

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES**GEN 4.1 AERODROME/HELIPORT CHARGES****Tariff regulations for public airports in Switzerland**

Regulations are published for the following aerodromes:

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1. LSZB - BERN-BELP AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT BERN-BELP AIRPORT**

(Of 01 JAN 2021)

1.1 General provisions**1.1.1 Legal basis**

The legal basis of the tariff regulations are Art. 39 of the Swiss Aviation Act SR 748.0 and the Ordinance on Airport Charges (SR 748.131.3).

1.1.2 Jurisdiction

These tariff regulations are applicable to the use of Bern-Belp AP.

1.1.3 Airport charges

The AP charges applied are the following:

- LDG charges (mass-related)
- Noise charges
- EM-related LDG charges
- Passenger charges (transfer passengers incl.)
- Parking charges
- Freight charges
- Fuel charges
- Rescue and fire fighting charge
- Winter operations charge
- Handling charges
- Charges for particular services

According to article 39 of the Air Navigation Law (SR 748.0 LFG) of 18 JUN 1993, the AP charges are subject to the supervision of FOCA. They are published in the AIP Switzerland (ground service charge excluded).

All published charge rates are to be considered without VAT.

1.1.4 Indemnity for special services

For special services, the AP operator may make additional charges, independent of the AP charges.

1.1.5 Other charges

With the AP charges, an Approach charge (AFS) is levied.

1.1.6 Charges debtor

AP charges have to be paid by the ACFT operator. If the ACFT operator is not known, the ACFT owner is considered as ACFT operator, as long as the latter is not able to prove that this status falls to another person.

Debtors of the fuel charges are the fuel companies authorised at the AP.

1.1.7 Charge maturity

The charges are to be paid before TKOF, at the latest. The AP operator may claim the payment at any time. If the AP is used regularly, the AP operator may open a current account. Special conditions are reserved.

1.1.8 Currency

The charges are due in Swiss Francs (CHF).

1.1.9 Collection

The AP operator may delegate the collection of charges to an authorised organization.

1.1.10 Flat rates

For special users groups and/or categories of use, the AP may, in agreement with the users concerned, levy charges in the form of flat rates (e.g. PERM rental contract for parking places through an agreement with the Bernese Gliding Group).

1.2 Landing charges (mass related)

1.2.1 Charge duty

For an APCH with subsequent LDG, a charge is levied depending on the ACFT mass.
For each "Touch-and-go" or "Go-around", the same charge is applicable.

1.2.1.1 Charge determination

The mass-related charge depends on the MTOM of the ACFT, as stated in the Airworthiness Certificate, in the Aircraft Flight Manual or any other equivalent official document.

1.2.1.2 Charge rates

Landing charges (as from 01 APR 2001)			
MTOM kg	International flights	National flights	VFR training flights *
	CHF	CHF	CHF
- 1000	18.90	12.30	12.30
1001 - 1500	25.20	16.40	16.40
1501 - 2000	34.65	22.50	22.50
2001 - 3000	48.30	31.40	31.40
3001 - 4000	61.95	40.25	40.25
4001 - 5000	75.60	49.15	49.15
5001 - 6000	89.25	58.00	58.00
6001 - 7000	96.40	62.65	62.65
7001 - 8000	103.95	67.55	67.55
8001 - 9000	111.30	72.35	72.35
9001 - 10000	118.65	77.10	77.10
10001 - 11000	123.90	80.55	80.55
11001 - 12000	132.30	86.00	86.00
12001 - 13000	140.70	91.45	91.45
13001 - 14000	149.10	96.90	96.90
14001 - 15000	159.60	103.75	103.75
15001 - 16000	170.10	110.55	110.55
16001 - 17000	180.60	117.40	117.40
17001 - 18000	191.10	124.20	124.20
18001 - 19000	201.60	131.05	131.05
19001 - 20000	212.10	137.85	137.85
20001 - 21000	224.70	146.05	146.05
21001 - 22000	237.30	154.25	154.25
22001 - 23000	249.90	162.45	162.45
23001 - 24000	262.50	170.65	170.65
24001 - 25000	275.10	178.80	178.80
25001 - 26000	287.70	187.00	187.00
26001 - 27000	300.30	195.20	195.20
27001 - 28000	312.90	203.40	203.40
28001 - 29000	325.50	211.60	211.60
29001 - 30000	338.10	219.75	219.75
30001 - 31000	350.70	227.95	--

Landing charges (as from 01 APR 2001)			
MTOM kg	International flights	National flights	VFR training flights *
	CHF	CHF	CHF
31001 - 32000	363.30	236.15	--
32001 - 33000	375.90	244.35	--
33001 - 34000	388.50	252.55	--
34001 - 35000	401.10	260.70	--
35001 - 36000	413.70	268.90	--
36001 - 37000	426.30	277.10	--
37001 - 38000	438.90	285.30	--
38001 - 39000	451.50	293.50	--
39001 - 40000	464.10	301.65	--

For each additional tonne or part thereof, the charge is increased by CHF 14.70 for international traffic and by CHF 9.55 for national traffic.

For Approach charges see [GEN 4.2 AIR NAVIGATION SERVICES CHARGES](#)

***Definition of VFR training FLTs**

- Training FLTs must be attended or supervised by a FLT instructor or inspector;
- Training FLTs are neither to be used for commercial purposes nor for the carriage of passengers or goods.

1.2.1.3 Helicopters

For HEL, the same rates are applicable.

1.2.1.4 Special cases

For the FLTs mentioned hereafter, the AP management may apply a reduced charge:

- technical check FLTs;
- FLTs of resident pilots who follow the formation courses and apply the noise-relevant instructions given by Bern Airport AG;
- training and check FLTs under the supervision of a FLT instructor or of an examination expert who has followed the formation courses of Bern Airport AG;
- activities for the improvement of the safety of the air traffic.

1.2.2 Noise charges

1.2.2.1 Charge duty

For an APCH and subsequent LDG, a charge is levied depending on the noise classification of each ACFT. For each "Touch-and-go" and "Go-around", the same charge is levied.

1.2.2.2 New or modified aircraft

If an operator proposes a more advantageous classification for his ACFT, he has to provide evidence by means of appropriate documentation within 60 days after the application. On condition of timely submitted evidence, the noise charges paid during this period will be reimbursed.

1.2.2.3 Jet aircraft

1.2.2.3.1 Noise class determination

Jet ACFT are classified according to the TKOF noise, as measured by the ACFT noise-measuring equipment at Zurich AP. For the classification, the difference between the energetic mean value of the noise level of an ACFT type and the energetic mean value of the noise level measured for all ACFT types is used.

1.2.2.3.2 Noise classification assignment

The assignment of each ACFT to the existing noise classes is given in [GEN 4.1 - Appendix A](#) (Noise classification for jet aircraft).

1.2.2.3.3 Charge rates

The noise-related charge is as follows:

Noise class	Charge in CHF (excl. VAT)
I	1000.--
II	600.--
III	400.--
IV	200.--
V	no charge

1.2.2.4 Propeller-driven airplanes up to 8618 kg MTOM

1.2.2.4.1 Noise classification assignment

The noise charge depends on the airplane assignment to one of the classes A-D. For the assignment of Swiss ACFT, the classification list of the Swiss ACFT register is applicable. For foreign ACFT, the classification list of ACFT types [GEN 4.1 - Appendix B](#) (Noise classification for propeller-driven aircraft without special sound-proofing) applies.

1.2.2.4.2 Charge rates

The noise charge per tonne MTOM, or part thereof, is as follows:

Noise class	Charge in CHF (excl. VAT)
A	10.--
B	6.--
C	3.--
D	no charge

1.2.2.5 Helicopters and propeller-driven airplanes of more than 8618 kg MTOM

For HEL, as well as propeller-driven airplanes of more than 8618 kg MTOM, no noise charge will be levied until a relevant noise classification model is submitted.

1.2.3 Weekend surcharge (valid for all classified aircraft)

For FLT on SUN and on public HOL, double the noise-related charge is due.

1.2.4 Approaches without subsequent landing

The noise charges are also due when APCHs, without subsequent LDG, are executed for training purposes.

1.2.5 Emission-related landing charges

(WEF 01 APR 2010)

1.2.5.1 Principle

An EM-related LDG surcharge is applied to all ACFT equipped with a combustion engine and that are subject to a WT-based LDG charge. The EM charge is based on the absolute EM characteristic of the engine, as described in the FOCA Directive "Aircraft Engine Emission Charges in Switzerland" (Reference 33-05-27).

1.2.5.2 Aircraft with turbofan, turbojet or turboprop engines with emission data available to FOCA

ACFT equipped with turbofan, turbojet or turboprop engines that are:

- regulated under ICAO Annex 16, Volume II, or
 - not regulated, but have detailed EM data for the LDG-TKOF (LTO) cycle AVBL to FOCA,
- are subject to the EM calculation as specified in ECAC Recommendation 27/4. Specifically, the following EM calculation formula applies:

$$\text{EmissionValueAircraft} = a * \# \text{Engines} * \sum_{LTO - modes} (60 * time * fuelflow * NOx_{Emissionfactor} \div 1000)$$

where:

- $a = 1$ if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines.
- $a > 1$ if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is greater than the current ICAO standard.
- $a = \text{HC Dp/Foo} / 19.6$, with a maximum value for 'a' of 4.0

LTO-Modes: ICAO Certification LTO Modes:

Mode	Time (in minutes)
Take-off	0.7
Climbout	2.2
Approach	4.0
Taxi/Idle	26.0

Engines: number of engines fitted to the aircraft

Time: time in mode (see above) (in minutes)

Fuelflow: fuel flow per mode (in kg/sec)

NO_xEmissionfactor Measured NO_x-Emission factor per mode (in g/kg fuel)

EM factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). EM data for unregulated engines are taken from the FOCA and FOI EM database. The FOCA website provides additional information:

www.bazl.admin.ch -> For Specialists -> Environment

1.2.5.3 Aircraft with piston engines, helicopter and aircraft with engines without emission data available to FOCA

ACFT equipped with

- piston engines
- rotary wing engines
- any other engine without EM data AVBL to FOCA

are also subject to an EM charge. Specifically, they are assigned an EM value derived the type, PER and number of engines fitted to the ACFT, as detailed in Table 1.

Table 1: FOCA Aircraft Emission Value Matrix

# Eng.	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional	Piston: Conventional	Piston: Conventional	Helicopter	Helicopter	Business- Jets	Business- Jets	Turbo- props
		up to 200 hp	200-400 hp	>400 hp	<1000 shp	>1000 shp	(<16 kN)	(>16 but <26.7 kN)	
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

1.2.5.4 Emission tariff

The applicable tariff is CHF 3.30 per Emission Value_{Aircraft}

1.3 Passenger charges

1.3.1 Charge duty

For each passenger departing aboard an ACFT, a charge is due, with the exception of the exemptions listed in [1.3.3](#).

1.3.2 Charge rates

The charge for each departing passenger amounts to:

- CHF 10.-- for passengers of international private and commercial traffic;
- CHF 10.-- for passengers of national commercial traffic;
- CHF 35.-- for all passengers of scheduled and charter traffic (incl. security noise portion CHF 19.50).

1.3.3 Charge exemption

Exempt from the charges are:

- transit passengers;
- passengers of non-commercial DOM private traffic;
- infants up to the age of two;
- passengers of sight-seeing FLTs.

1.4 Parking charges

1.4.1 Charge duty

For the parking of an ACFT in the OPN, a charge is levied, after a free parking period has elapsed.

1.4.2 Criteria for charge determination

The criteria for determining the charge are both the parking time and the parking place. Parts of a day and of an HR will be charged as a whole day or a whole HR. 24 HR is counted from the beginning of the charge duty and considered as one day. A parking place is defined by the respective indication on the area.

1.4.3 Assignment of the parking places

The AP operator determines the area on which the ACFT may be parked. The AP operator may determine a MAX period for the parking.

1.4.4 Charge rates

1.4.4.1 Hard surface areas

Fees per day for ACFT with MTOM in kg		CHF
< 2000		20.--
≥ 2000	< 5700	40.--
≥ 5700	< 10000	100.--
≥ 10000	< 20000	200.--
≥ 20000	< 30000	300.--
≥ 30000	< 40000	350.--
≥ 40000	< 50000	400.--
≥ 50000	< 60000	450.--
> 60000		500.--

The fee parking time is of 2 hours. Day = 24 hours

1.4.4.2 Night service charges

The night service charges for General Aviation ACFT which are beyond the respective operational HR are CHF 300.-- per quarter of an HR.

1.5 Freight charges**1.5.1 Charge duty**

A charge is levied for unloaded import and transit freight.

1.5.2 Charge rate

The charge rate amounts to CHF 0.15 per kg.

1.6 Fuel charge**1.6.1 Charge duty**

For the supply of ACFT fuel, a quantity-related charge is levied.

1.6.2 Charge rate

The charge rate amounts to CHF 0.10 per litre of fuel. Depending on the number of deliveries per year, a decreasing reduction can be granted in accordance with the following bonus system.

Quantity of delivery per year I	Bonus per litre Rp./cents
15000 - 40000	./ 1
40001 - 80000	./ 1.5
80001 - 110000	./ 2
110001 - 200000	./ 2.5
200001 - 400000	./ 3
400001 - 500000	./ 4
500001 - 800000	./ 5
beyond 800001	Bonus subject to special agreement

1.7 Rescue and fire fighting charge**1.7.1 Charge duty**

For rescue and fire fighting services, a charge is levied for all ACFT of CAT 4 and higher.

1.7.2 Charge rate

CAT 4	CHF 200.00	per turnaround
CAT 5	CHF 350.00	per turnaround
CAT 6	CHF 600.00	per turnaround

1.8 Winter operations charge**1.8.1 Charge duty**

For winter operations, a charge is levied from 01 NOV to 15 MAR.

1.8.2 Charge rate

MTOM kg	CHF	
3001 - 6000	15.00	per landing
6001 - 9000	20.00	per landing
9001 - 12000	30.00	per landing
12001 - 16000	40.00	per landing
16001 - 20000	50.00	per landing
20001 - 25000	60.00	per landing
25001 - 30000	70.00	per landing
30001 - 35000	80.00	per landing
35001 - 40000	90.00	per landing
>40000	100.00	per landing

1.9 Ground service charge (handling charge)

For the servicing of an ACFT by the AP operator or by an agent authorised by him for this purpose, a ground service charge is levied in accordance with the basic rates or under the terms of a special agreement with the users.

Due to increased safety and security regulations and Switzerland being a member of the "Schengen-Treaty", ground handling is compulsory for scheduled and charter FLT's and all taxi FLT's and non-commercial air transport:

- for all reason with ACFT above 3.5 tonnes MTOM to and from Schengen-Destinations, except technical FLT's
- for all reason with ACFT operating to and from non-Schengen-Destinations

All ground services charges and charges for particular services are published on:

URL: <https://www.bernairport.ch>

1.10 Charge exemption

1.10.1 Principle

The following cases are exempt from the LDG, noise, passenger and parking charges.

1.10.2 Exemption cases

No charges are due:

- for ACFT owned by the Swiss Confederation;
- for ACFT under the service of the FOCA or of the Swiss Accident Investigation Board;
- for foreign State ACFT carrying the Head of State or government members on official State visits;
- for SAR FLT's, as well as police FLT's;
- for the use of the AP in unforeseen EMERG cases in connection with ACFT operation;
- for special events and on the agreement of the AP operator.

1.10.3 Justification duty

When claiming an exemption, documentary evidence shall be submitted to the AP operator on his request, within 60 days.

1.11 Implementation

These charge regulations are valid as of 01 JAN 2021.

2. LSZF - BIRRFELD AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT BIRRFELD AIRPORT**
(Of 01 AUG 2018)**2.1 General provisions****2.1.1 Legal basis**

The legal basis of the tariff regulation is article 39 of the Federal Law of Air Navigation.

2.1.2 Jurisdiction

This tariff regulation is applicable to the use of Birrfeld regional AP.

2.1.3 Airport charges

The AP charges applied are the following:

- LDG charge
 - mass-related
 - noise-related
- Parking charge
- Ground service charge

The basic rates are published in the AIP Switzerland.

2.1.4 Indemnity for special services

For special services, the AP operator may make additional charges, independent of the AP charges.

2.1.5 Charges debtor

AP charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is considered as the aircraft operator as long as the latter is not able to prove that this status falls to another person.

2.1.6 Charge maturity

The charges must to be paid before TKOF, at the latest. The AP operator may claim the payment at any time. If the AP is used regularly, the AP operator may open a current account. Special conditions are reserved.

2.1.7 Currency

The charges must be paid in Swiss Francs (CHF).

2.1.8 Collection

The AP operator may delegate the collection of the charges to an authorised dispatch office.

2.2 Landing charges (mass related)

2.2.1 Charge duty

For the APCH and the subsequent LDG of an ACFT, a LDG charge is levied that depends on the MTOM of the ACFT.

2.2.2 Charge determination

The LDG charge depends on the MTOM authorised for the ACFT, as stated in the Airworthiness Certificate or Aircraft Flight Manual or in any other equivalent official document. Any part of a tonne will be considered as a whole unit.

2.2.3 Charge amount

Maximum Take-Off Mass (MTOM) in kg		National traffic ¹ CHF (excl. VAT)	International traffic CHF (excl. VAT)
up to 750		14.--	34.--
751 up to 1000		16.--	36.--
1001 up to 1500		20.--	40.--
1501 up to 2000		22.--	42.--
over 2000	for the first 2000 kg:	22.--	42.--
	for each additional ton (or part thereof)	7.--	7.--
1. including Bâle-Mulhouse (LFSB)			

2.2.4 Special cases

A special charge may be applied for the FLT's mentioned below:

- technical check FLT's;
- training and check FLT's carried out under the surveillance of a FLT instructor or an inspector;
- member FLT's of the "Sektion Aargau des AeCS" (AP operator).

2.3 Noise charges (for propeller driven aircraft up to 5.7 tonnes MTOM)

2.3.1 Charge duty

For the APCH and the subsequent LDG of an ACFT, a LDG charge is levied depending on the noise class of each ACFT.

2.3.2 Noise classification

The noise classification list published periodically by FOCA is relevant for the classification of each ACFT. For foreign ACFT, the classification of the individual ACFT types is applicable in accordance [Appendix B](#) (Noise classification for propeller-driven ACFT without special sound-proofing).

2.3.3 Charge rates

The noise-related LDG charge amounts to:

Maximum Take-Off Mass (MTOM) in kg		Noise class			
		A	B	C	D
		Noise charge in CHF (excl. VAT)			
up to 750		8.--	5.--	2.--	No noise charge
751 up to 1000		8.--	5.--	3.--	
1001 up to 1500		16.--	9.--	4.--	
1501 up to 2000		16.--	9.--	5.--	
over 2000	for the first 2000 kg:	16.--	9.--	5.--	
	for each additional ton (or part thereof)	8.--	5.--	2.--	

2.3.4 New or modified aircraft

The noise classification has to be made in accordance with the specification of FOCA until confirmed measurement data is presented.

2.3.5 Approaches not followed by a landing

LDG charges are also due when, for instruction and training purposes, the APCH is not followed by a LDG.

2.4 Parking charges**2.4.1 Charge duty**

For the parking of an ACFT in the OPN, a charge is levied after a free parking period has elapsed.

2.4.2 Free parking period

The free parking period is from the day of ARR until the beginning of civil evening TWIL.

2.4.3 Charge rates

After the free parking period, the parking charges are:

PWR-driven ACFT:

(excl. VAT)

in the OPN CHF 12.-- per night*/ over 2000 MTOM CHF 25.00 (Permission of AP owner required)

* Up to the beginning of civil evening TWIL the following day.

2.5 Ground service charge

For the servicing of an ACFT by the AP operator or by an authorised agent, a charge is levied.

2.6 Charge exemption**2.6.1 Principle**

For the following exemption cases, no LDG, noise or parking charges are levied:

2.6.2 Exemption cases

No charges are to be paid in accordance with [2.6.1](#):

- for official FLT's of employees of the Swiss Accident Investigation Board;
- for SAR FLT's and for police FLT's;
- for the use of the AP in unforeseen EMERG cases in connection with the operation of an ACFT;
- for special events and on agreement of the AP owner.

2.7 Implementation

This tariff regulation came into force on 01 AUG 2018 and supersedes that from 01 JUL 2002.

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3. LSGC - LES EPLATURES AIRPORT - Aerodrome charges**3.1 TARIFF REGULATIONS AT LES EPLATURES AIRPORT**

(Of 01 APR 1996)

3.2 General provisions

Art. 1

The present regulations are valid for Les Eplatures AP.

Art. 2

The AP operator may make an additional charge for special services independent from the charges mentioned hereafter.

Art. 3

NIL

Art. 4 Landing charges

For the APCH and the subsequent LDG of an ACFT, a LDG charge is levied; the provisions of Art. 9 are reserved.
The LDG charge is payable by the ACFT operating agency.

Art. 5

The LDG charges are computed based on the MTOM of the ACFT, as stated in the Airworthiness Certificate or Aircraft Flight Manual or in any other equivalent official document and are as follows:

Maximum Take-Off Mass (MTOM)				Charge (excl. VAT)	
				National traffic CHF	International traffic CHF
a.	up to		1 000 kg	10.50	10.50
	from	1 001	to 2 000 kg	13.00	13.00
	from	2 001	to 3 000 kg	21.80	28.10
	from	3 001	to 4 000 kg	33.40	69.80
	from	4 001	to 5 000 kg	39.00	80.50
	from	5 001	to 6 000 kg	48.90	99.50
	from	6 001	to 7 000 kg	58.55	117.25
	from	7 001	to 8 000 kg	63.20	136.00
	from	8 001	to 9 000 kg	69.85	154.75
	from	9 001	to 10 000 kg	76.50	157.50

Art. 6

NIL

Art. 7

A reduction of 66²/₃% on the rates of article 5 is granted for ACFT with a MTOM 5700 kg when used for:

- instruction-, training- or check FLT's of pilots accompanied by or under the surveillance of a FLT instructor or inspector of an airline;
- technical check FLT's and transfer FLT's without payload.

Art. 8

Local air crew training schools and other operators of ACFT based permanently at the AP may be granted more favourable rates than those of article 5 when the MTOM of the ACFT does not exceed 5700 kg.

Art. 9

The LDG charge is also due when, for instruction-, training- or check purposes of pilots, the APCH is not followed by a LDG.

Art.10

The following are exempt from the LDG charge:

- a. service FLT's of the Swiss Accident Investigation Board;
- b. foreign State ACFT carrying the Head of State or ministers of their government on a State visit;
- c. ACFT of recognised Swiss air rescue organisations carrying sick or injured persons or rescue equipment, and when the expenses thus incurred cannot be charged.

Art. 11

The AP operator is authorised to claim a special compensation to cover the extra costs when an ACFT takes off or lands outside the OPN HR laid down in the operational licence of the AP.

Art. 12

NIL

Art. 13 **Passenger charges**

The passenger charge is levied on each passenger departing on an ACFT. The following are exempt:

- a. passengers on a direct transit FLT;
- b. infants up to the age of two;
- c. passengers of sight-seeing FLT's.

The charge for each departing passenger is:

(excl. VAT)

- commercial traffic	CHF	9.--
- non-commercial traffic	CHF	6.--

Art. 14 **Parking charge**

For the parking of an ACFT, a charge is levied.

The AP operator decides on the parking place of the ACFT.

Per night stop on the apron, the charge is:

(excl. VAT)

- up to 2 000 kg MTOM	CHF	10.--
- for each additional tonne or part thereof	CHF	5.--

Per night stop in the hangar, the charge is:

- up to 2 000 kg MTOM	CHF	16.--
- for each additional tonne or part thereof	CHF	8.--

Art. 15

NIL

Art. 16 **Fuel and lubricant charges**

For the supply of ACFT with fuel and lubricant, the following charges are made:

(VAT excl.)

CHF --.01	per litre of gasoline;
CHF --.005	per litre of petrol, kerosene or other turbine fuel;
CHF --.075	per litre of lubricant.

These amounts are payable by the authorised fuel and lubricant suppliers at the AP.

Art. 17 Cargo charge

A charge is levied on unloaded import- and transit cargo.

This charge amounts to CHF --.015 per kg cargo; it is payable by the ACFT operator.

Art. 18 Ground service charge

For the servicing of an ACFT by the AP operator or by an agent authorised by him for this purpose, a ground service charge is levied in accordance with the basic rates or under the terms of a special agreement with the user.

Art. 19 Charges for using the runway lighting

Per LDG between the end of civil evening TWIL and the beginning of civil morning TWIL

CHF 5.--

Art. 20 Methods of payment

Charges due by the ACFT operator shall be paid prior to TKOF.

Claims for reduction within the scope of these tariff regulations have to be notified and motivated immediately.

For carriers established in Switzerland or represented in Switzerland by a Swiss company, as well as for other regular AP users, the AP operator may open a current account. In such cases, the charges due shall be paid within 30 days of invoicing.

Art. 21
NIL

Art. 22
NIL

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4. LSGG - GENÈVE AIRPORT - Aerodrome charges**4.1 TARIFF REGULATIONS AT GENÈVE AIRPORT**

(Of 01 JUL 2021)

4.2 General provisions**Art. 1** The present regulations are valid for Genève International AP.**Art. 2** The AP operator may charge for special services independently from the charges mentioned hereafter.**Art. 3 Landing charges**

For the APCH and the subsequent LDG of an ACFT, a LDG charge is levied; the provisions of articles 5 to 8 are reserved. The LDG charge is due by the ACFT operator.

The LDG charges are computed on the MTOM of the ACFT, as stated in the Airworthiness Certificate or Aircraft Flight Manual or in any other equivalent official document provided by the operator.

			Charge			
Maximum Take-Off Mass (MTOM)			Maximum Take-Off Mass (MTOM)		General aviation traffic (commercial & non-commercial) ¹	Training with aircraft with MTOM of up to 2000 kg
					(excl. VAT)	
a.	up to	1000 kg	CHF 12.25	up to	1000 kg	CHF 5.50
	from	1001 kg		from	1001 kg	
	to	2000 kg	CHF 23.10	to	2000 kg	CHF 11.00
	from	2001 kg		from	2001 kg	
	to	3000 kg	CHF 32.35	to	6000 kg	CHF 60.50
	from	3001 kg		from	6001 kg	
	to	4000 kg	CHF 38.60	to	12000 kg	CHF 132.00
	from	4001 kg		from	12001 kg	
	to	5000 kg	CHF 44.05	to	20000 kg	CHF 203.50
	from	5001 kg				
	to	6000 kg	CHF 48.45			
b.	from	6001 kg		from	20001 kg	
	to	26000 kg	CHF 9.15	to	26000 kg	CHF 10.20
	per tonne or part thereof			per tonne or part thereof		
c.	from	26001 kg		from	26001 kg	
	to	30000 kg	CHF 240.30	to	30000 kg	CHF 269.00
d.	from	30001 kg		from	30001 kg	
	to	50000 kg	CHF 7.85	to	50000 kg	CHF 8.80
	per tonne or part thereof			per tonne or part thereof		
e.	over	50000 kg		over	50000 kg	
	for the first	50000 kg	CHF 397.00	for the first	50000 kg	CHF 444.35
	for each additional tonne or part thereof		CHF 9.15	for each additional tonne or part thereof		CHF 10.20

HEL are charged the same rates.

- The LDG charge for commercial air transport, computed in accordance with article 3, is reduced by 50% when the preceding TKOF takes place at a Swiss AD (incl. Bâle-Mulhouse), and the same ACFT CONTs within two HR on the same day to a DEST outside Switzerland (excl. Bâle-Mulhouse), and the same FLT number is used on ARR as on DEP.

Art. 3a Noise charges for jet-engine aircraft

At Genève AP, a noise charge is added to the LDG charge. The noise charge is based on a classification of jet-engine ACFT established on the basis of the noise level (mean energetic value) of each ACFT type measured in the VCY of Swiss APs. Each ACFT is then classified in a Noise Class (REF: [GEN 4.1 - Appendix A¹](#))

The noise charge rate is as follows (CHF, excl. VAT):

Noise class	Noise charge in CHF (excl. VAT)
I	4400.--
II	880.--
III	220.--
IV	40.--
V	10.--

The expenditures on the fund financing the soundproofing obligations are, at present, lower than the revenues and its balance already shows a substantial surplus.

Therefore, as an exceptional measure and given the unprecedented current circumstances, the invoicing of the fee shown in the table above is suspended between January 1st, 2021 and December 31st, 2022. An eventual extension of the invoicing suspension is subject to an assessment of the environmental fund balance by the AP operator at the end of year 2022.

For TKOF between 2100 (2000) and 0459 (0359), an additional noise charge is applied to jet-engine ACFT. The additional noise charge is based on noise class and TKOF time.

The additional noise charge rate is as follows (CHF, excl. VAT):

Noise class	ATD				
	2100-2129 (2000-2029)	2130-2159 (2030-2059)	2200-2229 (2100-2129)	2230-2259 (2130-2159)	2300-0459 (2200-0359)
	Noise charge in CHF (excl. VAT)				
I	1500.--	2000.--	3000.--	6000.--	18000.--
II	500.--	1000.--	1500.--	3000.--	9000.--
III	200.--	400.--	800.--	1500.--	4500.--
IV	100.--	200.--	400.--	800.--	2500.--
V	50.--	100.--	200.--	400.--	1500.--

New ACFT or ACFT subsequently re-engined, as well as ACFT types not included in [GEN 4.1 - Appendix A¹](#), are placed in class V until confirmed measurable data are AVBL.

Hushkitted ACFT are placed one class beyond the original type until confirmed measurable data are AVBL. The operators are requested to make AVBL to the AP operator all documents certifying the modifications that have been carried out. There will be no retroactive reimbursement.

Objections to the classification of the ACFT have to be notified within 60 days of receipt of the invoice. Late requests are time-barred.

The noise charge is not applicable to ACFT exempt from LDG charges in accordance with article 8 below.

Art. 3b Noise charges for propeller-driven aircraft

A noise charge is applied to propeller-driven ACFT with MTOM of less than or equal to 8618 kg (MTOW ≤ 8618 kg). The noise charge is based on a classification of propeller-driven ACFT established by FOCA on the basis of the difference between the noise level limits according to ICAO Annex 16 Chapter 10 and the noise level measured and corrected for the ACFT PER factor or for the corresponding ACFT type ([GEN 4.1 - Appendix B²](#)).

- Appendix A - Noise classification for jet aircraft ([www.bazl.admin.ch](#) > For specialists > Airworthiness and Technology > Design and Production > Environment > French > Classes de tarifs en fonction du bruit > Classification des avions à réaction)
- Appendix B - Noise classification for propeller-driven aircraft without special sound-proofing ([www.bazl.admin.ch](#) > For specialists > Airworthiness and Technology > Design and Production > Environment > French > Classes de tarifs en fonction du bruit > Classement pour les types de référence)

The classification of ACFT registered abroad is established in conformity with the corresponding ACFT type. The operator is allowed to propose a more advantageous classification for his ACFT within 60 days of the implementation of the charge. As long as the evidence necessary to support a new classification are presented within the required time, the excess charges will be reimbursed.

Noise class	Difference
A	noise level HYR than the limit value;
B	0 to 1.9 dB less than the limit value;
C	2 to 4.9 dB less than the limit value;
D	5 dB and HYR less than the limit value.

Noise class	Noise charge
A	15.40 per tonne;
B	8.80 per tonne;
C	4.40 per tonne;
D	1.50 per tonne;
Helicopter	2.50 per tonne

The expenditures on the fund financing the soundproofing obligations are, at present, lower than the revenues and its balance already shows a substantial surplus.

Therefore, as an exceptional measure and given the unprecedented current circumstances, the invoicing of the fee shown in the table above is suspended between January 1st, 2021 and December 31st, 2022. An eventual extension of the invoicing suspension is subject to an assessment of the environmental fund balance by AP operator at the end of year 2022.

For TKOFs between 2100 (2000) and 0459 (0359), an additional noise charge is applied for propeller-driven ACFT with a MTOM HYR than 8618 kg (MTOW > 8618 kg). The additional noise charge rate is equal to the additional noise charge applicable to jet-engine ACFT classified in noise class V (see article 3a above).

The noise charge rate is as follows (CHF, excl. VAT):

Noise class	ATD				
	2100-2129 (2000-2029)	2130-2159 (2030-2059)	2200-2229 (2100-2129)	2230-2259 (2130-2159)	2300-0459 (2200-0359)
V	50.--	100.--	200.--	400.--	1500.--

The noise charge is not applicable to ACFT exempt from LDG charges in accordance with article 8 below.

Art. 4 Emission-related landing charges (WEF 01 MAY 2010)

Art. 4a Principle

An EM-related LDG surcharge is applied to all ACFT equipped with a combustion engine and that are subject to a WT-based LDG charge. The EM charge is based on the absolute EM characteristic of the engine, as described in the FOCA Directive "Aircraft Engine Emission Charges in Switzerland" (Reference 33-05-27).

Art. 4b Aircraft with turbofan, turbojet or turboprop engines with emission data available to FOCA

ACFT equipped with turbofan, turbojet or turboprop engines that are:

- regulated under ICAO Annex 16, Volume II, or
- not regulated, but have detailed EM data for the LDG-TKOF (LTO) cycle AVBL to FOCA

are subject to the EM calculation, as specified in ECAC Recommendation 27/4. Specifically, the following EM calculation formula applies:

$$\text{EmissionValueAircraft} = a \cdot \# \text{Engines} \cdot \sum_{\text{LTO-modes}} (60 \cdot \text{time} \cdot \text{fuelflow} \cdot \text{NOx}_{\text{Emissionfactor}} \div 1000)$$

where:

- a = 1 if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines.
- a > 1 if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is greater than the current ICAO standard.
- a = HC Dp/Foo / 19.6, with a maximum value for 'a' of 4.0

LTO-Modes:	ICAO Certification LTO Modes:	
	Mode	Time (in minutes)
	Take-off	0.7
	Climbout	2.2
	Approach	4.0
	Taxi/Idle	26.0
# Engines:	number of engines fitted to the aircraft	
Time:	time in mode (see above)	(in minutes)
Fuelflow:	fuel flow per mode	(in kg/sec)
NO _x Emissionfactor	Measured NO _x -Emission factor per mode	(in g/kg fuel)

EM factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). EM data for unregulated engines are taken from the FOCA and FOI EM database. The FOCA website provides additional information: www.bazl.admin.ch -> For Specialists -> Environment

Art. 4c Aircraft with piston engines, helicopter and aircraft with engines without emission data available to FOCA

ACFT equipped with

- piston engines
- rotary wing engines
- any other engine without EM data AVBL to FOCA

are also subject to an EM charge. Specifically, they are assigned an EM value derived from the type, PER and number of engines fitted to the ACFT, as detailed in Table 1.

Table 1: FOCA Aircraft Emission Value Matrix

# Eng.	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional	Piston: Conventional	Piston: Conventional	Helicopter	Helicopter	Business- Jets	Business- Jets	Turbo- props
		up to 200 hp	200-400 hp	>400 hp	<1000 shp	>1000 shp	(<16 kN)	(>16 but <26.7 kN)	
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

Art. 4d Emission tariff

The applicable tariff is CHF 1.40 per Emission Value_{Aircraft}

Art. 5 A reduction of 66^{2/3}% on the rates of article 3 is granted for ACFT with a MTOM over 8618 kg when used for:

- instruction-, training- or check FLT's of pilots accompanied by or under the surveillance of a FLT instructor or inspector of an airline;
- technical check FLT's and transfer FLT's without payload.

Art. 6 Local air crew training schools and other operators of ACFT based permanently at the AP may be granted more favorable rates than those of article 3 when the MTOM of the ACFT does not exceed 8618 kg.

Art. 7 The LDG charge is also due when for instruction-, training- or check purposes of pilots, the APCH is not followed by a LDG.

Art.8 The following are exempt from the LDG charge when using an AP:

- FLT's made exclusively to transport the following persons on official mission, provided that the corresponding status is indicated in the flight plan:
 - the ruling monarchs and the members of their close family,
 - the Heads of State, heads of government and government ministers;
- the SAR FLT's referred to in ORSA (RS 748.126.1).

Art. 9 The AP operator is authorised to claim special compensation to cover the extra costs when an ACFT takes off or lands outside the OPN HR laid down in the operational licence of the AP.

Art. 10 Passenger charges

CHF (excl. VAT)	
Local passengers	
Passenger service charge	15.35
Security charge	12.50
PRM charge	1.10
Total Passenger charge	28.95
Connecting passengers	
Passenger service charge	9.35
Security charge	12.50
PRM charge	1.10
Total Passenger charge	22.95
Passengers of general aviation ACFT up to 8618 kg MTOM	
Passenger service charge	3.50
Security charge	12.50
PRM charge	1.10
Total Passenger charge	17.10

Passengers on non-commercial FLTs are exempt from Persons with Reduced Mobility (PRM) charge.

Art. 11 Parking charges**Art. 11a General aviation**

Parking positions are always assigned by AP Authority.

For the parking of an ACFT, a charge is levied on the basis of the MTOM, after a free parking period has elapsed.

Parts of a tonne, an HR or a day are computed as a full tonne, a full HR or a full day.

The AP operator decides on the parking space of the ACFT.

- a. The free parking period is two HR.
- b. After the free parking period, the parking charge is:
 - CHF 10.-- per day for ACFT up to a MTOM of 2000 kg;
 - CHF 5.-- per day and per tonne for ACFT with a MTOM over 2000 kg, and up to a MTOM of 20000 kg.
 - CHF 7.50 per day and per tonne for ACFT with a MTOM over 20'000 kg, and up to a MTOM of 100000 kg.
 - CHF 10.-- per day and per tonne for ACFT with a MTOM over 100'000 kg.
- c. For ACFT up to a MTOM of 5700 kg permanently based at Genève AP and which have been allocated corresponding hangar space, a monthly flat charge may apply. In any case, granting of such space is subject to availability. For ACFT with a MTOM exceeding 100 tonnes, an additional CHF 8.00 is levied per tonne and per day for non-scheduled commercial air traffic.

Art. 11b Scheduled and charter traffic

For the parking of an ACFT, a charge is levied on the basis of the ICAO category of the ACFT after a free parking period has elapsed. The parking period is considered to be the time between the ATA and the ATD as logged by the AP operator. Night stop refers to an ACFT with an ATA after 2000 (1900) and an ATD before 0700 (0600).

Parking Charge in CHF Of 1st April 2014 ICAO Category	Free parking period	Thereafter Charge per 15 min up to 300 min	Thereafter applicable 24 hrs charge	Night-stop ¹
B	45 min	27.00	648.00	259.00
C	60 min	41.00	984.00	394.00
D	240 min	57.00	1366.00	547.00
E	240 min	62.00	1488.00	595.00

1. applicable to aircraft arriving after 2000 (1900) and departing before 0700 (0600) the next morning.

Art. 11c Non-payment of parking charges

Should parking charges remain unpaid, AP operator is entitled to revoke parking permission. In such case, ACFT owner and/or operator will be required to remove said ACFT out of AP boundaries without delay and at their own costs, without prejudice to additional measures and/or legal proceedings.

Art. 12 Fuel and lubricant charges

(excl. VAT)

CHF --.010 per litre gasoline

CHF --.011 per litre of petrol, kerosene or other turbine fuel

These amounts are payable by the authorised fuel and lubricant suppliers at the AP.

Art. 13 Cargo charges

The charge amounts to CHF --.06 (excl. VAT) per kg of import and transfer cargo.

Art. 14 Ground service charges

For the servicing of an ACFT by the AP operator or by an agent authorised by him for this purpose, a ground service charge is levied in accordance with the basic rates or under the terms of a special agreement with the user.

Art. 15 Utilization Charges

Art. 15a De-icing station

A de-icing charge is levied for each ACFT departure and is meant to refinance infrastructure for the storage of de-icing fluids as well as the filling station for de-icing vehicles. The charge is based on the ICAO ACFT category and is applicable each year between 01 OCT and 30 APR.

Aircraft Category	De-icing Charge in CHF
A, B, C	23.50
D, E, F	56.00

Art. 15b Energy supply for aircraft

The energy charges are meant to refinance infrastructures for the supply of electricity and air conditioning to ACFT. Whenever available, the use of the supplied electricity is mandatory while the provision of air conditioning remains optional. The charge is based on the ICAO ACFT category. The following minimum one hour charges apply:

Aircraft Category	Electricity 400 Hz in CHF	Electricity and preconditioned air (PCA) in CHF
B	20.00	30.00
C	20.00	30.00
D	30.00	40.00
E	40.00	55.00

After the first hour, the use of the infrastructure is charged based on the effective hour fractions:

CAAV	TE in CHF	TC in CHF
C	20.00	10.00
D	30.00	10.00
E	40.00	15.00
T = Tax; E = Electricity; C = Air Conditioning		

Rate of electricity calculation: $20.00/60 (TE) * \text{length in minutes for CAAV} = C$.

If length < or = to 60 min. = 1 hour minimum = 20.00

Rate of electricity + air cond.: $20.00/60 (TE) * \text{length in minutes} + 10.00/60 (TC) * \text{length in minutes for CAAV} = C$. (rule of the minimum fixed time for every energy category).

Art. 15c Baggage sorting

The baggage sorting charges are meant to refinance the equipment and management of the baggage handling infrastructure. The charge is levied per departing passenger:

CHF 1.56 per departing passenger

Art. 15d Engine run-up infrastructure

A charge is levied for the use of the engine run-up infrastructure and is meant to finance such infrastructure. The charge is levied based on the aircraft category and the time the engine run-up infrastructure is used.

Aircraft Category	Flat charge for the first 60 min in CHF	Thereafter Charge per period of 15 min in CHF
A	360.00	180.00
B	450.00	225.00
C	540.00	270.00

Art. 16 Methods of payment

In principle charges due by the ACFT operator shall be paid prior to TKOF.

The Airport Authority may propose payment terms at 30 days, subject to the establishment of corresponding guarantees (bank guarantee, deposit on the customer account or prepayment). In the absence of such guarantees, or in case of outstanding amounts on the customer's account, the payment before departure principle applies.

Art. 17 Slot service fee

Geneva Airport is commissioned by Slot Coordination Switzerland to invoice the slot service fee. The fee due by the air carrier amounts to CHF 1.90 per movement.

Art. 18 PPR fee

For general aviation and business aviation (non-scheduled traffic), a fee for the management of the prior permission required (PPR) system infrastructure is levied per aircraft movement.

Charge per aircraft movement in CHF
--

3.00

Art. 19 Incentive Program

The following incentive program only applies to scheduled and charter air traffic.

Art. 19a Landing discount

This incentive recognises the operation of new generation aircraft on the "**best in class**" principle. Narrow body aircraft categorised in noise class 5 as well as wide-body aircraft categorised in noise class 4 according the Swiss AIP shall be entitled to a discount of 20% (twenty percent) on the applicable landing charges.

Art. 19b Passenger Service Charge discount

In addition to the reduction on landing fees, a further recognition is granted on the passenger service charge only for passengers transported on board eligible aircraft categorise as set forth under article 19a herein. The reduction on the PSC is of **CHF 0.40** per departing passenger.

Art. 19c Incremental Bonus

In order to stimulate airlines in replacing aircraft currently operating to and from Geneva with new generation aircraft and consequently significantly contributing to the objectives set forth in the PSIA, the AP operator shall also grant an incremental bonus on the landing charges according to the following formula:

$$x \cdot (p1 - p2) \cdot 1.5$$

Where: x = amount of landing charges applicable to eligible NG aircraft in year n

p1 = percentage of movements operated by eligible NG aircraft in year n

p2* = percentage of movements operated by eligible NG aircraft in year n-1

1.5 = multiplying factor

**Note:*

The year of reference for the calculation of the incentives in 2021 (year n) will be the traffic figures of 2019 (year n-1).

As from year 2022, year n-1 will be the previous year.

Any bonus is only applied once per the concerned year.

The incremental bonus shall not be granted in the event the percentage of NG aircraft is lower than that of the previous year. Following a reduction in the percentage of eligible NG aircraft, the incremental bonus shall only be granted once again if the percentage of eligible NG aircraft has equalled or exceeded the previous highest percentage of eligible NG aircraft achieved by the concerned air carrier over the tariff period.

Art. 19d Load Factor

A reduction on the passenger service charge is set forth as per the table below:

Load Factor Reward		
If the load factor is for a given year is:		Discount on PSC per departing PAX in CHF
Greater or equal to	95%	0.15
Greater or equal to	90%	0.125
Greater or equal to	85%	0.1
Greater or equal to	80%	0.05

Art. 19e Incentive implementation date

The implementation of the incentive programme is January 1st, 2021 and is valid until December 31st, 2023.

Art. 19f General Remark

Any benefit resulting from the application of the incentive scheme shall be provided to the eligible airline in the form of a credit note issued in January following the year under review. GA may refrain from issuing a credit note in the event of non-compliance with GA's aviation charges payment terms during the concerned year.

5. LSZG - GRENCHEN AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT GRENCHEN AIRPORT**

(Of 01 JUL 2007)

5.1 General provisions**5.1.1 Legal basis**

The legal basis for the tariff regulations is chapter 3 *Airport Charges* of the ordinance of the infrastructure of air navigation (SR 748.131.1 VIL) dated 23 NOV 1994 and article 9 of the operating-concession for Grenchen AP.

5.1.2 Jurisdiction

These tariff regulations are applicable for the use of Grenchen AP.

5.1.3 Airport charges

The AP charges applied are the following:

- LDG charges (mass related)
- Noise charges
- Passenger charges
- Parking charges (Transit parking)

According to article 39 of the Air Navigation Law (SR 748.00 LFG, state 21 DEC 1999), the AP charges are subject to the supervision of FOCA. They are published in the AIP Switzerland.

5.1.4 Indemnity for special services

For special services, the AP operator may make additional charges independent of the AP charges.

5.1.5 Other charges

Together with the AP charges, the APCH charge (AFS) is collected on behalf of skyguide as reimbursement for the provision of terminal navigation services.

5.1.6 Charges debtor

AP charges have to be paid by the ACFT operator. If the ACFT operator is not known, the ACFT owner is considered as ACFT operator as long as the latter is not able to prove that this status falls to another person.

5.1.7 Charge maturity

The charges are to be paid before TKOF, at the latest. The AP operator may claim the payment at any time. If the AP is used regularly, the AP operator may open a current account. Special conditions are reserved.

5.1.8 Currency

The charges are due in Swiss Francs (CHF).

5.2 Landing charges (mass related)**5.2.1 Charge duty**

For an APCH with subsequent LDG, a charge is levied, depending on the ACFT mass.

For each "Touch-and-go", the same charge is applicable.

5.2.2 Charge determination

The mass-related charge depends on the MTOM of the ACFT, as stated in the Airworthiness Certificate, in the Aircraft Flight Manual or any other equivalent official document.

5.3 Charge rates

The charge rates are provided in [ANNEX 1](#).

The Grenchen AP Authority can offer rebates to local flying schools.

5.3.1 Helicopters and powered gliders

For HEL, the same rates are applicable.

For powered gliders (when operating as ordinary powered ACFT) special rates in accordance with [ANNEX 1](#) are applicable.

5.3.2 Approaches without subsequent landing

The LDG charges are also due when, for schooling and training purposes, APCHs without subsequent LDGs are performed.

5.4 Noise charges (for propeller driven aircraft up to 5.7 tonnes MTOM)

5.4.1 Charge duty

For an APCH with subsequent LDG, a charge is levied, depending on the ACFT mass.

For each "Touch-and-go", the same charge is applicable.

5.4.2 New or modified aircraft

If an operator proposes a more advantageous classification for his ACFT, he has to provide evidence by means of appropriate documentation within 30 days after the application. On condition of timely submitted evidence, the noise charges paid during this period will be reimbursed.

5.4.3 Noise class assignment

The noise charge depends on the ACFT assignment to one of the classes A-D. For the assignment of Swiss ACFT, the classification list of the Swiss ACFT register is applicable. For foreign ACFT, the classification list of ACFT types [GEN 4.1 - Appendix B](#) (Noise classification for propeller-driven ACFT without special sound-proofing) applies.

5.4.4 Charge rates

The charges rates are provided in [ANNEX 2](#).

5.4.5 Approaches without subsequent landing

The noise charges are also due when, for schooling and training purposes, APCHs without subsequent LDGs are performed.

5.5 Passenger charges

5.5.1 Charge duty

For each passenger departing aboard an ACFT or using AP services in transit, a charge is due, with the exception of the exemptions listed in [5.5.3](#).

5.5.2 Charge rates

The charge rates are provided in [ANNEX 3](#).

5.5.3 Charge exemptions

The following are exempt from the charges:

- passengers of non-commercial DOM private traffic;
- infants up to the age of two;
- passengers of sight-seeing FLTs.

5.6 Parking charges (Transit parking)

5.6.1 Charge duty

For the parking of an ACFT in the OPN and over-night, a charge is levied after the free parking period has elapsed.

5.6.2 Assignment of the parking places

The AP operator determines the area on which the ACFT may be parked. The AP operator may determine a MAX period for the parking.

5.6.3 Charge rates

The charges rates are provided in [ANNEX 4](#)

5.7 Charge exemptions**5.7.1 Principle**

The following cases are exempt from the LDG, noise, passenger and parking charges:

- SAR FLTs, as well as police FLTs;
- the use of the AP in unforeseen EMERG cases in connection with ACFT operation;
- special events agreed by the AP operator.

5.7.2 State aircraft (civil and military)

Special agreements may be made for State ACFT.

5.7.3 ANNEX 1**Landing charges** (mass-related)*1. Powered ACFT*

Mass in kg	Charge for national flights CHF (incl. VAT)	Charge for international flights CHF (incl. VAT)
- 1000	10.25	20.50
1001 – 2000	15.65	31.30
2001 – 3000	27.70	55.40
3001 – 4000	37.70	75.40
4001 – 5000	47.70	95.40
5001 – 6000	57.70	115.40
6001 – 7000	67.70	135.40
7001 – 8000	77.70	155.40
8001 – 9000	87.70	175.40
9001 – 10000	97.70	195.40
> 10000 – per 1000 kg or fraction	10.00	20.00

For powered gliders operating as ordinary powered ACFT, the same charge is due. They are also subject to the APCH charge levied by skyguide.

Mass in kg	Charge for national school flights (VFR) CHF (incl. VAT)	Charge for international school flights (VFR) CHF (incl. VAT)
- 1000	9.20	18.40
1001 – 2000	14.40	28.80
2001 – 3000	26.55	53.10
3001 – 4000	34.55	69.10
4001 – 5000	42.55	85.10
5001 – 6000	50.55	101.10
6001 – 7000	58.55	117.10

Mass in kg	Charge for national school flights (VFR) CHF (incl. VAT)	Charge for international school flights (VFR) CHF (incl. VAT)
7001 – 8000	66.55	133.10
8001 – 9000	74.55	149.10
9001 – 10000	82.55	165.10
> 10000 – per 1000 kg or fraction	8.00	16.00
For powered gliders operating as ordinary powered ACFT, the same charge is due. They are also subject to the APCH charge levied by skyguide.		

2. Powered gliders

When at TKOF operating as ordinary powered ACFT and at LDG operating as a glider, the following charge is made.
Charge per LDG CHF 13.90 (incl. VAT)

5.7.4 ANNEX 2

Noise charges

Noise Class	Charge per tonne in CHF (incl. VAT)
A	9.05
B	6.05
C	3.00
D	0.00

5.7.5 ANNEX 3

Passenger / customs charges

Charge per departing passenger CHF 10.85 (incl. VAT)
Customs fee for departing ACFT CHF 13.25 (incl. VAT)

School FLT:

Charge per departing passenger CHF 10.40 (incl. VAT)
Customs fee for departing ACFT CHF 12.70 (incl. VAT)

5.7.6 ANNEX 4

Parking charges (Transit parking)

Mass in kg	Charge CHF (incl. VAT)
- 1000	18.05
1001 – 2000	24.10
2001 – 3000	30.10
3001 – 4000	36.10
> 4001	42.20

6. LSGL - LAUSANNE-LA BLECHERETTE AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT LAUSANNE-LA BLÉCHERETTE AIRPORT**
(Of 01 OCT 2001)**6.1 General provisions****6.1.1 Legal basis**

The tariff regulations are governed by article 39 of the Federal Law of Air Navigation and article 8 of the concession for the operation of the AP.

6.1.2 Jurisdiction

These tariffs apply to the use of Lausanne-La Blécherette AP and the services provided there.

6.1.3 Airport charges

The AP charges are applied on the basis of:

- MTOM of the ACFT
- noise generated by ACFT type
- number of passengers
- CUST tariff
- parking DUR
- sale of fuels and lubricants
- ground services and other services

These charges are subject to the supervision of FOCA and are published in the AIP Switzerland.

6.1.4 Charges debtor

AP charges are payable by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is regarded as the ACFT operator and the charges debtor.

6.1.5 Payment of charges

Unless otherwise agreed, the charges must be paid before TKOF, at the latest. The AP operator may claim payment at any time.

6.1.6 Currency

The charges are payable in Swiss Francs (CHF).

6.1.7 Special conditions

The AP operator is entitled to grant exemptions from the current charges to encourage forms of aviation which are particularly environmentally conscious.

FLT's defined as exempt under Swiss law are also exempt from charges.

6.2 Landing charges

6.2.1 Applicability

A LDG charge is levied for every APCH made by an ACFT (including gliders and HEL) whether or not this is followed by a LDG, with the exception of go-arounds not planned by the crew.

6.2.2 Landing charge determination

The LDG charge is indexed to the MTOM, as stated in the Aircraft Flight Manual, Airworthiness Certificate, Swiss Register or any other official document.

A fraction of a tonne is charged as a whole unit.

6.2.3 Charge amount

Maximum Take-Off Mass (MTOM) in kg	Charge CHF (excl. VAT)	
	National traffic	International traffic
0 – 1000	12.10	18.60
1001 – 2000	20.45	29.75
2001 – 3000	32.50	29.75
3001 – 4000	46.55	74.45
4001 and above	83.75	121.00

6.2.4 Special cases - training

A reduction is applicable to trainee pilots from ab initio flying schools based at Lausanne-La Blécherette AP.

6.3 Noise-related landing charges

6.3.1 Applicability

For the APCH, whether or not followed by LDG, and with the exception of go-arounds not planned by the crew, a charge related to the noise class of the ACFT is levied, supplementary to the LDG charge based on the MTOM.

6.3.2 Definition of noise classes

FOCA is responsible for the compilation and MAINT of a list of ACFT classes. The list of ACFT registered in Switzerland is published in the Swiss register or as a separate list and is the sole applicable source. ACFT registered abroad are classified in accordance with the corresponding ACFT type [GEN 4.1 - Appendix B](#) (Noise classification for propeller-driven ACFT without special sound-proofing).

6.3.3 Noise classification

The ACFT classification is based on the noise level limits established by ICAO and laid down in ICAO Annex 16, and the noise level measured and adjusted for the ACFT PER factor or the relevant ACFT type.

Class	Difference
A	Noise level HYR than the threshold value
B	0 to 1.9 dB below the threshold value
C	2 to 4.9 dB below the threshold value
D	5 dB or more below the threshold value

6.3.4 Charge amount

The noise-related charge is as follows, based on the class of ACFT:

Class	Amount payable (excl. VAT)
A	CHF 7.- (per tonne MTOM or fraction thereof)
B	CHF 4.- (per tonne MTOM or fraction thereof)
C	CHF 2.- (per tonne MTOM or fraction thereof)
D	No noise-related charge

6.3.5 Unclassified, new or modified aircraft

In case of doubt or in the absence of a classification, the AP is entitled to categorise the ACFT as Class A. The ACFT operator may propose a more favourable classification for his ACFT within 60 days after payment of the charge if, within this period, proof of its incorrect classification can be furnished. Should this be proven, the excess charges will be reimbursed.

6.4 Passenger charges**6.4.1 Applicability**

With the exception of the cases listed below ([6.4.2](#)), a charge is levied for each passenger departing on an ACFT.

6.4.2 Passengers exempt from charges

- Infants up to the age of two;
- Passengers on private FLT's to Swiss DESTs, including Bâle-Mulhouse.

6.4.3 Charge amount

A charge of CHF 5.65 per passenger is levied, excluding VAT.

6.5 Customs charge**6.5.1 Applicability**

A CUST charge is levied on all FLT's originating from or destined for locations outside Switzerland, excluding Bâle-Mulhouse.

6.5.2 Charge amount

The CUST charge is CHF 4.65 excluding VAT and is levied on every ACFT movement.

6.6 Parking charges**6.6.1 Applicability**

When the free parking period is exceeded, a charge is levied for parking ACFT on the tarmac or parking areas.

6.6.2 Charge calculation

The charge is based on the MTOM and DUR of parking.

6.6.3 Free parking period

The first five HR of parking are free of charge.

6.6.4 Charge amount

MTOM in kg	Charge per day in CHF (excl. VAT)
0 – 4000	12.00
4001 and above	2.80 per tonne

The AP operator may make special arrangements for long-term parking.

6.7 Charge for the sale of fuels and lubricants**6.7.1 Applicability**

The prices indicated on the dispensers include the charge levied by the AP operator.

6.8 Handling and other ground services (assistance)**6.8.1 Applicability**

A charge is levied for the use of the AP ground services.

6.8.2 Charge amount

The charges are indexed to the time involved, based on a rate of CHF 80.- per HR per person deployed.

6.9 Airport services provided outside opening hours

6.9.1 Special charge

If the AP has to be specially OPN or remain OPN to permit an ACFT to land or TKOF outside the operating HR defined in the AIP, a charge of CHF 93.- (plus VAT) will be levied for every extra quarter-hour of an HR of OPN, in addition to other applicable charges.

6.9.2 VAT

All prices are exclusive of VAT, which is invoiced over and above the charges listed herein.

6.10 Implementation

The current charges shall enter into force on 01 OCT 2001 and supersede the previous tariff on this date.

7. LSZA - LUGANO AIRPORT - Aerodrome charges**7.1 TARIFF REGULATIONS AT LUGANO AIRPORT**

(Of 19 SEP 2013)

I. General terms and conditions**Art.1 Legal basis**

For the ordinary use of the AP by ACFT, Lugano AP Authority shall levy charges in accordance with section II. For use of the AP that exceeds the ordinary, Lugano AP Authority shall levy special charges, in accordance with section III.

Art.2 Charges

The AP charges include:

- a. mass-related LDG charge
- b. mass-related noise surcharge on LDG charge
- c. approach charge (Skyguide) see [ANNEX 2: Approach charges for Category II airports](#)
- d. EM charge
- e. passenger charge
- f. parking charge
- g. cargo charge
- h. operating time surcharge
- i. fuel and lubricant prices
- j. ground handling charge - basic handling
 - scheduled and charter FLTs
 - general aviation FLTs

Art. 3 Special services

Lugano AP Authority is entitled to levy extra charges for special services not specifically mentioned in these regulations.

Art. 4 Services by third parties

Lugano AP Authority reserves the right to ask for contributions from firms and companies operating at the AP or offering services to its users.

Art. 5 Special conditions

Lugano AP Authority reserves the right to apply special rates to ACFT operators working for aviation or regional area development purposes, and to operators whose ACFT are mainly stationed on the AP area.

Art.6 Liability for payment of charges

Unless provided otherwise, the charges shall be paid as follows:

- a. in the case of scheduled or non-scheduled commercial FLTs, by the company that actually carries out the FLT ("actual carrier")
- b. in the case of non-commercial FLTs, by the operator of the ACFT

An ACFT operator is defined as the party who has the actual and PERM power of control over the ACFT and who uses it or permits it to be used at its expense.

Several operators of the same ACFT shall be jointly and severally liable for the charges; in the case of the operator not also being the owner of the ACFT, both the operator and the owner shall be jointly and severally liable for the charges.

Art. 7 Exemptions

The following cases are exempted from LDG, noise, approach, passenger and parking charges:

- operators of Swiss and foreign State ACFT provided that the ACFT is carrying the Head of State's government officials on a State visit
- search and police FLTs
- rescue and humanitarian FLTs
- ACFT participating in special demonstrations which are allowed by Lugano AP Authority

Art. 8 Obligation of data delivery

When claiming a reason for exemption in accordance with Art. 7, all the necessary evidence for the claim has to be submitted to Lugano AP Authority.

Art. 9 Terms of payment of the charges

The AP charges must be paid prior to TKOF, at the latest; Lugano AP Authority is, however, entitled to demand payment at any time after the ACFT has landed.

Lugano AP Authority may invoice the charges to regular AP users monthly, provided they have their domicile or head office in Switzerland and can furnish valid financial guarantees.

The payment shall be settled within 30 days of the date of the invoice, unless other agreements have been made.

Art. 10 Currency

The charges are payable in Swiss Francs (CHF).

Art. 11 Value added tax

The charge rates do not include VAT.

Art. 12 Collection

Lugano AP Authority may delegate an authorised dispatch office to levy the charges.

II. Individual charges

Landing charges (based on MTOM)

Art. 13 Obligation

For each LDG, there shall be a charge payable in accordance with the MTOM of the ACFT.

Missed APCHs, during which the ACFT may or may not touch the ground, shall also be considered as LDG with the exception of go-arounds not planned by the crew.

Art. 14 Basis of calculation

The MTOM shall correspond to the information contained in the ACFT's Airworthiness Certificate.

Art. 15 Charge rates

The rates are listed in [GEN 4.1 - Annex 1](#).

Art. 16 NIL

Noise surcharge on landing charge

Art. 17 Obligation

For each LDG, there shall be a surcharge calculated on the LDG charge due, payable in accordance with the noise level of the ACFT.

Noise classes

Art. 18 a) Jet-engine aircraft

Jet-propelled ACFT shall be assigned to one of the noise classes I to V. The class assignment is published in [GEN 4.1 - Appendix A](#)

Art. 19 Noise surcharge rates

The amount of the noise surcharge is:

Noise class	Noise charge CHF (excl. VAT)
I	1000.--
II	600.--
III	400.--
IV	200.--
V	no surcharge

Art. 20 b) Propeller-driven aircraft not exceeding 8618 kg MTOM

The assignment of propeller-driven ACFT with a MTOM not exceeding 8618 kg into one of the noise classes A to D corresponds to the classification established by FOCA. The decisive factor in this regard is the difference between the mandatory noise level limits in accordance with ICAO Annex 16 and the measured noise level of the ACFT type corrected using the PER correction factor.

Art. 21 Assignments to the noise classes

ACFT registered in Switzerland are assigned to the classes mentioned below in accordance with the Swiss Aircraft Register. ACFT registered abroad are classified in accordance with Appendix B to the tariff regulations for public APs in Switzerland (Noise classification for propeller-driven ACFT without special sound-proofing, ref. [GEN 4.1 - Appendix B](#)).

Art. 22 Noise surcharge rates

The amount of the noise surcharge per tonne or part thereof is:

Noise class	Noise charge CHF (excl. VAT)
A	10.--
B	6.--
C	3.--
D	no surcharge

Art. 23 Surcharge on Saturday, Sundays and local holidays

For LDGs on SAT, SUN and local HOL, the noise surcharge is increased by 50% for all ACFT.

Art. 24 New and modified aircraft

In the event that a party liable to pay the charges submits a claim for a more advantageous classification, it shall provide evidence to Lugano AP Authority by submitting appropriate documentation within 60 days of the date on which the claim is made.

Art. 25 Refund

If the evidence required is provided on time, Lugano AP Authority shall refund the excess surcharge paid during the 60-day period.

Emission-related landing charges (WEF 01 APR 2010)**Art. 26 Principle**

An EM-related LDG surcharge is applied to all ACFT equipped with a combustion engine and that are subject to a WT-based LDG charge. The EM charge is based on the absolute EM characteristic of the engine, as described in the FOCA Directive "Aircraft Engine Emission Charges in Switzerland" (Reference 33-05-27).

Art. 27 Aircraft with turbofan, turbojet or turboprop engines with emission data available to FOCA

ACFT equipped with turbofan, turbojet or turboprop engines that are:

- regulated under the ICAO Annex 16, Volume II, or
- not regulated, but have detailed EM data for the LDG-TKOF (LTO) cycle AVBL to FOCA,

are subject to the EM calculation, as specified in ECAC Recommendation 27/4. Specifically, the following EM calculation formula applies:

$$\text{EmissionValueAircraft} = a * \# \text{Engines} * \sum_{LTO - modes} (60 * \text{time} * \text{fuelflow} * \text{NOx}_{\text{Emissionfactor}} \div 1000)$$

where:

- $a = 1$ if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines.
- $a > 1$ if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is greater than the current ICAO standard.
- $a = \text{HC Dp/Foo} / 19.6$, with a maximum value for 'a' of 4.0

LTO-Modes:	ICAO Certification LTO Modes:		
	Mode	Time	(in minutes)
	Take-off	0.7	
	Climbout	2.2	
	Approach	4.0	
	Taxi/Idle	26.0	
# Engines:	number of engines fitted to the aircraft		
Time:	time in mode (see above)		(in minutes)
Fuelflow:	fuel flow per mode		(in kg/sec)
NO _x Emissionfactor	Measured NO _x -Emission factor per mode		(in g/kg fuel)

EM factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). EM data for unregulated engines are taken from the FOCA and FOI EM database. The FOCA website provides additional information:

www.bazl.admin.ch -> For Specialists -> Environment

Art. 28 Aircraft with piston engines, helicopter and aircraft with engines without emission data available to FOCA

ACFT equipped with:

- piston engines
- rotary wing engines
- any other engine without EM data AVBL to FOCA

are also subject to an EM charge. Specifically, they are assigned an EM value derived from the type, PER and number of engines fitted to the ACFT, as detailed in Table1.

Table 1: FOCA Aircraft Emission Value Matrix

# Eng.	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional	Piston: Conventional	Piston: Conventional	Helicopter	Helicopter	Business- Jets	Business- Jets	Turbo- props
		up to 200 hp	200-400 hp	>400 hp	<1000 shp	>1000 shp	(<16 kN)	(>16 but <26.7 kN)	
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

Art. 29 Emission tariff

The applicable tariff is CHF 3.40 per Emission Value_{Aircraft}

Passenger charge

Art.30 Obligation

Subject to Art. 31, a charge shall be payable for each passenger who is transported by an ACFT that takes off from the AP.

Art. 31 Passenger charge rates

	Charges	Passenger	Security	Noise	PRM	Total Charge
a.	for general aviation traffic per passenger	CHF 19.00	-	CHF 1.00	-	CHF 20.00
b.	for scheduled and charter traffic per passenger	CHF 24.00	CHF 9.00	CHF 1.00	CHF 1.00	CHF 35.00
c.	for transit scheduled and charter traffic per passenger	CHF 9.50	CHF 5.50	CHF 1.00	-	CHF 16.00

Art. 32 Exemptions

No charge shall be levied in the cases of:

- infants up to the age of two
- passengers in direct transit
- passengers on local FLTs
- ACFT crew members who, not requiring a ticket, are transported to another AP for purpose of service on a FLT from that AP (dead heading)

Parking charge**Art. 33 Obligation**

A parking charge shall be levied for an ACFT parking between LDG and TKOF. This charge shall be in accordance with the MTOM and the sector occupied (grass or hard SFC), after a free parking period has elapsed.

Art. 34 Basis of calculation

Basis of calculation of the charges is:

- MTOM (according to [Art. 14 Basis of calculation](#))
- occupied sector (grass or hard SFC)
- DUR of the parking period

Partial tonnes, days and HR shall be calculated as full tonnes, days and HR.

Art. 35 Parking rates

The list of the parking rates is contained in [GEN 4.1 - Annex 2](#).

Art. 36 Assignment of the parking positions

Lugano AP Authority assigns the parking PSN based on an assumed DUR, which must be communicated in advance, and on availability of space.

Lugano AP Authority may determine a MAX period for parking.

Lugano AP Authority may delegate the management of parking to third parties.

Cargo charges**Art. 37 Obligation**

This charge is levied for cargo:

- arriving at the AP (import) via air transport or road vehicle
- loaded/unloaded by AP personnel, whether on ARR (import), or transit (transit) or on DEP (export).

The determining factor for cargo charges is the gross WT.

The charges have to be paid by the air transport carrier to Lugano AP Authority.

Art. 38 Arriving cargo charge (import)

The charge amounts to CHF -.05 per kg or part of it.

Art. 39 Cargo transportation charge

The charge amounts to CHF -.07 per kg of cargo transported by the staff of Lugano AP Authority from an ACFT to another (transit), or respectively from an ACFT to the zone reserved for the deposit of goods and vice versa (import-export).

Art. 40 Cargo storage charge

A charge for the storage of cargo is levied in accordance with a tariff published separately by the cargo agent.

Operating time surcharge**Art. 41 Obligation**

For each movement (LDG or TKOF), a special charge is levied according to the operating time.

Art. 42 Rates

The list is contained in [GEN 4.1 - Annex 3](#). If LDG and TKOF are not separated by more than one HR the charge is reduced by 25%.

Fuel and lubricant prices**Art. 43 Charges**

Lugano AP Authority does not levy any charges on fuel, as it is the supplier. The official prices are published separately and adapted monthly to reflect the variations in purchasing prices.

Ground handling charges - basic handling

a) Scheduled and charter flights

Art. 44 Obligation

The operator of an ACFT of scheduled or charter traffic is obliged to pay a charge for the services rendered by Lugano AP Authority for every rotation (one ARR and one DEP or vice versa). Movements for instruction or technical reasons, or ferry FLT's are exempt from this charge.

Art. 45 Rates

The list of handling rates is published on the Lugano AP Internet site: <http://www.luganoairport.ch>. Refer to the current document: "Scheduled and Charter Traffic Tariffs".

Art. 46 List of main services

Ground handling consists of the following main services:

- marshalling of ACFT to and from the parking PSN
- loading, unloading and transport of baggage
- transport of passengers by motor vehicle (on demand)
- general cleaning of passenger cabin of the ACFT
- stand-by of fire fighting services
- accompanying of and assistance to passengers
- check-in operations

b) General aviation flights

Art. 47 Obligation

The operator of a commercial or private traffic ACFT over 3000 kg MTOM is due to pay a charge for the services rendered by Lugano Airport SA or the Handling Agent for every rotation (one ARR and one DEP or vice versa).

Art. 48 Rates

The amount of the base handling flat rate charge for ACFT, relating to its MTOM, is published on the Lugano AP Internet site: <http://www.luganoairport.ch>. Refer to the current document: "General Aviation Handling Tariff".

III. Special charges

Art. 49 Ground handling charges - special handling on demand

Lugano AP Authority levies charges for any special services not covered by [Art. 46 List of main services](#) and [Art. 48 Rates](#), and ordered by the ACFT operator.

Art. 50 Hangar parking

In case of AVBL space in hangar, Lugano AP Authority gives priority to ACFT operators with annual contracts and successively to those that normally have their ACFT stationed on the AP area.

Lugano AP Authority may allow other competent organisations to handle ACFT parking.

Art. 51 Winter surcharges

The winter operation surcharge will be charged for every LDG General Aviation FLT's from 01 NOV to 30 APR, irrespective of the fact that effective de-icing / anti-icing has taken place or not. Home-based ACFT and technical stops are exempted.

Aircraft	up to 3 tonnes	CHF	9.00
Aircraft	up to 7 tonnes	CHF	15.00
Aircraft	up to 16 tonnes	CHF	20.00
Aircraft	above 16 tonnes	CHF	25.00

Art. 52 De-icing charges

Flat fee charge per service for General Aviation ACFT. De-icing fluid / hot water mixture CHF 5.90 per litre sprayed.

Aircraft	up to 7 tonnes	CHF	300.00
Aircraft	up to 16 tonnes	CHF	400.00
Aircraft	above 16 tonnes	CHF	680.00

IV. Concluding provisions**Art. 52 Date of validity**

These tariff regulations are valid as from 19 SEP 2013.

[GEN 4.1 - Annex 1](#)

List of the LDG charges

[GEN 4.1 - Annex 2](#)

List of the parking charges

[GEN 4.1 - Annex 3](#)

List of the operating time surcharge charges

Annex 1

Annex 1				
Landing charge based on the MTOM of aircraft				
Class	Maximum Take-Off Mass in kg			CHF
0	up to	1000		20.00
1	from	1001	to 1500	30.00
2	from	1501	to 2000	46.00
3	from	2001	to 3000	65.00
4	from	3001	to 4000	72.00
5	from	4001	to 5000	85.00
6	from	5001	to 6000	94.00
7	from	6001	to 7000	107.00
8	from	7001	to 8000	117.00
9	from	8001	to 9000	130.00
10	from	9001	to 10000	140.00
11	from	10001	to 11000	153.00
12	from	11001	to 12000	162.00
13	from	12001	to 13000	175.00
14	from	13001	to 14000	185.00
15	from	14001	to 15000	198.00
16	from	15001	to 16000	207.00
17	from	16001	to 17000	220.00
18	from	17001	to 18000	233.00
19	from	18001	to 19000	246.00
20	from	19001	to 20000	259.00
21	from	20001	to 21000	272.00
22	from	21001	to 22000	285.00
23	from	22001	to 23000	298.00
24	from	23001	to 24000	311.00
25	from	24001	to 25000	324.00
26	from	25001	to 26000	337.00
27	from	26001	to 27000	350.00
28	from	27001	to 28000	363.00
29	from	28001	to 29000	376.00
30	from	29001	to 30000	389.00
31	from	30001	to 31000	402.00
32	from	31001	to 32000	414.00
33	from	32001	to 33000	427.00
34	from	33001	to 34000	440.00

Annex 1				
Landing charge based on the MTOM of aircraft				
Class	Maximum Take-Off Mass in kg			CHF
35	from	34001	to 35000	453.00
36	from	35001	to 36000	466.00
37	from	36001	to 37000	479.00
38	from	37001	to 38000	492.00
39	from	38001	to 39000	505.00
40	from	39001	to 40000	518.00
41	from	40001	to 41000	531.00
42	from	41001	to 42000	544.00
43	from	42001	to 43000	557.00
44	from	43001	to 44000	570.00
45	from	44001	to 45000	583.00
46	from	45001	to 46000	596.00
47	from	46001	to 47000	608.00
48	from	47001	to 48000	621.00
49	from	48001	to 49000	634.00
50	from	49001	to 50000	647.00
51	from	50001	to 51000	660.00
52	from	51001	to 52000	673.00
53	from	52001	to 53000	686.00
54	from	53001	to 54000	699.00
55	from	54001	to 55000	712.00
56	from	55001	to 56000	725.00
57	from	56001	to 57000	738.00
58	from	57001	to 58000	751.00
59	from	58001	to 59000	764.00
60	from	59001	to 60000	777.00

Annex 2

Annex 2								
Parking charge based on the MTOM of Aircraft								
Class	Maximum Take-Off Mass in kg				Grass Parking		Hard Surface	
					CHF / hr ¹⁾	CHF / day	CHF / hr ¹⁾	CHF / day
					(excl. VAT)			
0	up to			1000	2.00	12.00	3.00	36.00
1	from	1001	to	1500	2.50	14.00	3.00	36.00
2	from	1501	to	2000	--	--	3.00	36.00
3	from	2001	to	3000	--	--	3.00	50.00
4	from	3001	to	4000	--	--	3.00	50.00
5	from	4001	to	5000	--	--	3.00	50.00
6 - 10	from	5001	to	10000	--	--	7.00	100.00
11 - 15	from	10001	to	15000	--	--	10.00	150.00
16 - 20	from	15001	to	20000	--	--	10.00	180.00
21 - 25	from	20001	to	25000	--	--	10.00	220.00
26 - 30	from	25001	to	30000	--	--	16.00	300.00
31 - 35	from	30001	to	35000	--	--	18.00	300.00
36 - 40	from	35001	to	40000	--	--	20.00	300.00
41 - 45	from	40001	to	45000	--	--	22.00	300.00
46 - 50	from	45001	to	50000	--	--	24.00	300.00
51 - 55	from	50001	to	55000	--	--	26.00	300.00
56 - 60	from	55001	to	60000	--	--	30.00	350.00
Free parking time					1 hr		1 hr	
RMK: 1)	Applied the first day until 2300 (2200) on amounts smaller than the daily charge for one day.							

Annex 3

Annex 3						
Operating time surcharge						
Class	Maximum Take-Off Mass in kg				Type (A)	Type (B)
					0601 - 0700 (0501 - 0600) 1901 - 2100 (1801 - 2000) CHF	2101 - 0600 (2001 - 0500) CHF
0 - 2	up to 2000				144.00	240.00
3 - 5	from	2001	to	5000	180.00	300.00
6 - 10	from	5001	to	10000	240.00	400.00
11 - 30	from	10001	to	30000	300.00	500.00
31 - 50	from	30001	to	50000	360.00	600.00
> 50	from	50001			420.00	700.00
RMK:	If landing and departure are not separated by more than one hour the charge is reduced by 25%.					

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8. LSZR - ST. GALLEN-ALTENRHEIN AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT ST. GALLEN-ALTENRHEIN REGIONAL AERODROME**
(Of 01 JAN 2015)**8.1 General information**

8.1.1 This edition "Tariff Regulations" is valid as of 01 JAN 2015 and RPLC all earlier versions.

8.1.2 All other services, not hereafter mentioned, will be charged separately.

8.1.3 Airport fees

LDG, Approach (Skyguide)	Annex A/A-2
Noise, Passenger, ACFT parking	Annex B
Ground handling, Extensions OPR HR, Fire & Rescue	Annex C
ACFT services, Other services	Annex D

8.1.4 These fees are also applicable for tow plane, powered gliders and HEL, unless otherwise stated.

8.1.5 The fees shall be paid:

In the case of scheduled and non-scheduled commercial FLT's by the company that actually carries out the FLT.
In the case of non-commercial FLT's, by the operator of the ACFT. Several operators of the same ACFT shall be jointly liable for the fees; in the event that the operator is not also the owner of the ACFT, both the operator and owner shall be jointly liable for the fees.

8.1.6 All published fees are listed without VAT (unless otherwise stated).

8.1.7 Airport Altenrhein AG has the authority to change the applicable fees without prior notice.

8.1.8 Opening HR for St. Gallen-Altenrhein AP:

MON - FRI (including HOL)	0530 - 1100 (0430 - 1000)	1230 - 2000 (1130 - 1900)
SAT	0630 - 1100 (0530 - 1000)	1230 - 1900 (1130 - 1800)
SUN	0900 - 1100 (0800 - 1000)	1230 - 1900 (1130 - 1800)

Special permission is required for FLT's outside of the opening HR and is possible

MON - FRI (including HOL)	0500 - 2100 (0400 - 2000)
SAT	0530 - 2100 (0430 - 2000)
SUN	0630 - 2000 (0530 - 1900)

8.1.9 Ground run times are as follows:

MON - FRI (excluding HOL)	0700 - 1100 (0600 - 1000)	1230 - 1700 (1130 - 1600)
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Special permission is required for ground runs outside of the hours mentioned above. Ground runs for Helicopters need prior permission from the Airport Authority.

8.1.10 The fees are payable in Swiss Francs, prior to TKOF, at the latest, in cash or by credit card. Credit accounts can be made AVBL for regular AP users, subject to APV. A monthly processing fee of CHF 25.-- will be charged to credit accounts which are not paid by Direct Debit. The customer is responsible for paying all bank fees. Standard credit terms are net 10 days.

8.1.11 General terms and conditions Airport Altenrhein AG apply, see www.peoples.ch.

8.2 Landing Fees

- 8.2.1 The LDG fees are levied on ACFT LDGs at St. Gallen-Altenrhein AP, and also for go-around and touch-and-go.
- 8.2.2 The LDG fees are calculated on ACFT MTOM as stated in the Airworthiness Certificate, the Aircraft Flight Manual or in any other equivalent official document.
- 8.2.3 For ACFT based in Altenrhein and with a MTOM up to 3 tonnes, the LDG fee will be reduced by 40%.

The following LDGs are exempt from landing fees:

- a. FLTs by officials of the Swiss Accident Investigation Board in the course of their duties
- b. SAR FLTs
- c. Approaches without LDG (go-arounds) ordered by ATC due to air safety concerns

8.3 Approach Fee (Skyguide SA, Geneva)

- 8.3.1 APCH fees are based on skyguide tariffs, the Swiss civil and military air navigation services provider.

- 8.3.2 The following landings are exempt from approach fees:

- a. FLTs by Governments (presidents, ministers, monarchs and their family)
- b. FLTs by SAR Organisations ordered by FOCA
- c. FLTs for measurement of Air Navigation equipment

8.4 Noise Surcharge

- 8.4.1 For each LDG, there shall be a surcharge on the LDG fee payable in accordance with the noise class of the ACFT. The assignment of propeller-driven ACFT with a MTOM not exceeding 5.7 tonnes into one of the noise classes A to D corresponds to the classification established by FOCA as required by ICAO. Jets, which do not correspond to the ICAO Classification in ICAO Annex 16 Chapter 3, are subject to the noise surcharge. The classification of foreign ACFT shall be determined in accordance with the classification of the particular ACFT type. ACFT without official classification are classified in group A (propeller-driven) or group E (jets).

- 8.4.2 For ACFT of the Austrian Noise Category 4 (AT6, BE33/35/36, C36, C210, E230, Morane, PARO, PC7/9/12, PTS1, P-2, P-51 Mustang, T28, WACO, YK55, or similar aircraft) noise surcharge class A is applicable. ACFT of this category have a limit of three (3) FLTs per day.

- 8.4.3 In the event that a party lays claim to a more advantageous classification, the party shall provide proof to St. Gallen-Altenrhein AP Authority by way of appropriate documentation within 60 days. After receipt of the documentation St. Gallen-Altenrhein AP Authority shall reimburse the excess noise surcharge.

For surcharges see Annex A, A-2 and B.

8.5 Passenger Fee / Passenger Security Fee

- 8.5.1 A Passenger fee shall be payable for each passenger who is transported in an ACFT which takes off from St. Gallen-Altenrhein AP.

- 8.5.2 Passengers exempt from fee:

- a. Infants up to the age of two
- b. Passengers in direct transit
- c. Passengers on FLTs, when the following landing is in St. Gallen-Altenrhein

- 8.5.3 A Passenger Security Fee shall be payable for each passenger on FLTs requiring:

- a. Critical part
- b. Passenger screening and cabin baggage screening
- c. Hold baggage screening

8.6 Aircraft Parking Fee

- 8.6.1 The ACFT parking fees are calculated on the ACFT MTOM as stated in the Airworthiness Certificate, the Aircraft Flight Manual or in any other equivalent official document.
- 8.6.2 St. Gallen-Altenrhein AP Authority determines the parking PSN of the ACFT.
- 8.6.3 Home based ACFT are exempt from the ACFT parking fee.

8.7 Ground Handling Fee

Ground handling fees for scheduled / non-scheduled FLTs, general / business aviation and cargo see ANNEX C.

8.8 Surcharges for services

- a. Extended Terminal Services outside of normal opening hours
- b. Fire & rescue services
- c. Ground handling and air navigation performed during the following hours (outside regular operating hours):
- | | | | |
|-----------|---------------------------|---------------------------|---------------------------|
| MON - FRI | 0500 - 0529 (0400 - 0429) | 1101 - 1229 (1001 - 1129) | 2001 - 2100 (1901 - 2000) |
| SAT | 0530 - 0629 (0430 - 0529) | 1101 - 1229 (1001 - 1129) | 1901 - 2100 (1801 - 2000) |
| SUN | 0630 - 0859 (0530 - 0759) | 1101 - 1229 (1001 - 1129) | 1901 - 2000 (1801 - 1900) |

Exceptions: Ambulance FLT, SAR FLT, the President of the Swiss Confederation and members of the Swiss Government:
0 - 24 h O/R

The surcharges are based on an ETD and / or ATA plus 1 additional hour.

For surcharges see Annex B and C

8.9 ANNEX A

Landing Fee / Approach Fee for General Aviation

MTOM KG	Fee per landing				
				VFR training **	
	Approach CHF	Landing CHF	*TOTAL CHF	Approach CHF	*TOTAL CHF
Glider	--	10.00	10.00	--	--
-1000	7.30	31.00	38.30	3.85	34.85
-1500	15.00	46.50	61.50	7.70	54.20
-2000	15.00	62.00	77.00	7.70	69.70
-3000	21.30	93.00	114.30	11.25	104.25
-4000	75.90	124.00	199.90	15.00	139.00
-5000	88.70	155.00	243.70	18.75	173.75
-6000	100.10	186.00	286.10	22.20	208.20
-7000	110.70	217.00	327.70	25.90	242.90
-8000	120.70	248.00	368.70	29.60	277.60
-9000	130.30	279.00	409.30	33.30	312.30
-10000	139.50	310.00	449.50	37.00	347.00
-11000	148.50	341.00	489.50	40.70	381.70
-12000	157.10	372.00	529.10	44.40	416.40
-13000	166.50	403.00	569.50	48.10	451.10
-14000	173.70	434.00	607.70	51.80	485.80
-15000	181.60	465.00	646.60	55.50	520.50
-16000	189.40	496.00	685.40	59.20	555.20
-17000	197.00	527.00	724.00	62.90	589.90
-18000	204.50	558.00	762.50	66.60	624.60
-19000	211.80	589.00	800.80	70.30	659.30
-20000	219.00	620.00	839.00	74.00	694.00
-21000	226.00	651.00	877.00	76.65	727.65
-22000	233.00	902.00	1135.00	80.30	982.30
-23000	239.80	943.00	1182.80	83.95	1026.95
-24000	246.50	984.00	1230.50	87.60	1071.60
-25000	253.10	1025.00	1278.10	91.25	1116.25
-26000	259.70	1066.00	1325.70	94.90	1160.90
-27000	266.10	1107.00	1373.10	98.55	1205.55
-28000	272.50	1148.00	1420.50	102.20	1250.20
-29000	278.80	1189.00	1467.80	105.85	1294.85
-30000	285.00	1230.00	1515.00	109.50	1339.50
-31000	291.10	1271.00	1562.10		
-32000	297.20	1312.00	1609.20		
-33000	303.20	1353.00	1656.20		
-34000	309.20	1394.00	1703.20		
-35000	315.00	1435.00	1750.00		

* Landing charge + Approach charge

** Definition of VFR instruction/training flights:

- Training FLT's must be accompanied or supervised by a FLT instructor or inspector
- Training FLT's are not commercial FLT's within the meaning of the aviation law and are not to be used for the purpose of transporting passengers or goods

ANNEX A- 2**Landing Fee / Approach Fee for General Aviation**

MTOM KG	Fee per landing				
				VFR training **	
	Approach CHF	Landing CHF	*TOTAL CHF	Approach CHF	*TOTAL CHF
-36000	320.90	1476.00	1796.90		
-37000	326.60	1517.00	1843.60		
-38000	332.30	1558.00	1890.30		
-39000	338.00	1599.00	1937.00		
-40000	343.60	1640.00	1983.60		
-41000	349.20	1681.00	2030.20		
-42000	354.70	1722.00	2076.70		
-43000	360.10	1763.00	2123.10		
-44000	365.60	1804.00	2169.60		
-45000	370.90	1845.00	2215.90		
-46000	376.30	1886.00	2262.30		
-47000	381.60	1927.00	2308.60		
-48000	386.80	1968.00	2354.80		
-49000	392.00	2009.00	2401.00		
-50000	397.20	2050.00	2447.20		
-51000	402.40	2091.00	2493.40		
-52000	407.50	2132.00	2539.50		
-53000	412.60	2173.00	2585.60		
-54000	417.60	2214.00	2631.60		
-55000	422.60	2255.00	2677.60		
-56000	427.60	2296.00	2723.60		
-57000	432.50	2337.00	2769.50		
-58000	437.50	2378.00	2815.50		
-59000	442.30	2419.00	2861.30		
-60000	447.20	2460.00	2907.20		
>60000		41.00/to			

* Landing charge + Approach charge

** Definition of VFR instruction/training flights:

- Training FLT's must be accompanied or supervised by a FLT instructor or inspector
- Training FLT's are not commercial FLT's within the meaning of aviation law and are not to be used for the purpose of transporting passengers or goods.

Tow aircraft and powered gliders

- Tow ACFT are exempt from APCH fees for APCHs on grass RWYs
- For powered gliders, the ordinary APCH fees are levied.
- For instruction and training FLT's with towing ACFT and powered gliders, the rates and the definition of "VFR training flights" are applicable.

8.10 ANNEX B

8.10.1 Noise Surcharge

A Aircraft propeller-driven

A	CHF 20.-- / tonne
B	CHF 12.-- / tonne
C	CHF 6.-- / tonne
D	free of charge

B Jets

Class E	CHF 350.-- flat fee
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8.10.2 Passenger Fee / Passenger Security Fee

- Scheduled traffic	CHF	30.--
- Other traffic	CHF	30.--
- Aircraft up to 3 tonnes	free of charge	
- Passenger Security Fee	CHF	8.--

8.10.3 Aircraft Parking Fee

A Apron / Grass overnight rates

Aircraft	up to 3 tonnes	CHF	30.--	per overnight
Aircraft	up to 6 tonnes	CHF	100.--	per overnight
Aircraft	up to 12 tonnes	CHF	200.--	per overnight
Aircraft	up to 24 tonnes	CHF	300.--	per overnight
Aircraft	above 24 tonnes	CHF	500.--	per overnight

B Hangar overnight rates (availability O/R)

Aircraft	up to 3 tonnes	CHF	200.--*	per overnight
Aircraft	up to 6 tonnes	CHF	300.--*	per overnight
Aircraft	up to 12 tonnes	CHF	400.--*	per overnight
Aircraft	up to 24 tonnes	CHF	600.--*	per overnight
Aircraft	above 24 tonnes	CHF	1000.--*	per overnight

C Hangar daily rates (availability O/R)

Aircraft	up to 3 tonnes	CHF	200.--*	per day (>6h)
Aircraft	up to 6 tonnes	CHF	300.--*	per day (>6h)
Aircraft	up to 12 tonnes	CHF	400.--*	per day (>6h)
Aircraft	up to 24 tonnes	CHF	600.--*	per day (>6h)
Aircraft	above 24 tonnes	CHF	1000.--*	per day (>6h)
Aircraft	up to 3 tonnes	CHF	150.--*	per half day (<6h)
Aircraft	up to 6 tonnes	CHF	200.--*	per half day (<6h)
Aircraft	up to 12 tonnes	CHF	300.--*	per half day (<6h)
Aircraft	up to 24 tonnes	CHF	450.--*	per half day (<6h)
Aircraft	above 24 tonnes	CHF	750.--*	per half day (<6h)

*excl. towing / assistance

8.11 ANNEX C**8.11.1 Ground Handling Fee****A Scheduled / Non-scheduled Traffic (Airlines / regular Charter flights)**

Check-in, deboarding/boarding, baggage handling, load control, meteo, communication (MVT, LDM, PTM, PSM), GPU 28V, aircraft cleaning, fire & rescue services, special passenger assistance (PRM, UM, WHC, PETC, etc.).

Services and fees **by special agreement**

B General / Business Aviation & Helicopters

These reduced fees are compulsory for all ACFT over 3 tonnes (including all Very Light Jets "VLJ") and will be applied for marshalling and MAX1 HR of ACFT parking:

up to 3 tonnes	CHF	free of charge
up to 6 tonnes	CHF	75.--
up to 12 tonnes	CHF	200.--
up to 24 tonnes	CHF	400.--
above 24 tonnes	CHF	600.--

For all other additional services the following fees will be applied:

up to 3 tonnes	CHF	free of charge
up to 6 tonnes	CHF	150.--
up to 12 tonnes	CHF	400.--
up to 24 tonnes	CHF	800.--
above 24 tonnes	CHF	1200.--

Services included: baggage handling, business lounge.

Arrangements included: taxi and hotel, limousine service, catering, newspapers.

Home-based ACFT, technical stops and training FLT's are exempt.

C Cargo Handling

Services and fees **by special agreement**

8.11.2 Surcharges for Services**A Extended Terminal Services outside of regular opening hours**

All types of flights	CHF	200.-- / hour or part thereof
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B Fire & Rescue Services

Category 3	CHF	300.-- per turnaround
Category 4	CHF	450.-- per turnaround
Category 5	CHF	600.-- per turnaround
Category 6	CHF	800.-- per turnaround

C Ground handling and air navigation outside of regular operational HR

All types of flights	CHF	450.-- / 1/2 hour
No show fee		50% of expected chargeable fees

8.12 ANNEX D

8.12.1 Aircraft Services

A Aircraft Services

Towing	up to 3 tonnes	CHF	50.--	per tow
	up to 6 tonnes	CHF	75.--	per tow
	up to 12 tonnes	CHF	100.--	per tow
	up to 24 tonnes	CHF	200.--	per tow
	above 24 tonnes	CHF	300.--	per tow
Aircraft Ground assistance	up to 3 tonnes	CHF	100.--	per service
Cabin Cleaning		CHF	60.--	per 1/2 hour
GPU 115V / 400Hz		CHF	100.--	per 1/2 hour
Air Starter		CHF	300.--	per start
Passenger Stairs		CHF	200.--	per flight
Toilet Service (dumping)		CHF	100.--	per service
Toilet Water Refill		CHF	100.--	per service
Potable Water Refill		CHF	100.--	per service
Manual removal of snow from aircraft	up to 12 tonnes	CHF	200.--	per service
Manual removal of snow from aircraft	above 12 tonnes	CHF	400.--	per service
Apron Access (requires customs permission)		CHF	300.--	per access (HOSP exempt)

B De-icing / Anti-icing

Surcharge winter operation*

Flat fee charge

Aircraft	up to 3 tonnes	free of charge	CHF	100.--
Aircraft	up to 6 tonnes	CHF	40.--	CHF 200.--
Aircraft	up to 12 tonnes	CHF	60.--	CHF 300.--
Aircraft	up to 24 tonnes	CHF	80.--	CHF 400.--
Aircraft	above 24 tonnes	CHF	120.--	CHF 600.--
De-icing fluid / hot water mixture		CHF	7.80	per litre sprayed

* The winter operation surcharge will be charged for every LDG from 01 OCT - 31 MAR, irrespective of actual de-icing / anti-icing taking place or not. Home-based ACFT and technical stops are exempt.

C Passenger / Pilot Services

Business Lounge (including VAT)	CHF	20.--	per day
License	CHF	25.--	per renewal

D Other Services

Blue collar staff	CHF	100.--	per hour and minimum
Supervisory staff	CHF	150.--	per hour and minimum
Airport ID Authorisation (including VAT)	CHF	50.--	
Airport ID Authorisation Deposit	CHF	100.--	
Airport Key (including VAT)	CHF	50.--	
Airport Key Deposit	CHF	100.--	
Airport Key and / or ID locking (including VAT)	CHF	100.--	
Airport Key and / or ID unlocking (including VAT)	CHF	100.--	
Airport Parking Card (including VAT)	CHF	30.--	

E Aircraft Ground Runs

Aircraft	up to 3 tonnes	CHF	80.--	per event
Aircraft	up to 6 tonnes	CHF	120.--	per event
Aircraft	up to 12 tonnes	CHF	240.--	per event
Aircraft	up to 24 tonnes	CHF	360.--	per event
Aircraft	above 24 tonnes	CHF	480.--	per event

9. LSZS - SAMEDAN AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT SAMEDAN AIRPORT**
(Of 01 DEC 2009)**9.1 General provisions****9.1.1 Legal basis**

The legal basis of the tariff regulation is article 39 of the Federal Law of Air Navigation and fig. III, article 2.2 of the concession for the operation of the AP.

9.1.2 Jurisdiction

These tariff regulations are applicable to the use of Samedan AP.

9.1.3 Airport charges

The AP charges applied are the following:

- mass-related LDG charge;
- noise-related LDG charge;
- passenger charge;
- snow-fee charge;
- fire and rescue charge;
- AFIS fee;
- parking charge;
- charge for the sale of fuels and lubricants;
- ground services charge.

These charges are subject to the supervision of FOCA. They are published in the AIP Switzerland.

9.1.4 Indemnity for special services

For special services, the AP operator may make additional charges independent of the AP charges.

9.1.5 Charges debtor

AP charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is considered as ACFT operator as long as the latter is not able to prove that this status falls to another person.

9.1.6 Charge maturity

The charges have to be paid before TKOF, at the latest. The AP operator may claim payment at any time. If the AP is used regularly, the AP operator may open a current account. Special conditions are reserved.

9.1.7 Currency

The charges are due in Swiss Francs (CHF)

9.1.8 Collection

The AP operator may delegate the collection of the charges to an authorised dispatch office.

9.2 Landing charges

9.2.1 Mass-related landing charge

9.2.1.1 Charge duty

For the APCH and the subsequent LDG of an ACFT, a LDG charge is levied depending on the MTOM of the ACFT.

9.2.1.2 Charge determination

The LDG charge depends on the MTOM authorised for the ACFT, as stated in the Airworthiness Certificate or Aircraft Flight Manual or in any other equivalent official document. Any part of a tonne will be considered as a whole unit.

9.2.1.3 Charge amounts

Maximum Take-Off Mass (MTOM) in kg	Charge National traffic CHF (excl. VAT)	International Traffic ¹ CHF (excl. VAT)
0 - 1000	17.--	34.--
1001 - 2000	32.--	64.--
2001 - 3000	42.--	84.--
3001 - 4000	54.--	108.--
4001 - 5000	213.--	426.--
5001 - 6000	258.--	516.--
6001 - 7000	324.--	648.--
7001 - 8000	369.--	738.--
8001 - 9000	417.--	834.--
9001 - 10000	459.--	918.--
10001 - 11000	507.--	1014.--
11001 - 12000	552.--	1104.--
12001 - 13000	594.--	1188.--
13001 - 14000	642.--	1284.--
14001 - 15000	687.--	1374.--
15001 - 16000	735.--	1470.--
16001 - 17000	777.--	1554.--
17001 - 18000	819.--	1638.--
18001 - 19000	870.--	1740.--
19001 - 20000	915.--	1830.--
20001 - 21000	960.--	1920.--
21001 - 22000	1002.--	2004.--
22001 - 23000	1050.--	2100.--
23001 - 24000	1092.--	2184.--
24001 - 25000	1140.--	2280.--
25001 - 26000	1185.--	2370.--
26001 - 30000	1206.--	2412.--
30001 - 31000	1245.--	2490.--
31001 - 32000	1287.--	2574.--
32001 - 33000	1326.--	2652.--
33001 - 34000	1365.--	2730.--
34001 - 35000	1404.--	2808.--

Maximum Take-Off Mass (MTOM) in kg	Charge National traffic CHF (excl. VAT)	International Traffic ¹ CHF (excl. VAT)
35001 - 36000	1446.--	2892.--
36001 - 37000	1482.--	2964.--
37001 - 38000	1524.--	3048.--
38001 - 39000	1563.--	3126.--
39001 - 40000	1605.--	3210.--
40001 - 41000	1641.--	3282.--
41001 - 42000	1683.--	3366.--
42001 - 43000	1722.--	3444.--
43001 - 44000	1761.--	3522.--
44001 - 45000	1800.--	3600.--
45001 - 46000	1842.--	3684.--
46001 - 47000	1881.--	3762.--
47001 - 48000	1920.--	3840.--
48001 - 49000	1959.--	3918.--
49001 - 50000	1983.--	3966.--
50001 - 51000	2025.--	4050.--
51001 - 52000	2070.--	4140.--
52001 - 53000	2115.--	4230.--
53001 - 54000	2160.--	4320.--
54001 - 55000	2202.--	4404.--
55001 - 56000	2250.--	4500.--
56001 - 57000	2298.--	4596.--
57001 - 58000	2346.--	4692.--
58001 - 59000	2391.--	4782.--
59001 - 60000	2439.--	4878.--
60001 - 61000	2487.--	4974.--
61001 - 62000	2535.--	5070.--
62001 - 63000	2583.--	5166.--
63001 - 64000	2628.--	5256.--
64001 - 65000	2676.--	5352.--
65001 - 66000	2724.--	5448.--

1. Comprising all landings customs-cleared in Samedan

9.2.1.4 Special cases

A lower charge may be applied for the FLT's mentioned below:

- technical check FLT's;
- training and check FLT's carried out under the surveillance of a FLT instructor or an inspector;
- Special agreements for home-based operators.

9.2.2 Noise-related landing charge

9.2.2.1 Charge duty

For the APCH and the subsequent LDG of each ACFT, a LDG charge is levied that is related to the noise class of the ACFT.

9.2.2.2 Aircraft up to 5700 kg MTOM

9.2.2.2.1 Noise class determination

FOCA is responsible for the ACFT classification and its update. The classification of ACFT registered in Switzerland is published in the Swiss register or in a separate list. The classification of ACFT registered abroad is established in conformity with the corresponding ACFT type classification REF: [GEN 4.1 - Appendix B](#) (Noise classification for propeller-driven ACFT without special sound-proofing).

9.2.2.2.2 Noise classification

The noise level limits in accordance with ICAO Annex 16 and the noise level measured and corrected for the ACFT PER factor or the corresponding ACFT type, are used to derive the noise classification for ACFT:

Noise class	Difference
A	Noise level HYR than the limit value;
B	0 to 1.9 dB, but less than the limit value;
C	2 to 4.9 dB, but less than the limit value;
D	5 dB and HYR, but less than the limit value.

9.2.2.2.3 Charge amount

The noise charge depends on the assignment of the ACFT to one of the classes A - D. It amounts to:

Noise class	Noise charge CHF (excl. VAT)
A	35.-- per tonne MTOM or fraction thereof;
B	20.-- per tonne MTOM or fraction thereof;
C	10.-- per tonne MTOM or fraction thereof;
D	no noise charge

9.2.2.2.4 New or noise-modified aircraft

The operator is allowed to propose a more advantageous classification for his ACFT within 60 days of the implementation of the charge being made. If the evidence necessary for a new classification is presented within the required time, the excess charges will be reimbursed.

9.2.2.3 Aircraft with jet engines

9.2.2.3.1 Noise class determination

Jet ACFT are classified according to the TKOF noise as measured by the ACFT noise-measuring equipment at Zurich AP. For the classification, the difference between the energetic mean value of the noise level of an ACFT type and the energetic mean value of the noise level measured for all ACFT types is used.

9.2.2.3.2 Noise classification

The assignment of each ACFT to the existing noise class is listed in [GEN 4.1 - Appendix A](#) (Noise classification for jet aircraft).

9.2.2.3.3 Charge amount

Noise class	Charge in CHF (excl. VAT)
I	5000.--
II	3000.--
III	2000.--
IV	500.--
V	exempt of charge

9.2.2.4 New or noise-modified aircraft

New or noise-modified (hush-kit) ACFT will only be classified after official noise data have been established. Until such time, no noise-related LDG charge will be levied.

9.3 Passenger charge**9.3.1 Charge duty**

For each passenger departing on an ACFT, a charge is levied with the exception of the exemptions in § 9.3.2.

9.3.2 Passengers exempt of charge

The following are exempt from the charge duty:

- transit passengers;
- infants up to the age of two;
- seriously ill persons;
- passengers in private traffic of ACFT operators domiciled in the Upper Engadin.

9.3.3 Charge amount

Category of flight passenger	Charge in CHF (excl. VAT)
Flight passenger of private air traffic	10.--
Flight passenger of commercial air traffic	10.--

9.4 Snow-Fee**9.4.1 Charge duty**

From 01 NOV to 30 APR a snow-fee is levied for all ACFT LDG at Engadin AP.

9.4.2 Charge amount

Percentage of LDG fees 0000 - 66'000 kg 40%

9.5 Fire & Rescue**9.5.1 Charge duty**

For all ACFT from Category 3 and higher a fire and rescue charge is levied.

9.5.2 Charge amount

Category 3 300.--
 Category 4 600.--
 Category 5 950.--
 Category 6 1'800.--

9.6 AFIS-Fee**9.6.1 Charge duty**

For all ACFT, an AFIS-fee is levied.

9.6.2 Charge amount

Percentage of LDG fees 0000 - 66'000 kg 60%

9.7 Parking charge

9.7.1 Charge duty

For the parking of an ACFT in the OPN, a charge is levied for the period exceeding the free parking period. Parking of an ACFT is only AVBL O/R. The Standard Ground Handling Agreement must be signed and returned to Engadin AP prior to an overnight stop in LSZS (Engadin AP). See attachment on <http://www.engadin-airport.ch>.

9.7.2 Charge calculation

The charges are computed on the basis of the MTOM and the parking time.

9.7.2.1 Charge-free parking time

For the parking of an ACFT in the OPN, a charge is levied after a free parking period of two HR. Parking of an ACFT is only AVBL O/R.

9.7.2.2 Charge amount

Class	Maximum Take-Off Mass (MTOM) in kg	Charge per day in CHF (excl. VAT)
I	0 - 3000	80.--
II	3001 - 5000	210.--
III	5001 - 7000	380.--
IV	7001 - 13000	540.--
V	13001 - 25000	1060.--
VI	25001 - 35000	1450.--
VII	35001 - 66000	2870.--

9.8 Charge for the sale of fuel and lubricants

9.8.1 Charge duty

For the sale of fuel and lubricants for ACFT, a charge is levied.

9.8.2 Charge amount

Fuel and lubricants	Charge per litre in CHF (excl. VAT)
Aviation gasoline 100LL	0.04
Jet fuel A1	0.04
Other fuels	0.04
Lubricant	0.12

9.9 Ground service charge

9.9.1 Charge duty

For the utilisation of the AP ground services, a charge is levied, as published on <http://www.engadin-airport.ch>.

9.10 Flights and aircraft exempt of charge**9.10.1 Principle**

For the mass- and noise-related LDG charges, and passenger and parking charges, the following exemptions apply.

9.10.2 Exemptions according to § 9.7.1

No charges are to be paid:

- for ACFT that are owned by the Swiss Confederation;
- for foreign State ACFT carrying the Head of State or members of the government on official State visits;
- for search and police FLTs;
- when the AP is used in unforeseen emergencies that are linked to the operation of an ACFT.

9.10.3 Duty of proof

If evidence of exemption is requested, the evidence necessary to support the analysis has to be submitted to the AP, if requested.

9.11 Implementation

This current tariff regulation is valid as of the 01 DEC 2009 and supersedes all previous versions.

9.12 Value added tax

The aforementioned charges are exclusive of VAT.

9.13 Appendices and annexes

NIL

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10. LSGS - SION AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT SION AIRPORT**

The Municipal Council of Sion, based on:

- art. 39 of the Federal Air Navigation Law of 21 DEC 1948,
- the provisions of the Cantonal Law of 03 FEB 1975 for the encouragement of Public transport firms,
- the provisions of the Cantonal Law for the Cantonal Regime of 13 NOV 1980,
- the operating-concession of Sion Regional Airport of 23 AUG 1971, adopts the following provisions.

10.1 General provisions**10.1.1 Jurisdiction**

These regulations are applicable for the use of the facilities of Sion AP.

10.1.2 Airport charges

AP Charges include:

- the mass-related LDG charge;
- the noise-related LDG charge;
- the air navigation charge;
- the passenger boarding charge;
- the parking charge;
- the freight charge;
- the charge for the sale of fuels and lubricants;
- the ground services charge (handling-charge);
- the other charges.

These charges are subject to the supervision of FOCA. They are published in the AIP Switzerland.

10.1.3 Charges debtor

Debtor of the AP charges is the ACFT operator or, in default whereof, its owner.

Exceptions to this rule are:

- the charge on the supply of fuels and lubricants, payable by the authorized supplier;
- the freight charge, payable by the air transport firm.

10.1.4 Charges maturity

The charges are levied before TKOF or before DEP of the freight transport vehicle. For regular users of the AP services, they may be invoiced.

10.1.5 Currency

The charges are fixed and published in Swiss Francs (CHF).

10.1.6 Collection

The AP may delegate the collection of certain charges.

10.2 Mass-related landing charge

10.2.1 Charge duty

For the APCH and the subsequent LDG of an ACFT, a mass-related LDG charge is levied. This charge also has to be paid if for instruction, training or pilot-check purposes, an APCH without subsequent LDG is made.

10.2.2 Charge determination

The charge depends on the MTOM, as stated in the Airworthiness Certificate or Aircraft Flight Manual or the Register of Immatriculation or an equivalent document. Any part of a tonne will be treated as a whole tonne.

10.2.3 Charge amount for international traffic

For international traffic, the charge amounts to:

10.2.3.1 Up to 50 tonnes:

MTOM in kg	Charge in CHF (excl. VAT)
0 - 1000	17.--
1001 - 1500	25.--
1501 - 2000	32.--
2001 - 3000	42.--
3001 - 4000	50.--
4001 - 5000	58.--
5001 - 6000	66.--
6001 - 26000	18.70 per ton
26001 - 30000	17.90 per ton
30001 - 50000	17.-- per ton

10.2.3.1.1 in excess of 50 tonnes:

CHF 850.-- (excl. VAT) for the first 50 tonnes and CHF 19.50 for each supplementary tonne (excl. VAT).

10.2.4 Charge amount for national traffic

The charge is half of the one for international traffic if the preceding TKOF was made at a Swiss AD (Bâle-Mulhouse included).

10.2.5 Special Cases

The mass-related LDG charges are also applicable to HEL.

The charge for gliders and towing ACFT is the same as for other ACFT.

For ACFT which have arrived for revision, repair or MAINT, as well as technical FLT's without payload, a discount of 40% is granted. This discount is also applicable for returns due to technical issues after TKOF.

The status of PERM operator is granted O/R to any operator which has the right to use the facilities of Sion AP or has indicated Sion as its main operating base on the REG application of its ACFT.

PERM operators are entitled to the following discounts on the mass-related LDG charge of international and national traffic for ACFT of less than 5700 kg.

- Commercial and private traffic: reduction 40%
- Instruction (training circuits included): reduction 60%
- Glider towing: reduction 60%

(The charge for the glider is included in the charge for towing ACFT)

10.3 Noise-related landing charge**10.3.1 Charge duty**

For the APCH and the subsequent LDG of an ACFT a noise-related LDG charge is levied. This charge is also payable if for instruction, training or pilot control an APCH without subsequent LDG is made.

10.3.2 Jet aircraft**10.3.2.1 Classification**

The ACFT are assigned to classes in accordance with the noise measurements taken using the fix equipment at Zurich AP. The classes are published in [GEN 4.1 - Appendix A](#) (Noise classification for jet aircraft).

10.3.2.2 Charge amount

The charge amounts to:

Noise class	Charge in CHF (excl. VAT)
I	1000.--
II	600.--
III	400.--
IV	200.--
V	0.--

10.3.2.3 New or hushkitted aircraft

Such an ACFT will be classified only when its measurement data are AVBL. Otherwise, no noise-related LDG charge will be levied.

10.3.3 Propeller-driven aircraft with a Maximum Take-Off Mass of up to 5.7 tonnes**10.3.3.1 Class determination**

- The noise-related LDG charge depends on which of the classes A to D the ACFT belongs to.
- FOCA is responsible for the aeroplane classification and for its update. The classification of aeroplanes registered in Switzerland is published in the Aircraft Register or in a separate list. The classification of aeroplanes registered abroad is established in conformity with the corresponding aeroplane type classification [Appendix B](#) (Noise classification for propeller-driven aircraft without special sound-proofing).
- In the event that a party liable to pay the charges lays claim to a more advantageous classification, the party shall provide proof to Sion AP Authority by way of appropriate documentation within 60 days of the date on which the claim is made. In this case, the excess charges will be reimbursed.

10.3.3.2 Amount of the charge

The charge amounts to:

Noise Class	Charge per ton in CHF (excl. VAT)
A	7.--
B	4.--
C	2.--
D	0.--

A fraction of a tonne is considered as a full tonne.

10.4 Air navigation charge

10.4.1 Charge duty

An air navigation charge is levied for each LDG or APCH without subsequent LDG.

10.4.2 Charge determination

The charge depends on the MTOM, as stated in the Airworthiness Certificate or Aircraft Flight Manual or the Register of Immatriculation or an equivalent document. Any part of a tonne will be treated as a whole tonne.

10.4.3 Charge amount

The amounts in force are listed in [GEN 4.2 AIR NAVIGATION SERVICES CHARGES](#).

10.5 Passenger boarding charge

10.5.1 Charge duty

For each passenger departing on an ACFT a boarding charge is levied whereby [10.5.2](#) is reserved.

10.5.2 Exemptions

The following are exempt from the charge:

- passengers in direct transit;
- passengers on private FLT's inasmuch as the first LDG after TKOF takes place at a Swiss AP (incl. Bâle-Mulhouse).

10.5.3 Charge amount

- | | | |
|----|---------------------|---|
| a) | For private FLT: | The charge amounts to CHF 7.-- per passenger (excl. VAT) |
| b) | For commercial FLT: | The charge amounts to CHF 12.-- per passenger (excl. VAT) |

10.6 Parking charge

10.6.1 Charge duty

For the parking of an ACFT in the OPN, a charge is levied that depends on the parking time and the MTOM. A fraction of a tonne or a day is considered a full tonne or day.

10.6.2 Determination of the parking time subject to the charge

A charge is levied after a free parking period of five HR.

10.6.3 Charge amount

MTOM in kg	CHF (excl. VAT)
up to 2000 kg	6.--
in excess of 2000 kg	7.-- per ton

10.7 Freight charge

10.7.1 Charge duty

A charge is levied on air-freight that is unloaded from an ACFT.

10.7.2 Exemption

Air freight in transit is exempt from this charge.

10.7.3 Charge amount

The charge amounts to CHF 0.04 (excl. VAT) per kg.

10.8 Charge for the supply of fuels and lubricants**10.8.1 Charge duty**

A charge is levied on the supply of fuels and lubricants for ACFT.

This charge is owed by the supplier that is authorised to deliver fuels and lubricants at the AP.

10.8.2 Charge amount

Fuels and lubricants	Charge per litre in CHF (excl. VAT)
Aviation gasoline AVGAS	0.02
Jet fuel A1	0.01
Other fuels	0.01
Lubricants	0.10

10.9 Ground service charge (handling)**10.9.1 Charge duty**

A charge is levied for the ground service of an ACFT performed by Sion AP Authority or another authorised company.

10.9.2 Charge amount

Charges are AVBL O/R from Sion AP Authority.

10.10 Other charges**10.10.1 Tax for modification of licences**

For the renewal of one or several licences at the same time, or for one or more inscriptions at the same time into one or more licences, a charge of CHF 20.-- (excl. VAT) is levied.

10.10.2 Charge for night-operation

For a night-operation (TKOF or LDG outside AP operational HR, as stated in the AP operation regulations), a charge of CHF 250.-- (excl. VAT) per half HR or fraction of a half HR is levied, in addition to other AP charges.

In case of cancellation, TKOF or LDG during the operational hours a charge of CHF 50.-- is levied for each extension request.

10.10.3 Landing charge for night flight training

For a LDG which is part of an official training night FLT, a charge of CHF 5.-- (excl. VAT) is levied in addition to other AP charges.

10.10.4 Winter Tax**10.10.4.1 Charge duty**

From 01 NOV to 31 MAR, a winter tax is levied for all ACFT with MTOM >3 tonnes LDG at Sion AP.

10.10.4.2 Charge amount

The charge amount is CHF 100.-- (excl. VAT).

10.11 Exemptions

10.11.1 Principle

The exemptions in accordance with [10.11.2](#) are applicable to the mass- and noise-related LDG charges, the passenger embarkation charge and the parking charge.

10.11.2 Beneficiaries

The exemption is valid for:

- official FLTs of employees of the Federal Swiss Accident Investigation Board;
- foreign State ACFT transporting the Head of State or members of the government on the occasion of State visits.

10.11.3 Justification of the claim

The claim for a reduction to or exemption from an ACFT charge within the limits of these regulations must be submitted immediately and, along with justification for the claim.

The evidence necessary for the claim must be submitted to the AP, if so requested.

10.12 Implementation

These charge regulations are valid as of 01 JUN 1991.

Decided by the Municipal Council of Sion on 14 DEC 1989.

APV by the General Council of Sion on 13 FEB 1990.

11. LSZH - ZURICH AIRPORT - Aerodrome charges**11.1 TARIFF REGULATIONS AT ZURICH AIRPORT****I. Definitions**

ABT	Airborne time
ATA	Actual time of arrival
ATD	Actual time of departure
AOS	Airport Operational Systems
CHF	Swiss Francs
Commercial passenger	Passenger on a flight which is offered to the general public for payment of a fee either separately or as part of a package tour.
EASA	European Aviation Safety Agency
FZAG	Flughafen Zürich AG
FOCA	Federal Office of Civil Aviation
GA/BA	General Aviation / Business Aviation: GA/BA flights are flights transporting a maximum of 24 passengers and a maximum of 200 kg of freight and that do not need any terminal infrastructure (e.g. Check-In, connection to IT systems, baggage sorting system) for handling and flights with such character (e.g. technical flights that are GA/BA flights in normal operations)
HCC Dp/Foo	Certified LTO hydrocarbon emission per axial thrust
ICAO	International Civil Aviation Organization
Local passenger	A passenger whose flight journey begins by departing from Zurich Airport or ends by arriving at Zurich Airport, and who is not a transfer or transit passenger
LTO cycle	Landing and take-off cycle
MTOM	Maximum Take-off Mass
PRM	Passenger with reduced mobility in accordance with Regulation (EC) 1107/2006
RFS	Road feeder service
S/C	Scheduled/Charter: commercial flights that require terminal infrastructure for their, handling, and flights of this nature (e.g. technical flights which are operated as scheduled/charter flights in normal operations).
t	Tonne
TDT	Touchdown Time
Transfer passenger	A passenger whose journey makes a stop at Zurich Airport and continues within 24 hours of arrival (scheduled time of arrival) with another aircraft under a different flight number (scheduled time of departure); the place of departure and the destination may not be the same.
Transit passenger	A passenger whose journey makes a stop at Zurich Airport and continues within 24 hours of arrival (scheduled time of arrival) under the same flight number (scheduled time of departure); the place of departure and the destination may not be the same.
VAT	Value Added Tax

II. General

Art. 1 General provisions

Based on Art. 39 of the Federal Act on Civil Aviation (CAA, SR 748.0) and the Ordinance on Airport Charges (OAC, SR 748.131.3), FZAG is issuing the following airport charges regulation.

Any objections to invoices for charges from FZAG must be submitted to FZAG, Accounts Receivable Department, P.O Box, 8058 Zurich Airport within 10 days of the invoice being issued. FZAG will decide on disputed invoices for charges by means of a ruling. Any complaints regarding rulings made by FZAG must be addressed to the Federal Administrative Court within 30 days of opening.

The place of performance is Zurich Airport.

The exclusive place of jurisdiction for civil disputes arising from this charges regulation is Bülach. Swiss law applies.

Art. 2 Precedence over AIP publication

The airport charges regulation in their current valid version in German takes precedence over the AIP and the English translation.

Art. 3 Liability

Within the scope of these charging regulations, FZAG's liability is based on the Federal Act on the Liability of the Federal Government (SR 170.32) as well as Art. 4 of the Zurich Airport Operating Regulations dated June 30, 2011.

This airport charges regulation does not constitute a performance guarantee by FZAG. As such, any liability of FZAG is excluded to the extent permitted by law, including liability for consequential damage and loss of earnings, damages as a result of delays and additional costs in the handling process, and as a result of data loss. FZAG is not liable for its own negligence, nor that of its employees and auxiliaries.

Art. 4 Offsetting

Debtors may not offset claims they might have against FZAG against airport charges.

Art. 5 Collection of Airport Charges

FZAG may commission third parties with the collection of airport charges. These charges are set in accordance with the principles established in the ordinance on airport charges and published in AIP.

The incentive surcharges raised are arranged according to noise generation and operating schedule (Departures and Landings during the night 2100 to 0500 (2000 to 0400) and during sensitive off-peak hours 0500 to 0600 (0400 to 0500) and 2000 to 2100 (1900 to 2000)).

III. Flight operations charges

Art. 6 Debtor

Unless stated otherwise, the concession holder is the debtor for flight operations charges for flights operated under a route concession.

If the concession holder cannot be prosecuted or if the flight is not operated under a route concession, the operator of the arriving or departing aircraft is liable in lieu. If the operator cannot be prosecuted either, then the owner of the arriving or departing aircraft takes his place.

The operator is the natural person or legal entity that operates the flight at its own cost and has power of control over the aircraft. If one aircraft has several operators, they are jointly liable for flight operations charges. If the operator of an aircraft is not the same as the owner, the operator and owner are jointly liable for flight operations charges.

Art. 7 Exemptions

The following users are exempt from flight operations charges:

- The Swiss Confederation for official flights of the Federal Office of Civil Aviation (FOCA) and the aircraft accident investigation bureau while fulfilling official duties;
- Swiss state flights,
- Foreign state flights, provided they are transporting a head of state on an official state visit, and
- Search and rescue flights that have been mandated by the Swiss control centre for search and rescue services for civil aviation.

Art. 8 Rates

The rates for flight operations charges are shown in Swiss francs (CHF), excluding value added tax (VAT).

From 1 April 2021 to 31 December 2021, the rates for Landing charge, Aircraft parking charge, Passenger-related charges and Freight and/or mail-related charges will be reduced by 10%.

Art. 9 Invoicing and payment

Airport charges are invoiced in CHF.

The flight operations charges are due after FZAG has provided the respective service and prior to departure of the aircraft from Zurich Airport. FZAG may allow postponed payments for parties liable that use Zurich Airport regularly and

- whose headquarters or subsidiary branch is based in Switzerland or
- who have established a special domicile within the meaning of Art. 50, para. 2 of the Federal Act on Debt Enforcement and Bankruptcy (SR 281.1) in Switzerland for the receivables of FZAG arising from this airport charges regulation,

If postponed payment has been granted and unless otherwise agreed, payment is to be made within 10 days of the invoice being issued. In the event of a postponed payment, the debtor must provide FZAG with (direct or indirect) guarantees from a bank headquartered in Switzerland, a payment deposit or similar assurances for an invoice volume of at least one month. In exceptional cases, FZAG may waive the requirement of a guarantee.

If payments are overdue, FZAG reserves the right to

- charge default interest at the rate of 5%,
- refuse departure and charge the debtor for the resulting costs including compensation.

Art. 10 Documentation requirements

The debtor of the flight operations charges must submit the following documentation for the aircraft that they are responsible for operating to and from Zurich annually by 1 April.

- aircraft registration
- aircraft manufacturer, aircraft type and model
- MTOM according to Aircraft Flight Manual (AFM), Basic Section on Weight Limitation
- engine type

The documentation must be accompanied by the corresponding pages from the AFM.

Furthermore, users are obliged to notify FZAG immediately in the event of any changes to the data during a year. Any retroactive complaints regarding MTOM will not be considered.

The documentation is also used to calculate the approach charges, which FZAG collects on behalf of Skyguide Ltd.

Data for billing and statistics (load messages and passenger transfer messages, inbound connection lists) are generally transmitted by the handling agents to FZAG. Airlines are obliged to make such data available. The timely submission of correct data is necessary for accurate invoicing.

Art. 11 Entry into force and duration

The changes to the flight operations charges in accordance with the agreement dated 15 July 2020 will be implemented as of 1 April 2021. Moreover, the flight operations charges in accordance with the charging regulations dated 1 September 2016 (as at 1 July 2020) remain unchanged.

FZAG will initiate next proceedings for adjusting flight operations charges in accordance with Art. 20 et seq. OAC with the information about the proceedings in accordance with Art. 20a OAC at a point in time at which, based on the last available Annual Report of FZAG, the cumulative result (economic value added, EVA) plus the result of the last financial year supplemented by the change in result from the year before last to last year in the regulated segments (Art. 19 para. 1 lit. a to e OAC) since 1 July 2016 is equal or positive for the first time, but at the earliest once the financial statements for 2020 become available, and at the latest by 1 April 2025.

Art. 12 Individual charges**Aircraft movement related charges****Landing charge**

MTOM class*	Charge per landing
1	14.80
2	37.10
3	96.50
4	183.30
5	309.00
6	567.40
7	1091.10
8	1817.80
9	3005.00

*See [LSZH A1 Overview of MTOM classification](#)

The landing charge is levied per landing (also for “touch and go” landings and “missed approaches”).
A reduction of 66.67% is applied to landing charges for General Aviation training flights.
This discount will be reduced to one third (33.33%) as of 1 January 2023 and withdrawn entirely as of 1 January 2024.

Aircraft noise charge

Jet aircraft

The noise classification [GEN 4.1 - Appendix A](#) is based on noise levels measured in the vicinity of Zurich Airport.
Aircraft noise charges are imposed based on touch-down time (TDT) and airborne time (ABT).

Daytime noise charge (per landing):

Noise class	I	II	III	IV	V
Charge	2000.00	400.00	40.00	10.00	0.00

Aircraft noise surcharge for shoulder and night hours per departure:

ABT	Noise class				
	I	II	III	IV	V
20:00:01 - 21:00:00 (19:00:01 - 20:00:00)	800.00	400.00	200.00	100.00	50.00
21:00:01 - 21:30:00 (20:00:01 - 20:30:00)	1500.00	800.00	400.00	200.00	100.00
21:30:01 - 22:00:00 (20:30:01 - 21:00:00)	3000.00	1500.00	800.00	400.00	200.00
22:00:01 - 22:30:00 (21:00:01 - 21:30:00)	6000.00	3000.00	1500.00	800.00	400.00
22:30:01 - 23:00:00 (21:30:01 - 22:00:00)	12000.00	6000.00	3000.00	1500.00	800.00
23:00:01 - 05:00:00 (22:00:01 - 04:00:00)	18000.00	12000.00	6000.00	3000.00	1500.00
05:00:01 - 06:00:00 (04:00:01 - 05:00:00)	1500.00	800.00	400.00	200.00	100.00

Aircraft noise surcharge for shoulder and night hours per landing:

TDT	All noise classes
20:00:01 - 21:00:00 (19:00:01 - 20:00:00)	50.00
21:00:01 - 21:30:00 (20:00:01 - 20:30:00)	100.00
21:30:01 - 22:00:00 (20:30:01 - 21:00:00)	200.00
22:00:01 - 22:30:00 (21:00:01 - 21:30:00)	400.00
22:30:01 - 23:00:00 (21:30:01 - 22:00:00)	800.00
23:00:01 - 05:00:00 (22:00:01 - 04:00:00)	1500.00
05:00:01 - 06:00:00 (04:00:01 - 05:00:00)	100.00

Incentive payment for jet aircraft:

Upon application, FZAG provides incentive payments for low-noise jet aircraft that are used at Zurich Airport and meet the following requirements:

- The respective aircraft type has been certified by the European Aviation Safety Agency (EASA) for a maximum of four years before its application and it has been operated newly at Zurich airport between certification and application;
- The noise reduction based on the noise measured by Zurich Airport compared to the aircraft type previously used for the same operation must be at least 5 dB. The noise reduction is measured at the same noise measuring points that are also used to measure jet aircraft noise.

The incentive payment is granted as of regular operation of the eligible aircraft type by the airline concerned at Zurich Airport, and based on its effective annual landings for three years but in any case only until the end of the validity period of this airport charges regulation.

The sum of CHF 1 million is available each calendar year for the incentive payments. The amount is credited to the eligible airline at the beginning of the following calendar year based on its share of eligible landings in all eligible landings in the corresponding calendar year. The yearly incentive amount per airline is limited to the total amount of the aircraft noise charges (excluding noise surcharges for shoulder and night hours) paid by the respective airline during this year. The maximum payment per landing is CHF 100.00.

Applications must be submitted to Flughafen Zürich AG, Noise Management, P.O. Box, 8058 Zurich Airport, using the application form found at www.zurich-airport.com/charges by 31 January of the following year.

Relief mechanism for jet aircraft

FZAG relieves airlines that are relevant for the hub-operation at Zurich airport upon application, if the following conditions are met:

- the Airline operates passenger flights (CATY10) during shoulder and night hours at Zurich Airport. Scheduled and actual time of departure have to be between 20:00:01 (19:00:01) and 06:00:00 (05:00:00).
- The non-stop flight distance of the flight in question must be at least 5'000 km
- the average seat load factor (SLF) of the Airline during shoulder and night hours is higher than the average SLF of all airlines at Zurich Airport during these times

If an Airline meets all of the above mentioned criteria, the additional charges due to the increase of charges during shoulder and night hours will be refunded.

The refund will only apply to flights with scheduled and actual time of departure (respectively arrival) between 20:00:01 (19:00:01) and 22:00:00 (21:00:00) or 05:00:01 (04:00:01) and 06:00:00 (05:00:00).

The amount of refund is defined as the difference between the actual noise charges paid during shoulder and night-time hours and the hypothetical noise charges during shoulder and night-time hours that would have been paid if the noise charge framework applicable on 31 December 2014 had been applied to the flight movements of the airline concerned during the year in question.

Aircraft noise surcharge for shoulder and night hours per take off (as per 31. December 2014):

ABT	Noise class				
	I	II	III	IV	V
20:00:01 - 21:00:00 (19:00:01 - 20:00:00)	800.00	200.00	100.00	50.00	40.00
21:00:01 - 21:30:00 (20:00:01 - 20:30:00)	1500.00	200.00	100.00	50.00	50.00
21:30:01 - 22:00:00 (20:30:01 - 21:00:00)	2000.00	400.00	200.00	100.00	100.00
22:00:01 - 22:30:00 (21:00:01 - 21:30:00)	3000.00	800.00	400.00	200.00	200.00
22:30:01 - 23:00:00 (21:30:01 - 22:00:00)	6000.00	1500.00	800.00	400.00	400.00
23:00:01 - 05:00:00 (22:00:01 - 04:00:00)	18000.00	9000.00	4500.00	2500.00	1500.00
05:00:01 - 06:00:00 (04:00:01 - 05:00:00)	1500.00	500.00	200.00	100.00	50.00

Aircraft noise surcharge for shoulder and night hours per landing (as per 31. December 2014):

TDT	All noise classes
20:00:01 - 21:00:00 (19:00:01 - 20:00:00)	40.00
21:00:01 - 21:30:00 (20:00:01 - 20:30:00)	50.00
21:30:01 - 22:00:00 (20:30:01 - 21:00:00)	100.00
22:00:01 - 22:30:00 (21:00:01 - 21:30:00)	200.00
22:30:01 - 23:00:00 (21:30:01 - 22:00:00)	400.00
23:00:01 - 05:00:00 (22:00:01 - 04:00:00)	1500.00
05:00:01 - 06:00:00 (04:00:01 - 05:00:00)	50.00

Applications must be submitted to Flughafen Zürich AG, Finance, P.O. Box, 8058 Zurich Airport, using the form found at www.zurich-airport.com/charges by 31 January of the following year.

Propeller aircraft

The following noise charges per noise class ([GEN 4.1 - Appendix B](#)) are valid for propeller driven aircraft with a MTOM of up to 8.7t:

Daytime noise charge

Noise class	Charge per landing per t MTOM
A	7.00
B	4.00
C	2.00
D	0.00

Propeller driven aircraft with an MTOM of more than 8.7 tonnes are classified in noise class V for jet aircraft.

The MTOM according to the AFM is applicable and rounded up to the next tonne.

During shoulder and night hours, for all propeller driven aircraft, independently from their MTOM, the surcharges of noise class V for jet aircraft apply.

Emission charge**Jet aircraft**

For aircraft that are regulated by ICAO Annex 16, Vol. II, and aircraft that are not regulated but for which the FOCA does hold emissions data, the emission charge per landing is determined and collected on the basis of Guideline 33-05-27 of the FOCA regarding "Aircraft Engine Emission Charges in Switzerland" dated 1 June 2009. The following formula applies:

Emission Charge = EmissionValueAircraft * Emission tariff whereas

Emission tariff = 2.50 CHF

$$\text{EmissionValueAircraft} = a * \# \text{Engines} * \sum_{LTO - modes} (60 * \text{time} * \text{fuelflow} * \text{NOx}_{\text{Emissionfactor}} \div 1000)$$

whereas:

$a = 1$ if the certified LTO Hydrocarbon emission per rated axial thrust (HCC Dp/Foo) is less than or equal to the current ICAO standard for non-regulated engines.

$a > 1$ if the certified LTO Hydrocarbon emission per rated thrust (HCC Dp/Foo) is greater than the current ICAO standard for non-regulated engines. $a = \text{HC Dp/Foo} / 19.6$, with a maximal value of $a = 4.0$

For LTO hydrocarbon emissions, the following certification values from the ICAO resp. FOCA engine emission database apply:

Mode	Time(in minutes)
Take-off	0.7
Climbout	2.2
Approach	4.0
Taxi/Idle	26.0

Fuelflow: fuel flow per mode (in kg/sec)

$\text{NOx}_{\text{Emissionfactor}}$ Measured NOx-Emission factor per mode (in g/kg fuel)

Other aircraft

Propeller driven aircraft, helicopters and aircraft for which the Federal Office of Civil Aviation does not hold engine data, are also subject to the emission charges as follows:

Table 1: FOCA Aircraft emission Value Matrix

# Eng.	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional	Piston: Conventional	Piston: Conventional	Helicopter	Helicopter	Business- Jets	Business- Jets	Turbo- props
		up to 200 hp	200-400 hp	>400 hp	<1000 shp	>1000 shp	(<16 kN)	(>16 but <26.7 kN)	
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

Aircraft parking charge

Scheduled / Charter (S/C):

Aircraft parking charges for S/C are graded based on the MTOM classification for levying landing charges and are levied per minute, divided into high rate and low rate tariffs. The aircraft parking charges are calculated according to the actual time of arrival (ATA) and actual time of departure (ATD).

- For MTOM classes 1 – 6, the first 30 minutes are free of charge; from the 31st minute up to and including the 180th minute, the high rate tariff applies, then the low rate tariff.
- For MTOM classes 7 and 8, the first 60 minutes are free of charge; from the 61st minute up to and including the 240th minute, the high rate tariff applies, then the low rate tariff.
- For MTOM class 9, the first 90 minutes are free of charge; from the 91st minute up to and including the 300th minute, the high rate tariff applies, then the low rate tariff.

Aircraft parking charges are not levied between 22:00:01 and 05:00:00 (21:00:01 and 04:00:00). During this time, the calculation of parking time is suspended. If a parking procedure at the high rate tariff is interrupted by the fee-free parking period, the high rate tariff will continue once the fee-free parking period has expired. If a parking procedure at the low rate tariff is interrupted, the low rate tariff will continue once the fee-free parking period has expired. If a parking procedure is interrupted during the initial fee-free period, the fee-free period will continue to apply afterwards.

If the parking time is interrupted by a move to a non-chargeable stand, the parking time begins again as soon as the aircraft is moved back to a chargeable stand.

MTOM class	High tariff per hour	Low tariff per hour
1 - 3	29.00	7.00
4	48.30	11.60
5	87.00	20.80
6	145.00	34.70
7	241.70	57.80
8	338.30	80.90
9	435.00	104.00

Aircraft parking charges for GA/BA (until 31 December 2023):

Regardless of the division into classes 1 to 9, the aircraft parking charges for GA/BA flights as of the 6th hour are levied as follows:

MTOM	Tariff per hour
> 0 t and < 1 t	0.40
> 1 t and < 2 t	0.80
> 2 t and < 3 t	1.10
> 3 t and < 4 t	1.50
> 4 t and < 5 t	2.10
> 5 t and < 10 t	4.10
> 10 t and < 15 t	5.50
> 15 t and < 25 t	7.70
> 25 t and < 50 t	15.40
> 50 t and < 100 t	30.90
> 100 t and < 200 t	61.70
> 200 t and < 400 t	123.50
> 400 t	247.10

Aircraft parking charges are not levied between 22:00:01 and 05:00:00 (21:00:01 and 04:00:00). During this time, the calculation of parking time is suspended.

If the parking time is interrupted by a move to a non-chargeable stand, the parking time begins again as soon as the aircraft is moved back to a chargeable stand.

The aircraft parking charge for GA/BA is increased by 200% two days before (from 05:00:01 (04:00:01)) until two days after the World Economic Forum (until 22:00:00 (21:00:00)).

As of 1 January 2024, GA/BA aircraft parking charges will be charged in the same way as for S/C. Regardless of the MTOM class, GA/BA will have a fee-free period of 120 minutes as of 1 January 2024.

Passenger related charges**General provisions:**

Passenger related charges are levied per departing passenger. The following are exempt from the passenger-related charges:

- children under the age of two years,
- Crew members in an operational function during the flight in question (incl. emergency flights), including operational flights, training, measurement or test flights,
- crew members who do not have a flight ticket and who are transported to another airport for the purpose of service on a flight from that airport (dead head crew) and
- transit passengers

Passenger charge

Charge per departing passenger:

Local passenger	21.00
Transfer passenger	8.00
GA/BA passenger	4.30

Discount on passenger charge:

Flughafen Zürich AG grants a discount between 1% and 10% on passenger charges to S/C airlines based on the number of departing passengers (total of local and transfer passengers) per calendar year. The number of departing (invoiced) passengers of the respective airline during the respective calendar year is decisive.

$$\text{The discount is } 10\% * \frac{\text{departing passengers per year}}{1'000'000}$$

Airlines with a passenger volume of less than 100'000 departing passengers per year and airlines that have not paid one or more airport charge invoices on time in the calendar year in question are not entitled to a discount. The discount is capped at 10% for Airlines with 1'000'000 or more departing passengers per year.

The discount is credited within three months of the end of the calendar year in question.

Passenger security charge

Charge per departing passenger:

Local passenger	13.00
Transfer passenger	7.00
GA/BA passenger	13.00

PRM charge

Charge per departing passenger:

Commercial passenger	1.00
Non-commercial passenger	0.00

Freight and/or mail related charge

The holder of an aircraft and the forwarding agent are jointly liable for freight-related charges. A forwarding agent is defined as any recipient in accordance with the transport order and, for airmail, Swiss Post Ltd. or the designated postal organisation of a member state in accordance with the UPU.

Transfer freight charges are invoiced to the incoming carrier.

The freight-related charge applies to freight that is transported by aircraft, as well as freight that is transported via Road Feeder Service (RFS).

The freight charge is levied per kg (gross) of freight.

Airmail is considered freight within the scope of this section, but is charged based on the export volume.

Freight Charges

Charge per kg of freight/mail	
Import (and export for airmail)	0.06
Transfer-in (and transfer out for airmail)	0.02

IV. User fees

Art. 13 Applicability

For the provision and operation of key infrastructure facilities, FZAG charges the user fees listed below. Unless stated otherwise, they enter into force on 1 September 2016.

Art. 14 Debtor

If not provided otherwise, the party liable is defined in Art. 6. Art.

Art. 15 Rates

The rates for user fees are shown in CHF, excluding VAT.

Art. 16 Invoicing and payment

User fees are invoiced in CHF.

User fees become payable upon utilisation of the related infrastructure and services by the debtor and are, unless stated otherwise, payable within 10 days of issuance of the invoice.

Flughafen Zürich AG reserves the right to

- to demand assurances from the debtor in the form of (direct or indirect) guarantees from a bank headquartered in Switzerland, cash deposits or advance payments and
- to charge default interest at the rate of 5% in the event of late payments.

If the debtor is an airline or an aircraft operator, section Art. 9 applies to invoice issuing and payment.

Art. 17 Liability

Users of centralised infrastructure are liable to FZAG for any fault in the event of damage that they, their employees or auxiliaries cause to FZAG. Special provisions in the respective Operating Regulations still apply, especially the user's due diligence obligations defined therein.

Should FZAG be made liable for circumstances or events for which the user is responsible, the user is obliged to hold FZAG harmless.

If the key infrastructure facility is a work within the definition of Art. 58 of the Swiss Code of Obligations (SCO), the following applies to liability towards third parties in the relationship between the user and FZAG:

- FZAG is liable as property owner of the building or other structure according to art. 58 of the SCO.
- The user shall assume all other third-party liability where it is the party at fault for any damage or losses.
- The user shall also assume FZAG's liability as the property owner for any damage or losses attributable to:
 - a defect resulting from the user's business operations,
 - a defect which FZAG was unable to rectify in good time due to the user's failure to report it
 - failure on the part of the user to take appropriate immediate action to prevent or minimise damage or losses during the period prior to rectification of the defect by FZAG;
 - any other fault of the user.

Art. 18 Individual User Fees

De-icing per landing

MTOM class*	User fee per landing
1-2	0.00
3	5.80
4	11.65
5	22.10
6	43.60
7	87.20
8	174.40
9	290.65

De-icing throughput

The respective applicator is the debtor for the user fee for de-icing throughput.

Fee per litre throughput:

1.15

The user fee for de-icing throughput is payable within 30 days of invoice issuance.

Aircraft energy supply

The user fee for aircraft power and air conditioning supply is levied for S/C flight events.

The power supply is charged by a basic rate and a time-dependent hourly rate which is levied after a fee-free period. The fee is charged by the minute from the moment the system is turned on.

MTOM class*	Basic rate	Hourly rate	Fee-free period (minutes)
1-3	3.75	3.75	120
4	5.65	6.00	120
5	11.25	11.25	120
6	18.75	18.75	120
7	31.90	32.25	180
8	43.15	43.50	240
9	56.25	56.25	240

User fees for the aircraft power supply system are not levied between 23:00:01 and 04:00:00 (22:00:01 and 03:00:00). During this time, the calculation of usage time is suspended. Basic and hourly rates continue to apply after this suspension.

Aircraft air conditioning supply

The user fee aircraft air conditioning is imposed only for S/C flight operations.

Air conditioning is charged by the minute from the moment the system is turned on.

MTOM class*	User fee per hour
1-3	7.50
4	11.25
5	22.50
6	37.50
7	63.75
8	86.25
9	112.50

User fees for aircraft air conditioning supply are not levied between 23:00:01 and 04:00:00 (22:00:01 and 03:00:00). During this time, the calculation of usage time is suspended. The fee continues to apply after this suspension.

*See [LSZH A1 Overview of MTOM classification](#)

User fee baggage sorting system

The user fee for the baggage system is levied for S/C flight events only.

MTOM class*	User fee per landing
1-3	70.00
4	105.00
5	211.00
6	351.00
7	597.00
8	807.00
9	1053.00

*See [LSZH A1 Overview of MTOM classification](#)

User fee Check-in

Handling counters:

The debtor for the user fee for the handling desks is the handling agent that is allocated the respective desk.

Check-in counter, flexible use (per counter and minute)	0.15
Check-in counter, fixed use (per counter and day)	90.00
Supervisor counter, supervisor support counter, flexible use (per minute)	0.05
Supervisor support counter, fixed use (per day)	22.50

Self Service Bag Drop (SSBD)

Debtor for the user fee SSBD is the airline as defined in Art. 14 above, respectively the airline occupying a dedicated SSBD unit.

Common Use SSBD	CHF 0.50 per processed piece of luggage
Dedicated SSBD	CHF 6700.00 per month and unit

The user fee for SSBD is levied for the first time three months after the departure control system of the corresponding airline is connected to the SSBD or three months after the SSBD units are put into operation.

User fee for ground handling equipment parking areas

The debtor for the user fee for the ground handling parking areas is the handling agent that is allocated the respective area. The space allocation and usage is determined by the User Regulation Ground Handling Parking Space.

Fee per m ² month
3.30

The user fee for handling equipment parking areas is payable within 30 days of invoice issuance.

User fee for aircraft noise protection hangar

The debtor for the user fee for aircraft engine testing facility is the respective user of the facility for aircraft engine testing. The use of the silencer hall is determined by the Silencer User Regulations.

Fee for first 45 minutes	235.00
Fee for every additional 15 minutes	80.00

User fee aircraft toilet waste disposal

The debtor for the user fee for the aircraft toilet waste disposal is the handling agent that uses the facility.

User fee per m ³
58.45

The user fee aircraft toilet waste disposal is payable 30 days after issuance of the invoice.

User fee for Airport Operational Systems (AOS)

The debtor of the user fee for AOS is the handling agent that publishes the relevant flight.

Number of flight operations per airline per month	User fee per master flight	User fee per slave flight
0 - 1500	7.50	2.50
1501 - 3000	6.75	2.25
3001 - 4500	6.00	2.00
4501 - 6000	5.25	1.75
6001 - 7500	4.50	1.50
7501 - 9000	3.75	1.25
9001 - 10500	3.38	1.13
> 10501	3.00	1.00

The user fee AOS is payable 30 days after issuance of the invoice.

V. Access fees**Art. 19 Debtor**

The debtor of the access fees is the legal entity or natural person that applies for the respective access.

Art. 20 Rates

The rates for access fees are shown in CHF, including VAT.

Art. 21 Invoicing and payment

Access fees are invoiced in CHF.

Access fees become payable when the relevant ID is ordered. The customer is not entitled to any reimbursement of access fees. This also applies if an ordered ID is not issued or claimed.

For legal entities and natural persons who regularly work at Zurich Airport, FZAG may permit a later payment of invoices. An invoice of this kind is payable within 30 days of invoice issuance.

FZAG reserves right to charge default interest on arrears at the rate of 5%.

Furthermore, FZAG has the right to revoke the relevant ID/access authorisations and order the debtor to pay the resulting costs, if a debtor has defaulted on their payment.

Art. 22 Individual access fees

The following fees are levied:

- The airport ID badge fee is levied for all airport ID badges, including winter service ID badges.
- The tour authorisation fee is levied for all one-day and multiple-day tour authorisations, with and without visitor's ID.
- The driving permit fee is levied for all airside driving permits.
- The vehicle registration fee is levied for all airside vehicle registrations.

The rates are as follows:

Fee per airport ID badge	70.00
Fee for tour authorization	40.00
Fee for driving permit	50.00
Fee for vehicle registration	40.00

VI. Other fees not regulated by the OAC**Art. 23 NIL**

NIL

Art. 24 Approach charges

Flughafen Zürich AG is commissioned by Skyguide Ltd. to invoice the approach charges.

The approach charges are published in the AIP Switzerland, GEN 4.2.

Art. 1 to 10 apply analogously.

Specifically, airlines are required to provide proper documentation in accordance with Art. 10

In case no data is received by Flughafen Zürich AG, no reminder will be sent to the airline / aircraft operator and the highest MTOM known of the corresponding aircraft type at Zurich Airport is applied.

In case wrong documentation is received by Flughafen Zürich AG, one request will be sent to the airline / aircraft operator to provide the correct data. Until the reception of correct data, the highest MTOM known of the corresponding aircraft type at Zurich Airport is applied.

In case an airline / aircraft operator provides the MTOM data after the deadline, the highest MTOM known of the corresponding aircraft type at Zurich Airport will be applied until the correct MTOM has been provided by the airline / aircraft operator.

Airlines / aircraft operators shall report changes during the year to FZAG and provide documentation in accordance. If reported at least five working days in advance, such changes come into effect on the first day of the following month.

Otherwise the changes come into effect on the first day of the subsequent month.

In all cases, MTOM will not be adjusted retrospectively and no credit notes will be granted for a time period for that FZAG has received the correct MTOM data.

Art. 25 Slot service fee

FZAG is commissioned by Slot Coordination Switzerland to invoice the slot service fee. The fee due by the air carrier amounts to 1.90 CHF per movement.

LSZH A1 Overview of MTOM classification

New aircraft that land at Zurich Airport and that are not yet classified, will be classified based on their MTOM given in the Aircraft Manual until a reasonable MTOM average of all operations at Zurich Airport is available for a definitive classification.

MTOM class 1 will be eliminated as of 1 January 2024 and incorporated into MTOM class 2.
MTOM class 2 will be eliminated as of 1 January 2025 and incorporated into MTOM class 3.

MTOM class	Weight
1	> 0 t and < 2 t
2	> 2 t and < 5 t
3	> 5 t and < 15 t
4	> 15 t and < 25 t
5	> 25 t and < 50 t
6	> 50 t and < 100 t
7	> 100 t and < 200 t
8	> 200 t and < 400 t
9	> 400 t

MTOM class															
1			2		3			4		5	6		7	8	9
A210	AC11	C180	A109	C414	BE20	B190	C680	C750	E146	AN72	A318	YK42	A306	A124	A388
AR15	AS50	P06T	A119	C421	BE30	BE40	D328	D329	F901	AN74	A319	A221	A30B	A332	
BE77	B06	P210	AEST	C511	C25A	C25C	FA20	J328	SB20	B461	A320	A223	A310	A333	
C150	BE33	P28A	AS51	EC45	C25B	C528	H25C	AT43	AT73	B462	A321		B752	A342	
C152	BE35	P28B	AS55	PAY1	C501	C560	SF34	C751	CL63	B463	AN12		B757	A343	
C56X	BE36	P28R	B105	PAY2	C526	C56X		GALX	E138	CONI	B712		B762	A345	
D11	C10T	P28T	B407	TBM8	C550	E55P		CL30	F902	CRJ7	B721		B763	A346	
DA20	C172	P32R	BE55	TEX2	C551	LH31		F2TH	SB21	CRJ9	B722		DC86	A358	
DIMO	C177	P46T	BE58	AC90	D228	SW6		FA50	CL64	CRJX	B731		IL62	A359	
DR10	C182	PA32	C303	AC95	P181	AS32		AT45	CRJ1	DC6	B732		IL76	A35K	
DR40	C210	PA34	C310	AS52	PAY3	C56X		CL31	CRJ3	DC93	B733		T154	B742	
DV20	C72R	PA46	C340	AS65	PAY4	E55P		E135	CRJ4	DH8D	B734		T204	B743	
G115	C77R	R44	C402	B430	PRM1	FA10		FA51	F903	E170	B735			B744	
G2CA	COL4	R90R	C510	BE9L	SW2	LJ32		CL32		E175	B736			B74S	
GLAS	DA40	S05R	EA50	BE9T	SW3	LJ35		CL60		E190	B737			B764	
H269	DA42	S208	EC30	C209	SW4	C56X		DH8C		F100	B738			B772	
L5	E400	SR20	EC35	C25A	A139	C650		E136		F70	B739			B773	
P28A	EC20	SR22	EXPL	C441	B350	LJ40		HA4T		FA7X	C130			B77L	
PA11	F260	TOBA	P46T	C512	BE21	LJ45		CL61		GL5T	C30J			B77W	
PA18	G120	TRIN	PA23	C525	BE31	LJ55		E145		GLEX				DC10	
PA38	H270		PC6T	E50P	C25B	ASTR		F50		GLF3				IL96	
R22	H500		PC7	EC55	C527	C651		F900		GLF4	E195			MD11	
RF6	LAMA		TBM7	MU2	C551	LJ60		FA52		GLF5	MD81				
SC01	LNC4		A110	P180	C552	SBR1		AT72		RJ1H	MD82				
SF25	M20P		BE60	PAY3	D229	G100		CL62		RJ70	MD83				
SIRA	M20T		BE9L	PC12	MU30	G150		CRJ2		RJ85	MD87				
XA42	MD60		C208	S76	SW5	H25B		E137		SU95	MD88				
AA50										YK40	MD90				

12. Appendix A**12.1 Noise classification for jet aircraft**

Noise class	Classification rule
I	Mean peak noise value aircraft type > mean peak noise value all aircraft types + 4.5 dB(A)
II	Mean peak noise value aircraft type ≤ mean peak noise value all aircraft types + 4.5 dB(A) and > mean peak noise value all aircraft types + 1.5 dB(A)
III	Mean peak noise value aircraft type ≤ mean peak noise value all aircraft types + 1.5 dB(A) and > mean peak noise value all aircraft types - 1.5 dB(A)
IV	Mean peak noise value aircraft type ≤ mean peak noise value all aircraft types - 1.5 dB(A) and > mean peak noise value all aircraft types - 4.5 dB(A)
V	Mean peak noise value aircraft type < mean peak noise value all aircraft types - 4.5 dB(A)

Class	Aircraft types
I	Antonov AN124
	B-707 Serie -100B / -300B / -300C
	B-727 Serie -100 / -200 / -200 ADV / -200 Hushkit
	B-737 Serie -200 / -200 ADV
	B-747 Serie -100 / -200 / -SP / -300 SUD / -400
	B-777 Serie -200ER / -300
	BAC 1-11 Serie -200 / -300 / -400 / -500 / -539
	DC-8 Serie -50 / -61 / -62 / -63
	DC-9 Serie -10 / -20 / -30 / -34 / -40 / -50
	DC-10 Serie -10 / -30 / -30ER / -40
	MD-11
	MD-80 / -81 / -82 / 83
	F28-1000 / -2000 / -3000 / -4000 / -5000 / -6000
	IL-62 / -62M
	IL-76 M / T / TD
	IL-86
	Tristar L-1011 Serie -500
	TU-134 A
	TU-154 / A / B / B1 / B2
	GLF II / III
	HS 125 Serie -400 / -600
II	Airbus A-300B2-100 / B2-200 / B2-300 / B4-100 / B4-200 / C4
	Airbus A-300 Serie -600
	Airbus A-310 Serie -200 / -300
	Airbus A-330 Serie -200 / -300
	Airbus A-340 Serie -200 to -600
	Airbus A-380 Serie -800
	B-767 Serie -200 / -200ER / -300 / -300ER / -400ER
	B-777 Serie -200LR / -300ER
	DC-8 Serie -70
	MD87
	IL-96 M / Serie -300
	Tristar L-1011 Serie 1-100 / -200
	TU-154 M
	Yak-40 / -42
	Falcon-50

Class	Aircraft types
III	Airbus A-321
	B-737 Serie -300 / -400 / -800 / -900
	B-757 Serie -200 / -300
	B-777 Serie -200
	Cessna C650 Citation III, VI, VII
	Falcon Serie -20 / -900 / 7X / -200
	Fokker VFW-614
	Mitsubishi MU-300
	Sabreliner SAB NA-265 Serie 65/70/80
	TU-204 Serie -100 / -200
	Westwind IAI-1124 / -1125 / AJ25
IV	Airbus A-318
	Airbus A-319
	Airbus A-320 Serie -100 / -200
	Airbus A20N / A21N (GTF)
	Airbus A-350 Serie -900
	B-717 Serie -200 / -300
	B-737 Serie -500 / -600 / -700
	B-787 Serie -800 / -900
	Bombardier BD-100 / BD-700
	Bombardier BD-GL 5000 / GLEX
	Bombardier CL30 / CL35
	Canadair CRJ-700 / -900 / -1000
	Embraer ERJ-170 / -190
	MD90
	Fokker F70 / F100
	Falcon Serie -10 / -2000
	Gulfstream G150 / G200 / G4 / G5 / G VI (G650 / G280)
	Learjet LR Serie 50
V	Airbus A20N / A21N (LEAP)
	Airbus A221 / A223
	BEA BA-146 Serie -100 / -200 / -300
	Beechcraft Premier 1
	Cessna C500 / C510 / C525 / C550 / C551 / C560 / C680 / C750
	Canadair CL-60 / CL-601 / CL604 / CL605 / -650
	Dornier DO328 Serie -300
	Embraer EMB-135 / -145ER
	Embraer Phenom 100 / 300
	Embraer E290
	HS-125 Serie -700 / -800 / -900 / -1000
	Learjet LR Serie -30 / -45 / -60 / -70 / -75
	AVRO RJ -70 / -85
	Canadair RJ100 / RJ200 / ER / LR

13. Appendix B

13.1 Noise classification for propeller-driven aircraft

Classification rules

	Classification
Class A	Noise level above limit
Class B	0 to < 2 db(A) below limit
Class C	2 to < 5 db(A) below limit
Class D	=> 5 db(A) below limit

Noise classes for propeller-driven Aircraft without special sound proofing:

URL: <https://www.bazl.admin.ch/bazl/de/home/fachleute/luftfahrzeuge/laermabhaengige-landegebuehren.html>URL: https://www.bazl.admin.ch/dam/bazl/de/dokumente/Fachleute/Luftfahrzeuge/Gebuehren_Zulassung/gebuehrenklassenderreferenzflugzeugtypen.pdf.download.pdf/gebuehrenklassenderreferenzflugzeugtypen.pdf

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