EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION

EUROCONTROL

- Measures of the Permanent Commission -

MEASURE N° 00/77

delegating authority to the Agency to conclude a bilateral agreement relating to air navigation charges with the Office national des aéroports (ONDA) of Morocco.

THE PERMANENT COMMISSION FOR THE SAFETY OF AIR NAVIGATION:

Having regard to the EUROCONTROL International Convention relating to Co-operation for the Safety of Air Navigation, amended by the Protocol signed at Brussels on 12 February 1981, and in particular Article 11.3 thereof;

on the proposal of the Agency,

TAKES THE FOLLOWING MEASURE:

The Agency is delegated authority to conclude a bilateral agreement relating to air navigation charges with the Office national des aéroports (ONDA) of Morocco, on the basis of the draft agreement attached, which shall be signed on behalf of the Organisation by the Director General of the Agency.

Done at Brussels on 23.11.00

For the President of the Commission,

Ole ASMUSSEN
Vice-President of the Commission

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AGREEMENT

BETWEEN OFFICE NATIONAL DES AEROPORTS (ONDA) AND THE EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) RELATING TO AIR NAVIGATION CHARGES

The Office national des aéroports, represented by its Director General, hereinafter referred to as ONDA.

and

The European Organisation for the Safety of Air Navigation (EUROCONTROL), represented by its Director General, hereinafter referred to as EUROCONTROL,

Having regard to the provisions of Articles 2 § 3(b), 6 § 3, 11 § 3 and 12 of the EUROCONTROL International Convention relating to Co-operation for the Safety of Air Navigation of 13 December 1960 as amended at Brussels in 1981;

Having regard to the provisions of Article 3 § 2(i) of the Multilateral Agreement relating to Route Charges of 12 February 1981;

Having regard to Measure No. taken by the Permanent Commission on { } delegating authority to the Agency to conclude a bilateral agreement relating to air navigation charges with the Office national des aéroports (ONDA);

HAVE AGREED AS FOLLOWS:
ARTICLE 1 - (Purpose)

ONDA hereby entrusts EUROCONTROL with the calculation, billing, collection and accounting on its behalf of charges for air navigation services in accordance with the laws and regulations in force in Morocco, and with the provisions set out in Annex I to this Agreement.

ARTICLE 2 - (Billing and Payment of Air Navigation Charges)

The air navigation charges shall be billed in euros and payable to EUROCONTROL in accordance with the conditions of payment set out in Annex I.

ARTICLE 3 - (Treatment of Claims and Information to Users)

EUROCONTROL shall treat the claims submitted by users. EUROCONTROL shall provide to the users information in respect of the air navigation charges.

ARTICLE 4 - (Collection of Air Navigation Charges)

EUROCONTROL shall collect the air navigation charges and take appropriate actions where a debtor has not paid the amount due. For that purpose, the air navigation charges shall constitute a claim by EUROCONTROL, in accordance with the provisions set out in Annex I.

ARTICLE 5 - (Disbursement of Air Navigation Charges)

Air navigation charges collected by EUROCONTROL on behalf of ONDA in performance of this task shall be remitted, plus interest received, if any, but exclusive of the charges in respect of EUROCONTROL’s collection costs and of related bank charges, to ONDA, in accordance with the provisions set out in Annex I.

ARTICLE 6 - (Accounting)

6.1 EUROCONTROL shall produce annual accounts for the air navigation charges in the form of a Balance Sheet and Income and Expenditure account. The accounts shall be produced according to accepted international standards. The accounts shall be expressed in euros.
6.2 EUROCONTROL shall, on request, agree that the audit of the financial operations on behalf of ONDA be effected in accordance with the Financial Regulations and the Rules of Application of those Regulations applicable to the EUROCONTROL Route Charges System.

6.3 ONDA may, at its own request, or at the invitation of EUROCONTROL, participate in the auditing of the EUROCONTROL accounts in respect of the air navigation charges.

ARTICLE 7  -  (Transmission of Data)

Flight data collection and transmission to EUROCONTROL shall be the sole responsibility of ONDA. ONDA shall transmit all flight data, in accordance with the data transmission procedure established by EUROCONTROL.

ARTICLE 8  -  (Costs)

8.1. The costs in respect of the execution of this Agreement shall be calculated on an annual basis.

The development costs are estimated at EUR 26,000.

The annual costs are estimated at EUR 417,000 for the one-year period commencing on 1 January 2001.

The costs in respect of the execution of this Agreement shall be collected from users by means of an administrative unit rate to be added to the national unit rate of charge.

8.2. A breakdown of the above costs is shown in Annex I to this Agreement.

8.3. The costs in respect of the execution of this Agreement shall be assessed on the basis of the most realistic estimates possible at the time of conclusion of this Agreement and the current rules for the charging of Agency services adopted by EUROCONTROL's governing bodies.

If the charging rules of the Agency are modified, the new rules shall apply to this Agreement with effect from the date of their entry into force. Any revision of the cost factors shall be taken into account where it has been duly approved by EUROCONTROL's governing bodies.

8.4. At the end of each financial year, the difference between the actual costs in respect of the execution of this Agreement and the income in respect of the administrative unit rate shall be determined and carried over.
ARTICLE 9 - (Liability)

ONDA shall indemnify EUROCONTROL and its personnel against any claims by third parties for damages incurred as a result of executing the terms and conditions of this Agreement.

ARTICLE 10 - (Arbitration)

10.1. Any dispute which may arise between the Parties to this Agreement concerning the interpretation or application thereof, and which it has not been possible to settle by direct negotiation or by any other method, shall be referred to arbitration on the request of any one of the Parties.

10.2. For that purpose, each of the Parties shall in each case nominate an arbitrator, and the arbitrators shall agree on the nomination of a third arbitrator. Should one of the Parties not have nominated its arbitrator within two months of the date of receipt of the request of the other Party, or should the nominated arbitrators fail, within those two months, to agree on the nomination of the third arbitrator, any Party may request the President of the International Court of Justice to make the nominations.

10.3. The arbitral tribunal shall determine its own procedure.

10.4. Each Party shall bear the costs of its own arbitrator and its representation in the proceedings before the tribunal, the costs of the third arbitrator and the other costs shall be borne equally by the Parties to the dispute. The arbitral tribunal may, however, determine a different distribution of costs if it thinks fit.

10.5. The decisions of the arbitral tribunal shall be binding on the Parties to the dispute.

ARTICLE 11 - (Suspension of the Agreement)

In the event of a state of crisis, conflict or war, this Agreement may be suspended by a mutual decision of the Parties or by unilateral written notice of one Party to the other.

ARTICLE 12 - (Amendments)

The Parties may, by exchange of letter between the Director General of ONDA and the Director General of EUROCONTROL, modify:

a) Annex I, provided the amendment has no financial implications;
b) the expenditure detailed in Annex II, provided the budgetary procedures to which the two Parties are subject have been complied with beforehand.

ARTICLE 13 - (Date of Effect and Duration)

13.1. This Agreement shall enter into force on the date of signature by both Parties for an unlimited period. The calculation, billing, collection and accounting of air navigation charges shall commence with effect from 1st January 2001, provided that EUROCONTROL is satisfied that the air navigation charges are fully cost-related and that their cost-bases are calculated in accordance with the principles of the International Civil Aviation Organization (ICAO) as described in ICAO Document 9082/5.

13.2. However, either Party may terminate this Agreement at any time subject to one year's written notice.

13.3. The notifying Party shall be liable for any costs resulting from the termination of this Agreement unless the reason for such termination is attributable to the other Party.

13.4 Notwithstanding the provisions of Articles 13.2 and 13.3 above, in the case of non-compliance with or breach of the principles as described in ICAO Document 9082/5 by ONDA, EUROCONTROL may suspend the operation of the Agreement by giving one month's written notice to the other Party. ONDA will be advised in writing of the reasons for the suspension. The costs incurred by EUROCONTROL while operation is suspended shall be paid by ONDA. Should the operation be suspended for more than three months EUROCONTROL may then terminate the Agreement at any time by giving three months' written notice to the other Party. In this case ONDA shall be liable for any costs resulting from the termination of the Agreement.

Done at { } on the { } of { } in the French language.

For ONDA,          For EUROCONTROL,

Director General  Director General
ANNEX I

OPERATING SPECIFICATIONS

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APPENDIX 1 Flight Information Regions
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1. GENERAL

1.1. These operating specifications cover the services to be provided by EUROCONTROL, which consist of calculating, billing, collecting and accounting for air navigation charges on behalf of ONDA, in accordance with ICAO principles as described in ICAO Document 9082/5.

1.2. ONDA shall provide EUROCONTROL with reporting tables containing information on staff complement, traffic and costs as well as related information, a model of which is attached at Appendix 5.

1.3. EUROCONTROL shall maintain separate records and will produce a set of annual accounts.

1.4. EUROCONTROL shall ensure the storage on magnetic support of all data required for the execution of the present Agreement. Flight data received from ONDA shall be stored on magnetic support for 48 months. Financial data shall be stored on magnetic support for 10 years.

1.5. The listings to be supplied to ONDA are specified at Appendix 4.

1.6. ONDA shall cooperate with EUROCONTROL in the calculation and collection of the air navigation charges.

1.7. ONDA shall publish the national regulations governing air navigation charges in the Official Journal of the Kingdom of Morocco and shall provide a copy of same, together with any related aeronautical information, to EUROCONTROL.

2. CHARGING

2.1. Definition of a chargeable flight

The air navigation charge shall comprise the route charge and, at ONDA’s request, the approach and aerodrome control charge.

An air navigation charge shall be levied for each flight operated in accordance with ICAO rules and regulations (General Air Traffic) in the airspace of the Flight Information Regions (FIRs) listed at Appendix 1.
2.2. Charging formula for the route charge

2.2.1. The route charge \( R_1 \) for a flight shall be calculated in accordance with the following formula:

\[
R_1 = t_1 \times N_1
\]

where \( t_1 \) is the unit rate of charge and \( N_1 \) the number of service units corresponding to such a flight.

2.2.2. The unit rate of charge \( t_1 \) shall be the sum of the national unit rate of charge and the administrative unit rate. The national unit rate of charge shall be established by ONDA and notified to EUROCONTROL in euros with a maximum of two decimal places, together with the corresponding route cost-base and service units forecast.

The unit rate of charge \( t_1 \) shall be set for a calendar year.

Changes of unit rate shall only be effective on a first day of a month. The notification of change must be received by EUROCONTROL not later than the first day of the month for which the new unit rate of charge applies.

The unit rate of charge \( t_1 \) shall be published by ONDA.

2.2.3. For a given flight, the number of service units, designated \( N_1 \), shall be obtained by means of the following formula:

\[
N_1 = d \times p
\]

where \( d \) is the distance factor in respect of the airspace of the Flight Information Regions listed at Appendix 1 and \( p \) the weight factor for the aircraft concerned.

2.2.4. The distance factor \( d \) shall be obtained by dividing by one hundred (100) the number of kilometres in the great circle distance between:

- the aerodrome of departure within, or the actual point of entry into, the airspace of the Flight Information Regions listed at Appendix 1, and

- the aerodrome of first destination within, or the point of exit from, that airspace.

The distance to be taken into account shall be reduced by twenty (20) kilometres for each take-off and for each landing in the Flight Information Regions listed at Appendix 1.
2.2.5. The weight factor $p$ shall be the square root of the quotient obtained by dividing by fifty (50) the number of metric tons 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:

$$p = \sqrt{\frac{\text{Masse max. au décollage}}{50}}$$

Where the maximum certificated 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.

Where there are several certificated maximum take-off weights for a single aircraft, the weight factor shall be established on the basis of the heaviest maximum take-off weight authorised for this aircraft by its State of registration.

Where, however, the operator has declared to EUROCONTROL that he operates more than one aircraft which are different versions of the same type, the average of the maximum take-off weights of all his aircraft of that type shall be taken for the calculation of the weight factor for each aircraft of that type. The calculation of this factor per aircraft type and per operator shall be effected at least once a year.

A single fleet declaration shall be requested from the operator for the purposes of both the EUROCONTROL Route Charges System and the air navigation charge on behalf of ONDA. The same average shall be applied for the same aircraft type and the same operator in both systems.

For the purpose of calculating the charge, the weight factor shall be expressed as a figure taken to two decimal places.

2.3. **Charging formula for the approach and aerodrome control charge**

2.3.1. The approach and aerodrome control charge $R_2$ shall be levied for each departure from any aerodrome or designated aerodrome situated within the Flight Information Regions listed at Appendix 1 and shall be calculated for a flight in accordance with the following formula:

$$R_2 = t_2 \times N_2$$

where $t_2$ is the unit rate of charge and $N_2$ the number of service units corresponding to such a flight.

2.3.2. The unit rate of charge $t_2$ shall be established by ONDA and notified to EUROCONTROL in euros with a maximum of two decimal places, together with the corresponding approach and aerodrome control cost-base and service units forecast. The unit rate of charge $t_2$ shall be set for a calendar year.
Changes of unit rate shall only become effective on the first day of a month. The notification of change must be received by EUROCONTROL no later than the first day of the month for which the new unit rate of charge applies.

The unit rate of charge \( t_2 \) shall be published by ONDA.

2.3.3. For a given departing flight, the number of service units in respect of the approach and aerodrome control charge, designated \( N_2 \), shall be obtained by means of the following formula:

\[
N_2 = 0.20 \times p
\]

where 0.20 is a fixed distance factor in respect of the airspace of the Flight Information Regions listed at Appendix 1 and \( p \) the weight factor, as defined in Paragraph 2.2.5, for the aircraft concerned.

2.4. Exempted flights

2.4.1. The following flights shall not be billed by EUROCONTROL:

a) flights performed exclusively under Visual Flight Rules (VFR flights) in the airspace of the FIRs listed at Appendix 1; mixed VFR/IFR flights shall be exempted only if they are performed exclusively under VFR within the airspace of the FIRs listed at Appendix 1;

b) flights terminating at the aerodrome from which the aircraft has taken off and during which no intermediate landing has been made (circular flights);

c) flights performed by aircraft of which the Maximum Take-Off Weight Authorised is less than 5.7 metric tons;

d) flights performed exclusively for the transport, on official mission, 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 the appropriate status indicator on the flight plan;

e) search and rescue flights authorised by a competent SAR body.

2.4.2. For exempted flights the same exemption codes shall where applicable be used as those employed in the EUROCONTROL Route Charges System.
2.5. **Consultation with users**

Consultation with users in respect of the air navigation charges shall be the sole responsibility of ONDA. EUROCONTROL shall be invited to attend with observer status any user consultation meetings organised by ONDA. ONDA shall provide EUROCONTROL with supporting documents prepared for user consultation meetings.

3. **FLIGHT DATA COLLECTION, TRANSMISSION AND PROCESSING**

3.1. **Data transmission**

3.1.1. The transmission protocol used between ONDA and EUROCONTROL shall be the one defined by EUROCONTROL for similar agreements.

3.1.2. Data transmission shall conform to the data transmission calendar established by EUROCONTROL.

3.2. **Volume of data to be processed**

The estimated volume of data to be processed is 220,000 flight messages flights per year.

3.3. **Information to be provided to EUROCONTROL**

3.3.1. ONDA shall provide information to EUROCONTROL on all matters which necessitate modification of flight messages or the user data files, for instance a copy of the national aircraft register and its updates.

3.3.2. ONDA shall notify to EUROCONTROL the list of all entry and exit points (codes and geographical co-ordinates) used to calculate the charges.

3.4. **Data validation and correction**

3.4.1. Upon receipt of a day's traffic EUROCONTROL shall validate the data against its internal files. Discrepancies shall be resolved, as far as possible, using the EUROCONTROL Route Charges System procedures.

3.4.2. A verification shall be made by EUROCONTROL of entry and exit points. Flight messages containing entry and exit points codes other than those notified by ONDA shall be rejected and returned to ONDA.
4. BILLING, CLAIMS AND INFORMATION TO USERS

4.1. General

The documents to be dispatched to users are as follows:

1) bill for air navigation charge
2) pro forma statement (statement of flights)
3) statement of account
4) credit note
5) bill for interest on late payment
6) credit note for interest on late payment

These documents shall bear the EUROCONTROL letterhead. The bill and the pro forma statement shall show that the air navigation charge being levied is payable to EUROCONTROL.

EUROCONTROL's bank account into which the air navigation charge shall be payable, as well as the bank's address, shall be shown on the bill, the bill for interest on late payment and the statement of account. Appendix 3 details the variable fields to be shown on these documents.

4.2. Billing cycle

Billing periods shall be the same as within the EUROCONTROL Route Charges System.

EUROCONTROL shall produce and dispatch bills, pro forma statements and statements of account to users not later than the end of the month which follows the month during which the flights have taken place.

4.3. User claims

User claims shall be processed in accordance with the EUROCONTROL Route Charges System's procedures.

4.4. Information to users

EUROCONTROL shall keep users informed by means of information circulars where necessary.

EUROCONTROL shall provide to users upon request information in respect of the air navigation charges.
5. COLLECTION OF CHARGES

5.1. Proceedings for recovery of the amount due shall be instituted either by EUROCONTROL or, at EUROCONTROL's request, by ONDA.

5.2. ONDA shall inform EUROCONTROL of the procedures applied in the Kingdom of Morocco and of the competent courts, tribunals or administrative authorities.

5.3. The person liable to pay the air navigation charge shall be the person who was the operator of the aircraft at the time when the flight was performed. Where an ICAO designator is used in the flight identification, the identity of the operator of the flight shall be deemed to be that of the aircraft operating agency to whom the ICAO designator was allocated at the time of the flight.

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.

If the operator defaults, then both the operator and the aircraft owner shall be jointly and severally liable for unpaid charges.

5.4. Where a debtor has not paid the amount due in respect of air navigation charges, EUROCONTROL shall initiate enforced recovery, which may include detention of aircraft if the national laws so provide.

6. FUND MANAGEMENT

6.1. The funds collected on behalf of ONDA shall be held in the EUROCONTROL Central Route Charges Office's account (see Clause 1 of the Conditions of Payment at Appendix 2).

EUROCONTROL shall transfer ONDA's funds only as per the request of ONDA in written form by letter or fax.

Until their transfer ONDA's funds shall be managed by EUROCONTROL. After their transfer to ONDA's account the funds shall be under the control of ONDA.

6.2. The funds shall be invested by EUROCONTROL to the benefit of ONDA for the duration between their actual collection and disbursement to ONDA. The interest shall be disbursed to ONDA once each quarter.

6.3. Payments to third parties out of the air navigation charges collected on behalf of ONDA could be arranged on request.
7. ACCOUNTING

7.1. The financial year shall begin on 1 January.

7.2. Accounting data to be sent by EUROCONTROL are listed in Appendix 4.

7.3. Provisions for doubtful debts and the write-off of irrecoverable debts shall be dealt with in accordance with the Financial Regulations applicable to the Route Charges System.

8. PROTECTION OF DATA

All data related to the air navigation charges shall be protected by EUROCONTROL according to the principles applied in the EUROCONTROL Route Charges System.
ANNEX I
Appendix 1

Flight Information Regions

Casablanca Flight Information Region
Conditions of payment of air navigation charges

Clause 1

1. The amounts billed shall be payable in euros into the EUROCONTROL Central Route Charges Office's bank account shown on the bill.

2. The amount of the charge is due on the date of performance of the flight. Payment must be received by EUROCONTROL no later than the due date shown on the bill.

3. The number of days between the due date and the date of the bill shall be the same as under the EUROCONTROL Route Charges System.

Clause 2

1. The charge amounts must be paid in euros, with the exception of the case provided for in paragraph 2 of this Clause.

2. Moroccan users and airlines represented in Morocco may pay the charge amounts billed to them in dirhams. The payments must be made into the EUROCONTROL Central Route Charges Office's bank account shown on the bill.

3. If the option set out in the previous paragraph is exercised, the amounts in euros will be converted into dirhams at the daily exchange rate for the value date and place of payment for commercial transactions.

Clause 3

The payment shall be deemed to have been received by EUROCONTROL on the value date on which the amount due is credited to the EUROCONTROL Central Route Charges Office's bank account. The value date shall be the date on which EUROCONTROL can use the funds.

Clause 4

1. Payments shall be accompanied by a statement giving the references, dates and amounts in euros in respect of bills paid and of any credit notes deducted. The requirement to show the amounts of bills in euros shall apply also to users availing themselves of the facility to pay in dirhams.
2. Where a payment is not accompanied by the details specified in paragraph 1 above so as to allow its application to a bill or bills, EUROCONTROL will apply the payment:

- first to interest, and then
- to the oldest bills unpaid.

Clause 5

1. Claims against bills must be submitted to EUROCONTROL in writing or by an electronic medium previously approved by EUROCONTROL. The latest date by which the claim must be received by EUROCONTROL shall be shown on the bill. The number of days between this due date and the date of the bill shall be the same as under the EUROCONTROL Route Charges System.

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

3. The nature of claims must be clearly stated and any relevant supporting documents must be attached.

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

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

Clause 6

1. Any charge which has not been paid by the due date shall be increased by the addition thereto of interest. The interest, entitled Interest on Late Payment, shall be simple interest calculated from day to day on the unpaid overdue amount.

2. The interest will be calculated and billed in euros. The interest rate will be published by ONDA.

Clause 7

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

1. BILL
   a) Date of issue
   b) Flight period
   c) Bill reference
   d) User code/User name
   e) User billing address
   f) Deadline for the submission of claims (date)
   g) Due date (date)
   h) Amount to be paid
   i) State or service provider name
   j) Service provided and unit rate
   k) Central Route Charges Office bank details (for payments)

2. PRO FORMA STATEMENT (STATEMENT OF FLIGHTS)
   a) Date of issue
   b) Flight period
   c) Bill reference
   d) Page number
   e) User code/User name
   f) User billing address
   g) State or service provider name
   h) Day
   i) Line (item) number
   j) Flight number or registration
   k) Flight details:
      • time of departure
      • airport of departure
      • airport of arrival
      • aircraft type
   l) Entry point
   m) Exit point
   n) Distance (km)
   o) Approach and aerodrome control charge amount
   p) Route charge amount
   q) Cumulative totals of charged amounts
Listings and outputs to be dispatched to ONDA

These are the listings and outputs to be sent to ONDA by EUROCONTROL in addition to the documents sent in accordance with standard procedures (e.g. for the purposes of claims processing) and in addition to the annual accounts.

Reports and listings can also be sent by electronic means as approved by both parties.

1. Billing

Report containing, in respect of the corresponding period of flight, the following information in respect of both route charges and approach and aerodrome control charges billed by EUROCONTROL:

- total number of flights
- total number of service units
- amounts billed in euros.

2. Recovery

Computer listing containing the information in respect of amounts due by flight periods and by user, on request.

3. Accounting

- Situation of air navigation charges billed
- Situation of air navigation charges received
- Situation of air navigation charges disbursed
- Balance - amount still outstanding
3. **STATEMENT OF ACCOUNT**

a) Date of issue  
b) Reference of Statement  
c) Page number  
d) User code/User name  
e) User billing address  
f) State or service provider name  
g) Value date of item  
h) Item code  
i) Item reference  
j) Amount debit  
k) Amount credit  
l) Balance of each billing  
m) Overall balance  
n) Central Route Charges Office bank details (for payments)

4. **CREDIT NOTE**

a) Date of issue  
b) Flight period  
c) Credit note reference  
d) Page number  
e) User code/User name  
f) User billing address  
g) State or service provider name  
h) Day  
i) Line (item) number  
j) Flight number or registration  
k) Flight details:  
   • time of departure  
   • airport of departure  
   • airport of arrival  
   • aircraft type  
l) Entry point  
m) Exit point  
n) Distance (km)  
o) Approach and aerodrome control charge amount (credited)  
p) Route charge amount (credited)  
q) Cumulative totals of charged amounts (credited)
5. **BILL FOR INTEREST ON LATE PAYMENT**
   
a) State or service provider name  
b) Date of issue  
c) Interest bill reference  
d) User name  
e) User billing address  
f) Interest due  
g) Interest already billed  
h) Interest amount to be paid  
i) Bill reference of unpaid bill  
j) From date  
k) To date  
l) Overdue amount  
m) Interest rate  
n) Number of days  
o) Interest amount  
p) Central Route Charges Office bank details

6. **CREDIT NOTE FOR INTEREST ON LATE PAYMENT**
   
a) State or service provider name  
b) Date of issue  
c) Interest credit note reference  
d) User name  
e) User billing address  
f) Interest due  
g) Interest already billed  
h) Interest amount credited  
i) Bill reference of unpaid bill  
j) From date  
k) To date  
l) Overdue amount  
m) Interest rate  
n) Number of days  
o) Interest amount
# REPORTING TABLES - ONDA

## Table n°1: PLANNING ASSUMPTIONS

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<tr>
<td>Exchange rate (1 EUR =)</td>
<td>% n/n-1</td>
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Sources:

## Table n°2: STAFF

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<tr>
<td>Total Air Traffic Controllers</td>
<td>% n/n-1</td>
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<tr>
<td>Air Traffic Controllers, en-route</td>
<td>% n/n-1</td>
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*The total includes approach and aerodromes.*

## Table n°3: TRAFFIC DATA

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<td>SERVICE UNITS</td>
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<td>Chargeable (billed by the CRCO)</td>
<td>% n/n-1</td>
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<td>Exempted</td>
<td>% n/n-1</td>
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<tr>
<td>Total</td>
<td>% n/n-1</td>
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## NUMBER OF IFR FLIGHTS IN STATE’S AIRSPACE (BILLED BY THE CRCO)

|                    |  |  |  |  |
|--------------------|  |  |  |  |
| % n/n-1 | | | | |
| % Overflights | | | | |
| % A/D international | | | | |
| % Domestic | | | | |

## NUMBER OF IFR FLIGHTS IN STATE’S AIRSPACE (TOTAL)

|                    |  |  |  |  |
|--------------------|  |  |  |  |
| % n/n-1 | | | | |
| % Overflights | | | | |
| % A/D international | | | | |
| % Domestic | | | | |
Table n°4: NATIONAL COSTS (ACTUAL - FORECAST)

NATIONAL COSTS: TOTAL (in Dirhams)

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<th></th>
<th></th>
<th></th>
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<th>F</th>
<th>F</th>
<th>P</th>
<th>P</th>
<th>P</th>
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<tbody>
<tr>
<td>% n/n-1</td>
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NATIONAL COSTS BY TYPE (in Dirhams)

<table>
<thead>
<tr>
<th>Category</th>
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<tr>
<td>Staff</td>
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<tr>
<td>Operating costs</td>
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<td>% n/n-1</td>
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<td>Interest</td>
<td>% n/n-1</td>
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<td>Other (1)</td>
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<tr>
<td>Total</td>
<td>% n/n-1</td>
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NATIONAL COSTS BY CATEGORY (in Dirhams)

<table>
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<tbody>
<tr>
<td>ATM/CNS</td>
<td>% n/n-1</td>
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<tr>
<td>Training</td>
<td>% n/n-1</td>
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<tr>
<td>Studies/Tests and Trials</td>
<td>% n/n-1</td>
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<td>% n/n-1</td>
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<tr>
<td>AIS</td>
<td>% n/n-1</td>
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<tr>
<td>MET</td>
<td>% n/n-1</td>
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<tr>
<td>Search and Rescue</td>
<td>% n/n-1</td>
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<tr>
<td>Other (1)</td>
<td>% n/n-1</td>
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<tr>
<td>Total</td>
<td>% n/n-1</td>
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(1): See comments at Table 6 (Commentary)

Irrecoverable VAT

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</thead>
<tbody>
<tr>
<td>% n/n-1</td>
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Table n°5: NATIONAL COSTS AND SERVICE UNITS

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<th>..A</th>
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<tbody>
<tr>
<td>National Costs (in Dirhams)</td>
<td>% n/n-1</td>
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<tr>
<td>National Costs (in euros)</td>
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<tr>
<td>Total Service Units</td>
<td>% n/n-1</td>
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<tr>
<td>Cost per service unit (in euros)</td>
<td>% n/n-1</td>
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<tr>
<td>National Unit Rate (in euros)*</td>
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*Applied by EUROCONTROL
Table n°6: COMMENTARY
## ANNEX II

Estimated EUROCONTROL collection costs for 2001 (in euros)

<table>
<thead>
<tr>
<th>Staff expenditure</th>
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<tr>
<td>Staff</td>
<td>335 000</td>
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<tr>
<td>Missions</td>
<td>2 000</td>
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<tr>
<td>Legal costs</td>
<td>0</td>
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<td><strong>Total 1</strong></td>
<td><strong>337 000</strong></td>
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<table>
<thead>
<tr>
<th>Current expenditure</th>
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<tbody>
<tr>
<td>Supplies</td>
<td>7 000</td>
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<tr>
<td>Communications</td>
<td>12 000</td>
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<tr>
<td>Other expenditure</td>
<td>23 000</td>
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<tr>
<td><strong>Total 2</strong></td>
<td><strong>42 000</strong></td>
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</tbody>
</table>

Admin expenses (10% of 1 and 2) 38 000

Total current expenditure 417 000

Development costs 26 000

**TOTAL** 443 000