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| <b>REPUBLIC OF MAURITIUS</b><br><b>DEPARTMENT OF CIVIL AVIATION</b><br>Aeronautical Information Service<br>Sir Seewoosagur Ramgoolam International Airport<br>Plaine Magnien |                             |  | <b>AIC</b> |
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## **NOTICE OF PROPOSED REVISION OF AIR NAVIGATION CHARGES BY THE MAURITIUS DEPARTMENT OF CIVIL AVIATION**

In February 2007, following widespread consultation with all stakeholders, the Department of Civil Aviation introduced a new three tiered system of charges consisting of Route Air Navigation Charge (RANC), Approach and Aerodrome Charge (AAC) and Aeronautical Meteorological Services Charge (AMSC).

This new system of charges was introduced following the implementation of a new Area Control Centre which introduced inter alia such facilities as Controller Pilot Data Link Communication (CPDLC), Automatic Dependant Surveillance – Contract (ADS-C), Extended Range VHF Communications and the upgrading of the services provided in the Mauritian upper airspace from Flight Information Service to Area Control Service.

Given that 5 years have elapsed since these present charges were introduced, the Department has a requirement to carry out a review to ensure that Government continues to recoup its costs of operation and a reasonable return on investment to cater for necessary capital improvements as per ICAO DOC 9082, ICAO's Policies and Charges for Airports and Air Navigation Services.

In line with the above, notice is hereby given to all aircraft operators operating within the Mauritius Flight Information Region that the Mauritius Department of Civil Aviation has contracted the services of BDO & Co, a firm of Chartered Accountants (member of BDO International Limited), to carry out a study for the review of the Air Navigation Charges.

In carrying out this exercise, BDO & Co will comply with the International Civil Aviation Organisation (ICAO) policies and guidelines as contained in the following ICAO documents:

- ICAO DOC 9082: ICAO's Policies and Charges for Airports and Air Navigation Services (8<sup>th</sup> Edition).
- ICAO DOC 9161: Manual of Air Navigation Services Economics (4<sup>th</sup> Edition).
- ICAO DOC 7100: Tariffs for Airport and Air Navigation Services.
- WMO DOC 904: Guide to Aeronautical Meteorological Services Cost Recovery.

It is not expected that the present structure of the charging system, namely the three tiered structure consisting of Route Air Navigation Charge (RANC), Approach & Aerodrome Charge (AAC) and Aeronautical Meteorological Service Charge (AMSC) will change. However it is expected that the quantum of the charges will change, in order to cater for:

- variations in the cost of service provision since July 2007,
- investments incurred for the continued delivery of the service since July 2007, and
- proposed investments within the next five years to cope with agreed regional developments and continual improvement of service delivery.

Works on the contract have started on the 2<sup>nd</sup> of May 2012 and a Draft Report will be delivered within 8 weeks of the start of the contract. After receipt of the Draft Report, the latter will be circulated among stakeholders following which a consultative meeting will be convened with all stakeholders in the presence of the consultants, BDO & Co.

On finalization of the report and its acceptance by the Department of Civil Aviation, a formal notice will be issued to all stakeholders advising of the new charges and the application date. Appropriate advance notice, as per ICAO requirements, will be provided.

The Department of Civil Aviation would like to assure all aviation stakeholders of its total commitment to continue providing safe, secure and efficient air navigation services. To this end we have over the last few years renewed our air navigation infrastructure (new Instrument Landing System, Doppler Very High Frequency Omni-directional Radio Range /Distance Measuring Equipment and Non-Directional Beacons) and upgraded our Air Traffic Management System to accommodate the new Flight plan format.

We are also looking forward to the implementation of an effective surveillance system (ADS-B) in order to cope with increasing demand but also to meet our customers' expectation for service improvement and greater efficiency as the air traffic system continues to expand.

R.D.Servansingh  
**for Director of Civil Aviation**