field 17: Service passengers

Field 18: Infants

Field 19: Passengers departed from airport of departure (local boarding)

Field 20: Passengers departed in transfer

Field 21: Passengers departed in transit

Field 22: Passengers arrived at destination (Disembarking)

Field 23: Cargo loaded

Field 24: Cargo off-loaded

Field 25: Post loaded

Field 26: Post off-loaded

Field 27: International or Domestic

Field 28: Domestic leg of international flight

Field 29: Passengers travelling abroad

Field 30: Comments etc.

Field 31: Unique ID

IATA messages

Basic regulations for use of IATA messages:

1. All scheduled flights shall be reported to Avinor using the SSIM or SSM/ASM format
2. All updated flight times shall be reported to Avinor

3. All IATA messages shall be sent to Avinor's central traffic information unit OSLNOYA

4. All IATA messages sent to OSLNOYA shall be in accordance with the latest version of the IATA Airport Handling Manual (AHM) and IATA Standard Schedule Information Manual (SSIM)

5. Reporting shall include the correct data for the number of passengers and kilograms of cargo and post for all arrivals and departures. Data shall be reported per flight number and date.

The following IATA format is supported, and data will be used for the following purposes:

Scheduled flight plans	SSIM	IATA File format used for the presentation of complete seasonal flight plans, including all flights, for one operator for a limited period of time.	3 weeks ahead of season change.
	SSM (Standard Schedules Message Procedure)	IATA message format used to report permanent additions and/or changes to original seasonal flight plans.	24 hours before take-off at the latest.
	ASM (Ad-hoc Schedules Message)	IATA message format for reporting temporary/ time-limited deviations from the original seasonal flight plan.	6 hours before take-off at the latest
Aircraft movements	MVT (Aircraft movement message)	IATA message format for reporting departure times, arrival times and delays.	Departure and arrival times to be sent immediately after departure or arrival. Delay messages to be sent as soon as the delay is known.
	MVA (Aircraft movement message)	IATA message format for reporting departure times, arrival times and delays, automatically sent directly from the individual aircraft (e.g. ACARS).	Departure and arrival times to be sent immediately after departure or arrival. Delay messages to be sent as soon as the delay is known.
	DIV (Aircraft Diversion Message)	IATA message format for reporting diversions from the original flight path.	To be sent as soon as the diversion is known.
Passenger/ cargo	SLS (Statistical Load Summary)	IATA message format for reporting passenger numbers, baggage, freight and post.	Immediately after take-off

LDM (Loadmessage)	IATA message format for reporting passenger numbers and weight.	Immediately after take-off.
PTM (Passenger Transfer Message)	IATA Message format for reporting transfer passengers.	Immediately after take-off.