Government Gazette
Staatskoerant

REPUBLIC OF SOUTH AFRICA
REPUBLIEK VAN SUID AFRIKA

Vol. 727 2 January Januarie 2026 No. 53981

ISSN 1682-5845

N.B. The Government Printing Works will not be held responsible for the quality of "Hard Copies" or "Electronic Files" submitted for publication purposes

AIDS HELPLINE: 0800-0123-22 Prevention is the cure

IMPORTANT NOTICE:

THE GOVERNMENT PRINTING WORKS WILL NOT BE HELD RESPONSIBLE FOR ANY ERRORS THAT MIGHT OCCUR DUE TO THE SUBMISSION OF INCOMPLETE / INCORRECT / ILLEGIBLE COPY.

NO FUTURE QUERIES WILL BE HANDLED IN CONNECTION WITH THE ABOVE.

Contents

No.		Gazette No.	Page No.
	GENERAL NOTICES • ALGEMENE KENNISGEWINGS		
Transport, Department of / Vervoer, Departement van			
3733	Air Traffic and Navigation Services Company Act (45/1993): Air Traffic and Navigation Services Company SOC Limited: Publication of Air Traffic Service Charges	53981	3

GENERAL NOTICES • ALGEMENE KENNISGEWINGS

DEPARTMENT OF TRANSPORT

NOTICE 3733 OF 2026

AIR TRAFFIC AND NAVIGATION SERVICES COMPANY SOC LIMITED

AIR TRAFFIC AND NAVIGATION SERVICES COMPANY ACT, 1993 (ACT No. 45 OF 1993)
PUBLICATION OF AIR TRAFFIC SERVICE CHARGES

In terms of section 5(2)(f) of the Air Traffic and Navigation Services Company Act, 1993 (Act No. 45 of 1993), it is hereby published for general notice that as from **1 April 2026** the Air Traffic and Navigation Services Company SOC Limited, registration number 1993/004150/06, will levy the air traffic service charges according to the rules set out in the Schedule.

Z MAJAVU
Chairman: Board of Directors
December 2025

SCHEDULE

AIR TRAFFIC SERVICE CHARGES

1. Interpretation

For the purposes of these Rules, unless the context indicates otherwise –

(a) "ACSA" means Airports Company South Africa SOC Limited;

(b) "ACSA airport" means a company airport as defined in section 1 of the Airports Company Act;

(c) "ACSA TMA airspace" means TMA airspace associated with an ACSA airport, but in which may also be non-ACSA airports;

(d) "AIC" means an Aeronautical Information Circular;

(e) "AIP" means an Aeronautical Information Publication;

(f) "Aircraft" means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the surface of the earth, and includes any non-type certificated aircraft;

(g) "Airport" means an aerodrome as defined in section 1 of the Civil Aviation Act, 2009 (Act No. 13 of 2009), and includes an ACSA airport;

(h) "Airports Company Act" means the Airports Company Act, 1993 (Act No. 44 of 1993), as amended;

(i) "Air traffic control unit" means an aerodrome control tower, an approach control office or an area control centre or a combination thereof;

(j) "Air Traffic Management (ATM) services" includes without limitation –

(i) airspace organization and management services;
(ii) information management services;
(iii) alerting services;

(iv) advisory services;
(v) conflict management services;
(vi) traffic synchronization services;
(vii) flight information services; and
(viii) demand and capacity balancing services;

(k) "Air traffic service charge" means an amount levied by the Company on the operator of an aircraft in connection with the provision of air traffic services to that operator;

(l) "Air traffic service reporting office" means an air traffic service unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before the departure of an aircraft from an aerodrome;

(m) "Air traffic service unit" means an air traffic control unit, flight information centre or air traffic service reporting office;

(n) "Alerting service" means a service provided to notify the appropriate organizations regarding aircraft in need of search and rescue aid and to assist such organizations as appropriate;

(o) "Area (*en route*) airspace" means airspace that excludes –

(i) aerodrome airspace;
(ii) TMA airspace; and
(iii) FIS-only airspace, when the Company has determined its dimensions;

(p) "ATM" means Air Traffic Management;

(q) "BSC" means business sustaining cost;

(r) "Civil Aviation Regulations" means the Civil Aviation Regulations, 1997, as amended;

(s) "Company" means Air Traffic and Navigation Services Company SOC Limited;

(t) "Company representative" means a person designated by the Company for the purposes of these Rules;

(u) "d" means flight distance;

(v) "FAOR" means OR Tambo International Airport;

(w) "FAKN" means Kruger Mpumalanga International Airport;

(x) "FARB" means Richards Bay Airport;

(y) "FC" means fixed cost;

(z) "FIS-only airspace" means airspace in which flight information services are provided exclusively;

(aa) "Flight" means from the moment an aircraft commences its take-off until the moment it completes its next landing;

(bb) "Flight information centre" means an air traffic service unit established to provide flight information services and alerting services;

(cc) "Flight information service" means a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights;

(dd) "Flight plan" means specified information provided to air traffic service units relative to an intended movement of an aircraft;

(ee) "Gateway" means the point of entry into or exit from the South African flight information region;

(ff) "Maximum Certificated Mass" means the maximum permissible mass shown in the aircraft flight manual or other document associated with the certificate of airworthiness at which an aircraft may commence its take-off under standard atmospheric conditions at sea level;

(gg) "MCM" means Maximum Certificated Mass;

(hh) "Movement" means a flight, or a portion of a flight, through any aerodrome airspace, TMA airspace or area (*en route*) airspace;

(ii) "Non-type certificated aircraft" means any aircraft that does not qualify for the issue of a certificate of airworthiness in terms of Part 21 of the Civil Aviation Regulations and includes any type of certificated aircraft that has been scrapped, of which the original identification plate has been removed and returned to the applicable aviation authority and is rebuild as a full-scale replica;

(jj) "NOTAM" means a Notice to Airmen;

(kk) "Operator" means a person or legal entity, holding a valid license and operating certificate or equivalent thereof authorizing such person or entity to conduct scheduled, non-scheduled or general air services, and includes –

(i) a licensee as defined in section 1 of the Air Services Licensing Act, 1990 (Act No. 115 of 1990), as amended, or a licensee as defined in section 1 of the International Air Services Act, 1993 (Act No. 60 of 1993), as amended;
(ii) any airline of another State which operates a scheduled international public air transport service in terms of an air transport service agreement as contemplated in section 35(1) of the International Air Services Act, 1993, as amended, or a permit holder as defined in section 1 of the said Act;
(iii) the registered owner of such aircraft; and
(iv) any person or legal entity who uses an aircraft on behalf of an operator;

(ll) "Registered owner", in relation to an aircraft, means the person in whose name such aircraft is registered, and includes any person who is or has been acting as agent in South Africa for a foreign owner, or any person by whom the aircraft is hired at the time;

(mm) "Regulating Committee" means the Regulating Committee established by section 11 of the Airports Company Act;

(nn) "South African flight information region" means the geographical area consisting of the flight information regions of Johannesburg, Cape Town and Johannesburg Oceanic;

(oo) "South African Maritime and Aeronautical Search and Rescue Act" means the South African Maritime and Aeronautical Search and Rescue Act, 2002 (Act No. 44 of 2002);

(pp) "Standard Terms and Conditions" are the terms and conditions of payment set out on the invoice;

(qq) "State aircraft" means aircraft used in military, customs and police services;

(rr) "Terminal control area" means a control area normally established at the confluence of air traffic service routes in the vicinity of one or more ACSA airports as published in an AIP, AIC or NOTAM and designated as a terminal control area;

(ss) "TMA" means terminal control area; and

(tt) "VC" means variable cost.

2. Right to levy air traffic service charges

The Company is entitled to levy the air traffic service charges by virtue of inflationary increase permission issued by the Regulating Committee on 21 December 2022 for the period from 1April 2023 to 31 March 2028 in terms of section 11(5) of the Air Traffic and Navigation Services Company Act, 1993.

3. Air traffic service charges

3.1 There are three air traffic service charges:

(a) An Aerodrome Charge, payable for ATM services, specific to aerodrome airspace and maneuvering area, provided by the Company in respect of a flight that takes off from or lands at an ACSA airport;

(b) a TMA Access Charge, payable for ATM services, specific to terminal airspace, provided by the Company in respect of a flight that departs from or arrives at ACSA TMA airspace, where the airport of origin or destination is within that ACSA TMA airspace;

(c) an Area Charge, payable for ATM services specific to area (*en route*) airspace provided by the Company in respect of a flight undertaken within a flight information region established by the Commissioner for Civil Aviation in terms of the Civil Aviation Regulations.

4. Cost components

4.1 Charges consist of the following cost components:

(a) A variable cost component (VC);

(b) a business sustaining cost component (BSC); and

(c) a fixed cost component (FC).

4.2 VCs are treated as follows:

(a) VCs are charged for each flight undertaken at a standard rate per movement;

(b) VCs are the same for Aerodrome Charges, TMA Access Charges and Area Charges.

4.3 BSCs are treated as follows:

(a) BSCs are charged for each movement undertaken in relation to the MCM of an aircraft;

(b) BSCs are the same for Aerodrome Charges, TMA Access Charges and Area Charges.

4.4 FCs are treated as follows:

(a) FCs are charged for each movement undertaken in relation to the MCM of an aircraft, and for Area Charges, also in relation to d within Company managed airspace;

(b) Aerodrome Charges, TMA Access Charges and Area Charges each have a unique FC.

5. Independent variables

For purposes of charging, the independent variables of the tariff formulas set out in the Appendix are the following:

(a) Published MCM expressed in kilograms;

(b) "d", measured on the basis of the great circle distance in nautical miles (rounded to the nearest nautical mile) along that portion of the flight path of an aircraft, which is within the boundaries of the South African flight information region, from the take-off airport or gateway to the landing airport or gateway. It excludes distance flown in the ACSA

TMA airspace above the take-off or landing airport or the TMA airspace above FAKN or FARB, which TMA airspace is for charging purposes a radius of 35 nautical miles around the airport, irrespective of the actual radius.

6. Mass categories

6.1 Subject to the exceptions described in rules 6.2 and 6.3 below, the following aircraft mass categories apply:

(a) Aircraft with a MCM of 15 000 kilograms or less are charged as follows:

(i) VC per movement;
(ii) BSC based on MCM; and
(iii) FC based on MCM, and for Area Charge, also based on d, but no Area Charge is levied if d equals zero;

(b) aircraft with a MCM of more than 15 000 kilograms are charged as follows:

(i) VC per movement;
(ii) BSC based on the square root of MCM; and
(iii) FC based on the square root of MCM, and for Area Charge, also based on d, but no Area Charge is levied if d equals zero.

6.2 Charges for aircraft with a MCM of 5 000 kilograms or less are zero-rated with respect to –

(a) Area Charges; and

(b) Aerodrome Charges or TMA Access Charges at ACSA airports or ACSA TMA airspace other than FAOR subject to the operators of such aircraft adhering to operating procedures around non-FAOR airports as the Company may establish from time to time.

6.3 For aircraft with a MCM of 5 000 kilograms or less at FAOR, the FC components that would otherwise have applied, are replaced with –

(a) a minimum FC in the calculation of the Aerodrome Charge; and

(b) a minimum FC in the calculation of the TMA Access Charge.

7. Formulas and coefficients

Subject to these Rules, the tariff formulas and tariff coefficients are set out in the Appendix attached.

8. Payment of air traffic service charges and security deposits

8.1 Any document produced by the Company on which it is recorded that an ATM service was provided is deemed to be sufficient evidence that the ATM service was indeed provided.

8.2 The operator of an aircraft which is engaged in a flight in respect of which the operator is liable to pay an air traffic service charge in terms of these Rules and in the case where the flight –

(a) terminates at an ACSA airport, must pay the air traffic service charge to the Company representative at that ACSA airport before that aircraft is to take off from that ACSA airport;

(b) commences at an ACSA airport and terminates at an airport other than an ACSA airport, must pay the air traffic service charge to the Company representative at that ACSA airport before that aircraft is to take off from that ACSA airport;

(c) commences and terminates at airports other than ACSA airports, must pay the air traffic service charge to the Company within **15 days** of receipt of an invoice from the Company in respect of the air traffic service charge,

unless the operator has previously entered into an agreement with the Company for payment.

8.3 The operator of an aircraft shall –

(a) deposit with the Company an amount, or

(b) provide the Company with a letter of guarantee by a financial institution in a format acceptable to the Company that an amount has been set aside,

as security against the risk of default on payment.

8.4 The Company shall determine the amount referred to in section 8.3 with reference to the actual or expected invoices of an operator, which amount shall be limited to the maximum amount of two months' invoicing.

8.5 The Company may annually revise, and an operator may annually apply for a revision of the amount in section 8.3, with reference to actual or expected invoicing.

8.6 No interest is payable by the Company on any deposit or letter of guarantee held by it in terms of these Rules.

8.7 The Company may charge interest on an outstanding invoice as provided for in the Standard Terms and Conditions.

8.8 The Company is not obliged to withdraw, modify or reissue an invoice after six months from the date of the invoice.

9. General rules, exemptions and exceptions

9.1 The tariffs set out in these Rules, including the Appendix, are exclusive of Value-Added Tax and are therefore subject to the appropriate rate applicable to any specific tariff.

9.2 Air traffic service charges are payable by the operator of an aircraft to the Company.

9.3 Air traffic service charges are payable in respect of South African and foreign state aircraft, unless other provision has been made by means of an agreement with the Company.

9.4 Air traffic service charges are payable in respect of helicopters, except at FAOR where no TMA Access Charge is levied.

9.5 No air traffic service charge is payable in respect of an aircraft engaged in any flight for the calibration of any air navigation infrastructure.

9.6 Air traffic service charges are payable in respect of aircraft engaged in emergency medical service operations, unless exempted on a case-by-case basis by means of an agreement with the Company.

9.7 Subject to rule 9.9 below, no air traffic service charge is payable in respect of an aircraft requisitioned for and engaged in search and rescue operations in terms of the South African Maritime and Aeronautical Search and Rescue Act.

9.8 Air traffic service charges are payable in respect of an aircraft engaged in search and rescue operations, which aircraft has not been requisitioned in terms of the South African Maritime and Aeronautical Search and Rescue Act, unless exempted on a case-by-case basis by means of an agreement with the Company.

9.9 Search mission co-ordination services are payable by the relevant authority or any operator at a rate of **R 2,221.52 per** hour or part thereof, where these services fall outside of the normal scope of alerting services and assist agencies involved in search and rescue operations, in particular where services are activated due to negligence in canceling service requests.

9.10 (a) Aerodrome Charges and TMA Access Charges are payable in respect of Aerodrome and TMA Access movements solely for the purpose of air crew training at a discount of 70% of the applicable standard Aerodrome Charge or standard TMA Access Charge.

(b) Training movements attract charges as follows:

(i) An Aerodrome Charge is levied for each training movement upon take-off and upon landing from or at an ACSA airport, discounted as described in rule 9.10(a) above;

(ii) for a training movement that does not exit the aerodrome airspace, one Aerodrome Charge is levied for each circuit flown, discounted as described in rule 9.10(a) above; and

(iii) for a training movement that exits the aerodrome airspace into TMA airspace, rule 9.10(b)(i) above applies for each take-off and each landing, and a TMA Access Charge is levied for each circuit flown within the TMA airspace.

(c) For the purposes of this rule, the words “take-off” and “landing” are construed to include the use of ATM services required for take-off and landing.

9.11 For oceanic flights over the Indian Ocean or the Atlantic Ocean within the South African flight information region, including those to and from Antarctica, the FC component of the Area Charge is 50% of the standard Area Charge.

9.12 Extended air traffic service charges at a rate of **R 4,443.04** per hour or part thereof, are payable by an operator for the extension of existing air traffic services beyond the normal negotiated and planned service amendments as documented in the Integrated Aeronautical Information Package (IAIP).

9.13 No Area Charge is payable in respect of any aircraft engaged in a flight that takes off and lands at the same airport.

9.14 The Company reserves the right to exempt the operator of an aircraft from payment of, or discount, any of the air traffic service charges if the Company is satisfied that the application of these Rules would amount to an unfair repetition of the same charge.

10. Withholding of services

The Company may withhold services –

(a) until such time that the operator provides evidence to the Company that the deposit or guarantee referred to in section 8.3 has been provided, or

(b) if the operator has failed to settle an invoice as per the Standard Terms and Conditions.

APPENDIX
TARIFF FORMULAS AND COEFFICIENTS

1. An air traffic service charge is composed of the sum of VC, BSC and FC for each discrete Aerodrome, TMA Access and Area movement undertaken, according to the following mass categories and locations:

Main Mass Category	Cost Component	Formulas & Coefficients		
		Aerodrome Charge	TMA Access Charge	Area Charge
FAOR ≤ 5 000 kg	VC	R43.80	R43.80	
	BSC	R178.02/10 000.MCM	R178.02/10 000.MCM	
	FC	R93.93	R173.51	
5 000 kg < MCM ≤ 15 000 kg	VC	R43.80	R43.80	R43.80
	BSC	R177.98/10 000.MCM	R177.98/10 000.MCM	R177.98/10 000.MCM
	FC	R187.82/10 000.MCM	R34.71/1 000.MCM	R24.90/100 000.MCM.d
> 15 000 kg	VC	R43.80	R43.80	R43.80
	BSC	R217.93/100. √MCM	R217.93/100. √MCM	R217.93/100. √MCM
	FC	R230.05/100. √MCM	R425.05/100. √MCM	R305.12/10 000. √MCM.d

2. Each Rand-value coefficient in the table above is multiplied by –

(a) 100% for a domestic flight;
(b) 100% for a regional flight: and
(c) 100% for an international flight,

except in the case of FCs for Aerodrome and TMA Access Charges at FAOR for aircraft with MCM ≤ 5 000 kg where the coefficient as stated in the table applies.

3. As an illustration, assume the following flights:

Example 1

Domestic flight from FAOR to FACT, with aircraft with MCM = 100 000 kg and d = 686 miles

Charge = [Aerodrome Charge at FAOR + TMA Access Charge at FAOR + Area Charge + TMA Access Charge at FACT + Aerodrome Charge at FACT] x 100%

= $[[VC_{Aero} + BSC_{Aero} + FC_{Aero}] + [VC_{TMA} + BSC_{TMA} + FC_{TMA}] + [VC_{Area} + BSC_{Area} + FC_{Area}] + [VC_{TMA} + BSC_{TMA} + FC_{TMA}] + [VC_{Aero} + BSC_{Aero} + FC_{Aero}]] \times 100\%$

= [[R43.80 + (R178.02/100 x √100 000) + (R230.05/100 x √100 000)] + [R43.80 + (R217.93/100 x √100 000) + (R425.05/100 x √100 000)] + [R43.80 + (R217.93/100 x √100 000) + (R305.12/10 000 x √100 000 x (686-35-35))] + [R43.80 + (R217.93/100 x √100 000) + (R425.05/100 x √100 000)] + [R43.80 + (R217.93/100 x √100 000) + (R230.05/100 x √100 000)]] x 100%

= [R43.80 x 5) + (R217.93/100 x √100 000 x 5) + (R217.93/100 x √100 000 x 2) + (R425.05/100 x √100 000 x 2) + (R305.12/10 000 x √100 000 x 616)] x 100%

= **R13,749.47**

Example 2

International flight from FAOR to international gateway, with aircraft with MCM = 4 500 kg and d = 211 miles

Charge = [Aerodrome Charge at FAOR + TMA Access Charge at FAOR] x 100%

= $[[VC_{Aero} + BSC_{Aero}] \times 100\% + FC_{Aero}] + [[VC_{TMA} + BSC_{TMA}] \times 100\% + FC_{TMA}]$

= [[R43.80 + (R178.02/10 000 x 4 500)] x 100% + R93.93] + [[R43.80 + (R178.02/10 000 x 4 500)] x 100% + R178.02]

= [(R43.80 x 2) + (R178.02/10 000 x 4 500 x 2)] x 100% + R93.93+ R178.02

= **R515.12**

Printed by and obtainable from the Government Printer, Bosman Street, Private Bag X85, Pretoria, 0001
Contact Centre Tel: 012-748 6200. eMail: info.egazette@gpw.gov.za
Publications: Tel: (012) 748 6053, 748 6061, 748 6065

This gazette is also available free online at **www.gpwonline.co.za**