

**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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**Appendices**

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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 FLTs 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:

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

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<sub>x</sub>Emissionfactor Measured NO<sub>x</sub>-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](http://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:<br>Turbodiesel<br>Microlight<br>Ecolight | Piston:<br>Conventional | Piston:<br>Conventional | Piston:<br>Conventional | Helicopter | Helicopter | Business-<br>Jets | Business-<br>Jets     | Turbo-<br>props |
|--------|--------------------------------------------------|-------------------------|-------------------------|-------------------------|------------|------------|-------------------|-----------------------|-----------------|
|        |                                                  | up to 200 hp            | 200-400 hp              | >400 hp                 | <1000 shp  | >1000 shp  | (<16 kN)          | (>16 but<br><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<sub>Aircraft</sub>

### 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<br>I | Bonus per litre<br>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 APCB 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)<br>in kg |                                              | National traffic <sup>1</sup><br>CHF (excl. VAT) | International traffic<br>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<br>(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 APCB 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<br>(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<br>(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<br>(excl. VAT)      |                                 |
|------------------------------|-------|-------|--------------|----------------------------|---------------------------------|
|                              |       |       |              | National<br>traffic<br>CHF | International<br>traffic<br>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 66<sup>2</sup>/<sub>3</sub>% 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 FLTs 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 FLTs.

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<br>Take-Off Mass<br>(MTOM) |                           |          | Maximum<br>Take-Off Mass<br>(MTOM) |                           | General aviation traffic<br>(commercial &<br>non-commercial) <sup>1</sup> | Training with<br>aircraft with<br>MTOM of up to<br>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 |          | CHF 9.15                           | for each additional       |                                                                           | CHF 10.20                                                  |
|                                    | or part thereof           |          |                                    | tonne or part thereof     |                                                                           |                                                            |

**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 A<sup>1</sup>](#))

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, 2023. An eventual extension of the invoicing suspension is subject to an assessment of the environmental fund balance by Genève Aéroport during the course of 2023. 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<br>(2000-2029)        | 2130-2159<br>(2030-2059) | 2200-2229<br>(2100-2129) | 2230-2259<br>(2130-2159) | 2300-0459<br>(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 A<sup>1</sup>](#), 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 B<sup>2</sup>](#)).

- 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 two (2) above tables is suspended between January 1st, 2021 and December 31st, 2023. An eventual extension of the invoicing suspension is subject to an assessment of the environmental fund balance by Genève Aéroport during the course of 2023.

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<br>(2000-2029) | 2130-2159<br>(2030-2059) | 2200-2229<br>(2100-2129) | 2230-2259<br>(2130-2159) | 2300-0459<br>(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:

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

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 = 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 <sub>x</sub> Emissionfactor | Measured NO <sub>x</sub> -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](http://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:<br>Turbodiesel<br>Microlight<br>Ecolight | Piston:<br>Conventional | Piston:<br>Conventional | Piston:<br>Conventional | Helicopter | Helicopter | Business-<br>Jets | Business-<br>Jets     | Turbo-<br>props |
|--------|--------------------------------------------------|-------------------------|-------------------------|-------------------------|------------|------------|-------------------|-----------------------|-----------------|
|        |                                                  | up to 200 hp            | 200-400 hp              | >400 hp                 | <1000 shp  | >1000 shp  | (<16 kN)          | (>16 but<br><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<sub>Aircraft</sub>

**Art. 5** A reduction of 66<sup>2/3</sup>% 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)                                               |              |
|---------------------------------------------------------------|--------------|
| <b>Local passengers</b>                                       |              |
| Passenger service charge                                      | 15.35        |
| Security charge                                               | 12.50        |
| PRM charge                                                    | 1.10         |
| <b>Total Passenger charge</b>                                 | <b>28.95</b> |
| <b>Connecting passengers</b>                                  |              |
| Passenger service charge                                      | 9.35         |
| Security charge                                               | 12.50        |
| PRM charge                                                    | 1.10         |
| <b>Total Passenger charge</b>                                 | <b>22.95</b> |
| <b>Passengers of general aviation ACFT up to 8618 kg MTOM</b> |              |
| Passenger service charge                                      | 3.50         |
| Security charge                                               | 12.50        |
| PRM charge                                                    | 1.10         |
| <b>Total Passenger charge</b>                                 | <b>17.10</b> |

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<br>Of 1st April 2014<br>ICAO Category | Free parking<br>period | Thereafter Charge per<br>15 min up to 300 min | Thereafter applicable<br>24 hrs charge | Night-stop <sup>1</sup> |
|-------------------------------------------------------------|------------------------|-----------------------------------------------|----------------------------------------|-------------------------|
| 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<br>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<br>400 Hz<br>in CHF | Electricity and<br>preconditioned air (PCA)<br>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<br>in CHF | TC<br>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:**  $20.00/60 \text{ (TE)} \times \text{length in minutes for CAAV} = \text{C}$ .

If length  $\leq$  or  $\geq$  60 min. = 1 hour minimum = 20.00

**Rate of electricity + air cond.:**  $20.00/60 \text{ (TE)} \times \text{length in minutes} + 10.00/60 \text{ (TC)} \times \text{length in minutes for CAAV} = \text{C}$ . (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<br>for the first 60 min in CHF | Thereafter Charge per<br>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 1.00 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<br>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, 2024.

**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<br>in kg                                                                                                                                | Charge for national flights<br>CHF (incl. VAT) | Charge for international flights<br>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<br>in kg | Charge for national school flights<br>(VFR)<br>CHF (incl. VAT) | Charge for international school<br>flights (VFR)<br>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<br>in kg                                                                                                                                | Charge for national school flights<br>(VFR)<br>CHF (incl. VAT) | Charge for international school<br>flights (VFR)<br>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<br>in kg | Charge<br>CHF (incl. VAT) |
|---------------|---------------------------|
| - 1000        | 18.05                     |
| 1001 – 2000   | 24.10                     |
| 2001 – 3000   | 30.10                     |
| 3001 – 4000   | 36.10                     |
| > 4001        | 42.20                     |

**6. LSG - 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.

FLTs 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<br>(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           | 80.--                        |

**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           | 20.--                        |
| B           | 15.--                        |
| C           | 10.--                        |
| 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
- in addition from 0600-0700 (0500-0600) / 1100-1230 (1000-1130) / 1900-2100 (1800-2000)

Between 2101-0559 (2001-0459), the noise charge is increased by 100% for all ACFT.

**Art. 24 New and modified aircraft**

In the event that a party liable to pay the charges submits a claims 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 = 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 <sub>x</sub> Emissionfactor | Measured NO <sub>x</sub> -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:<br>Turbodiesel<br>Microlight<br>Ecolight | Piston:<br>Conventional | Piston:<br>Conventional | Piston:<br>Conventional | Helicopter | Helicopter | Business-<br>Jets | Business-<br>Jets     | Turbo-<br>props |
|--------|--------------------------------------------------|-------------------------|-------------------------|-------------------------|------------|------------|-------------------|-----------------------|-----------------|
|        |                                                  | up to 200 hp            | 200-400 hp              | >400 hp                 | <1000 shp  | >1000 shp  | (<16 kN)          | (>16 but<br><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<sub>Aircraft</sub>

**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 | -        | <b>CHF 20.00</b> |
| b. | for scheduled and charter traffic per passenger         | CHF 24.00 | CHF 16.50 | CHF 1.00 | CHF 1.00 | <b>CHF 42.50</b> |
| c. | for transit scheduled and charter traffic per passenger | CHF 9.50  | CHF 5.50  | CHF 1.00 | -        | <b>CHF 16.00</b> |

**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.

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**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**

| <b>Annex 1</b>                                      |                                        |       |          |            |
|-----------------------------------------------------|----------------------------------------|-------|----------|------------|
| <b>Landing charge based on the MTOM of aircraft</b> |                                        |       |          |            |
| <b>Class</b>                                        | <b>Maximum Take-Off Mass<br/>in kg</b> |       |          | <b>CHF</b> |
| 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<br>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<br>in kg                                                                |       |    |       | Grass Parking          |           | Hard Surface           |           |
|                                              |                                                                                               |       |    |       | CHF / hr <sup>1)</sup> | CHF / day | CHF / hr <sup>1)</sup> | 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<br>in kg                                                                 |       |    |       | Type (A)                                                      | Type (B)                             |
|                          |                                                                                                |       |    |       | 0601 - 0700 (0501 - 0600)<br>1901 - 2100 (1801 - 2000)<br>CHF | 2101 - 0600 (2001 - 0500)<br><br>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 2023)**8.1 General information**

8.1.1 This edition "Tariff Regulations 01 JAN 2023 replaces all earlier versions.

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

## 8.1.3 Airport fees

|                                                           |         |
|-----------------------------------------------------------|---------|
| • Landing, ATC (Skyguide Switzerland)                     | Annex A |
| • Passenger, aircraft parking                             | Annex B |
| • Ground handling, cargo                                  | Annex C |
| • Noise, Emission, Extensions OPR hours, RFFS, Winter OPS | Annex D |
| • Aircraft services, other services                       | Annex E |

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 by:  
 - the company that actually carries out the flight for scheduled and non-scheduled commercial flights.  
 - the operator of the aircraft for non-commercial flights. Several operators of the same aircraft shall be jointly liable for the fees; in the event that the operator is not also the owner of the aircraft, 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 flights outside of the operational HR and is possible between:

|                           |                           |                           |                           |
|---------------------------|---------------------------|---------------------------|---------------------------|
| MON - FRI (including HOL) | 0500 - 0530 (0400 - 0430) | 1100 - 1230 (1000 - 1130) | 2000 - 2100 (1900 - 2000) |
| SAT                       | 0530 - 0630 (0430 - 0530) | 1100 - 1230 (1000 - 1130) | 1900 - 2100 (1800 - 2000) |
| SUN                       | 0630 - 0900 (0530 - 0800) | 1100 - 1230 (1000 - 1130) | 1900 - 2000 (1800 - 1900) |

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

## 8.1.9 Ground run times are allowed to the following hours:

|                           |                           |                           |
|---------------------------|---------------------------|---------------------------|
| MON - FRI (excluding HOL) | 0700 - 1100 (0600 - 1000) | 1230 - 1700 (1130 - 1600) |
|---------------------------|---------------------------|---------------------------|

Special permission is required for ground runs outside of the above mentioned hours. Ground runs for Helicopters need prior permission from the Airport Authority.

8.1.10 The fees are payable latest prior to take-off, in cash or by credit card. Credit accounts can be made available for regular airport users, subject to approval and deposit. The customer is responsible for all bank fees. Standard credit terms are net 10 days.

8.1.11 All tariffs are listed in Swiss Francs (CHF).

8.1.12 General terms and conditions Airport Altenrhein AG apply. .

See Annex F

## 8.2 Landing Fees

- 8.2.1 The LDG fees are levied on ACFT LDGs at St. Gallen-Altenrhein AP, also for go-around and touch-and-go.
- 8.2.2 The LDG fees are calculated according to 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 St.Gallen-Altenrhein and with a MTOM up to 3 tonnes, the LDG fee will be reduced by 40% (not cumulative with other discounts).
- 8.2.4 For Training FLT's with Instructor on board or supervised by an Instructor with an ACFT of MTOM up to 3 tonnes LDG fee will be reduced by 30% (not cumulative with other discounts such as homebase).
- 8.2.5 The following LDG are exempt from LDG fees:
- a. FLT's by officials of the Aircraft Accident Investigation Bureau (SUST) in the course of their duties
  - b. SAR FLT's ordered by Federal Office of Civil Aviation (FOCA)
  - c. Approaches without LDG (go-around, touch and go) ordered by ATC due to air safety concerns
  - d. Approaches without LDG (go-around, touch and go) due to meteorological reasons
  - e. Approaches without LDG (go-around, touch and go) due to technical reasons (emergency)

## 8.3 ATC Fee (Skyguide Switzerland)

- 8.3.1 ATC fees are based on Skyguide Switzerland tariffs, the Swiss civil and military air navigation services provider.
- 8.3.2 The following landings are exempt from ATC fees:
- a. Government / State FLT's (presidents, ministers, monarchs and their family)
  - b. SAR Organisations FLT's ordered by FOCA
  - c. FLT's for measure of Air Navigation equipment for LSZR

See Annex A

## 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 8.7 tonnes into one of the noise classes A to D corresponds to the classification established by FOCA resp. 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 In the event that a party lays claim to a more advantageous classification, the party shall provide proof to the AP Authority by way of appropriate documentation within 60 days. After receipt of the documentation the AP Authority shall reimburse the excess noise surcharge.

See Annex D

## 8.5 Emission surcharge

- 8.5.1 For each LDG, there shall be an emission-based surcharge payable in accordance with the emission value of the ACFT. The determination of the emission value shall be according to the FOCA directive 33-05-27.
- 8.5.2 In the event that a party lays claim to more advantageous classification, the party shall provide proof to the AP Authority by way of appropriate documentation within 60 days. After receipt of the documentation, the AP Authority shall reimburse the excess emission surcharge.

See Annex D

**8.6 Passenger Fee / Passenger Security Fee**

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

8.6.2 Passengers exempt from fees:

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

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

- a. Critical Part, and / or
- b. Passenger and Cabin baggage screening, and / or
- c. Hold baggage screening

See Annex B

**8.7 Aircraft Parking Fee**

8.7.1 The ACFT parking fees are calculated according to the ACFT MTOM as stated in the Airworthiness Certificate, the Aircraft Flight Manual or in any other equivalent official document.

8.7.2 The AP Authority determines the parking PSN of the ACFT.

8.7.3 Home based ACFT are exempt from the ACFT parking fee.

8.7.4 ACFT during active maintenance in an official maintenance facility are exempt from the ACFT parking fee.

8.7.5 Outside day parking of more than 4 hours will be charged. In the case of outside overnight parking only the overnight rate will be charged.

8.7.6 Hangar day and overnight parking is subject to availability.

See Annex B

**8.8 Ground Handling Fee**

Ground handling fees for scheduled FLTs, regular Charter flights, Business & Private Aviation are mandatory. See Annex C

**8.9 Surcharges for services**

- a. Extended Terminal Services outside of normal opening hours
- b. Fire & rescue services
- c. Ground handling and air navigation services 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) |

See Annex D

**8.10 Surcharge winter operation**

The surcharge winter operation will be charged for every landing from 1st October until 31st March, irrespective of actual ACFT deicing / anti-icing being used or not. Exempt are home based ACFTs and ACFTs up to MTOM 3 tonnes.

See Annex D

## 8.11 Rescue and fire fighting services (RFFS)

The Rescue and fire fighting services will be performed and charged as per Operators request.

See Annex D

## 8.12 Fees for ACFT services, ACFT deicing / anti-icing, passenger & pilot services, ACFT ground runs, other services

See Annex E

## 8.13 ANNEX A

Landing Fee / Approach Fee for General Aviation

| MTOM<br>(kg) | Fees in CHF per landing / touch and go / go around |          |        | VFR Training* |
|--------------|----------------------------------------------------|----------|--------|---------------|
|              | Landing fees                                       | ATC fees | Total  | ATC fees      |
| Glider       | 10.00                                              | --       | --     | --            |
| -400         | 10.00                                              | 8.00     | 18.00  | 5.00          |
| -500         | 12.50                                              | 8.00     | 20.50  | 5.00          |
| -600         | 15.00                                              | 8.00     | 23.00  | 5.00          |
| -700         | 17.50                                              | 8.00     | 25.50  | 5.00          |
| -800         | 20.00                                              | 8.00     | 28.00  | 5.00          |
| -900         | 22.50                                              | 8.00     | 30.50  | 5.00          |
| -1000        | 25.00                                              | 8.00     | 33.00  | 5.00          |
| -1100        | 27.50                                              | 17.00    | 44.50  | 9.00          |
| -1200        | 30.00                                              | 17.00    | 47.00  | 9.00          |
| -1300        | 32.50                                              | 17.00    | 49.50  | 9.00          |
| -1400        | 35.00                                              | 17.00    | 52.00  | 9.00          |
| -1500        | 42.00                                              | 17.00    | 59.00  | 9.00          |
| -1600        | 48.00                                              | 17.00    | 65.00  | 9.00          |
| -1700        | 51.00                                              | 17.00    | 68.00  | 9.00          |
| -1800        | 54.00                                              | 17.00    | 71.00  | 9.00          |
| -1900        | 57.00                                              | 17.00    | 74.00  | 9.00          |
| -2000        | 60.00                                              | 17.00    | 77.00  | 9.00          |
| -3000        | 75.00                                              | 24.00    | 99.00  | 13.00         |
| -4000        | 100.00                                             | 84.00    | 184.00 | 17.00         |
| -5000        | 125.00                                             | 98.00    | 223.00 | 21.00         |
| -6000        | 186.00                                             | 111.00   | 297.00 | 25.00         |
| -7000        | 217.00                                             | 122.00   | 339.00 | 29.00         |
| -8000        | 248.00                                             | 133.00   | 381.00 | 33.00         |
| -9000        | 279.00                                             | 144.00   | 423.00 | 37.00         |
| -10000       | 310.00                                             | 154.00   | 464.00 | 41.00         |
| -11000       | 363.00                                             | 164.00   | 527.00 | 45.00         |
| -12000       | 396.00                                             | 173.00   | 569.00 | 49.00         |
| -13000       | 429.00                                             | 183.00   | 612.00 | 53.00         |
| -14000       | 462.00                                             | 191.00   | 653.00 | 57.00         |
| -15000       | 495.00                                             | 200.00   | 695.00 | 62.00         |
| -16000       | 528.00                                             | 209.00   | 737.00 | 65.00         |

\* Definition of VFR training/instruction flights:

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

| MTOM<br>(kg) | Fees in CHF per landing / touch and go / go around |          |         | VFR Training* |
|--------------|----------------------------------------------------|----------|---------|---------------|
|              | Landing fees                                       | ATC fees | Total   | ATC fees      |
| -17000       | 561.00                                             | 217.00   | 778.00  | 70.00         |
| -18000       | 594.00                                             | 225.00   | 819.00  | 74.00         |
| -19000       | 627.00                                             | 233.00   | 860.00  | 78.00         |
| -20000       | 660.00                                             | 241.00   | 901.00  | 82.00         |
| -21000       | 903.00                                             | 249.00   | 1152.00 | 85.00         |
| -22000       | 946.00                                             | 257.00   | 1203.00 | 89.00         |
| -23000       | 989.00                                             | 264.00   | 1253.00 | 93.00         |
| -24000       | 1032.00                                            | 272.00   | 1304.00 | 97.00         |
| -25000       | 1075.00                                            | 279.00   | 1354.00 | 101.00        |
| -26000       | 1118.00                                            | 286.00   | 1404.00 | 105.00        |
| -27000       | 1161.00                                            | 293.00   | 1454.00 | 109.00        |
| -28000       | 1204.00                                            | 300.00   | 1504.00 | 113.00        |
| -29000       | 1247.00                                            | 307.00   | 1554.00 | 117.00        |
| -30000       | 1290.00                                            | 314.00   | 1604.00 | 121.00        |
| -31000       | 1395.00                                            | 321.00   | 1716.00 | --            |
| -32000       | 1440.00                                            | 327.00   | 1767.00 | --            |
| -33000       | 1485.00                                            | 334.00   | 1819.00 | --            |
| -34000       | 1530.00                                            | 341.00   | 1871.00 | --            |
| -35000       | 1575.00                                            | 347.00   | 1922.00 | --            |
| -36000       | 1620.00                                            | 353.00   | 1973.00 | --            |
| -37000       | 1702.00                                            | 360.00   | 2062.00 | --            |
| -38000       | 1748.00                                            | 366.00   | 2114.00 | --            |
| -39000       | 1794.00                                            | 372.00   | 2166.00 | --            |
| -40000       | 1840.00                                            | 378.00   | 2218.00 | --            |
| -41000       | 1968.00                                            | 385.00   | 2353.00 | --            |
| -42000       | 2016.00                                            | 391.00   | 2407.00 | --            |
| -43000       | 2064.00                                            | 397.00   | 2461.00 | --            |
| -44000       | 2112.00                                            | 403.00   | 2515.00 | --            |
| -45000       | 2160.00                                            | 409.00   | 2569.00 | --            |
| -46000       | 2208.00                                            | 414.00   | 2622.00 | --            |
| -47000       | 2256.00                                            | 420.00   | 2676.00 | --            |
| -48000       | 2304.00                                            | 425.00   | 2729.00 | --            |
| -49000       | 2352.00                                            | 432.00   | 2784.00 | --            |
| -50000       | 2400.00                                            | 437.00   | 2837.00 | --            |
| -51000       | 2550.00                                            | 443.00   | 2993.00 | --            |
| -52000       | 2600.00                                            | 449.00   | 3049.00 | --            |
| -53000       | 2650.00                                            | 454.00   | 3104.00 | --            |
| -54000       | 2700.00                                            | 460.00   | 3160.00 | --            |
| -55000       | 2750.00                                            | 465.00   | 3215.00 | --            |
| -56000       | 2800.00                                            | 471.00   | 3271.00 | --            |
| -57000       | 2850.00                                            | 476.00   | 3326.00 | --            |

## \* Definition of VFR training/instruction 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

| MTOM<br>(kg) | Fees in CHF per landing / touch and go / go around |                    |         | VFR Training* |
|--------------|----------------------------------------------------|--------------------|---------|---------------|
|              | Landing fees                                       | ATC fees           | Total   | ATC fees      |
| -58000       | 2900.00                                            | 482.00             | 3382.00 | --            |
| -59000       | 2950.00                                            | 487.00             | 3437.00 | --            |
| -60000       | 3000.00                                            | 492.00             | 3492.00 | --            |
| >60000       | 52.00 / tonnes                                     | as per ATC tariffs | --      | --            |

**\* Definition of VFR training/instruction 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

**Tow aircraft and powered gliders**

- Tow ACFT are exempt from ATC fees for APCHs on the grass RWYs
- For powered gliders, the ordinary ATC 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.

**8.14 ANNEX B**

**8.14.1 Passenger fees / Aircraft parking fees**

**A. Passenger fee / Passenger security fee**

|                                | Fee per departing passenger |
|--------------------------------|-----------------------------|
| - Aircraft up to 3 tonnes MTOM | free of charge              |
| - Scheduled & Other traffic    | 30.00                       |
| - Passenger security fee       | 16.50                       |

**B. Aircraft parking fees**

Outside day parking rates

| Aircraft up to (MTOM) | Fee per day    |
|-----------------------|----------------|
| - 2 tonnes            | free of charge |
| - 3 tonnes            | free of charge |
| - 6 tonnes            | 80.00          |
| - 12 tonnes           | 150.00         |
| - 24 tonnes           | 200.00         |
| - 40 tonnes           | 300.00         |
| > 40 tonnes           | 400.00         |

Outside overnight parking rates

| Aircraft up to (MTOM) | Fee per overnight |
|-----------------------|-------------------|
| - 2 tonnes            | 20.00             |
| - 3 tonnes            | 70.00             |
| - 6 tonnes            | 150.00            |
| - 12 tonnes           | 300.00            |
| - 24 tonnes           | 500.00            |
| - 40 tonnes           | 700.00            |
| > 40 tonnes           | 900.00            |

Hangar day parking rates\*

| Aircraft up to (MTOM) | Fee per day |
|-----------------------|-------------|
| - 2 tonnes            | 40.00       |
| - 3 tonnes            | 100.00      |
| - 6 tonnes            | 250.00      |
| - 12 tonnes           | 450.00      |
| - 24 tonnes           | 600.00      |
| - 40 tonnes           | 800.00      |
| > 40 tonnes           | 1000.00     |

Hangar overnight parking rates\*

| Aircraft up to (MTOM) | Fee per overnight |
|-----------------------|-------------------|
| - 2 tonnes            | 60.00             |
| - 3 tonnes            | 150.00            |
| - 6 tonnes            | 300.00            |
| - 12 tonnes           | 600.00            |
| - 24 tonnes           | 900.00            |
| - 40 tonnes           | 1200.00           |
| > 40 tonnes           | 1400.00           |

\* towing / assistance included

**8.15 ANNEX C****8.15.1 Ground handling fee, cargo handling****A. Aircraft and passenger handling for Scheduled flights and regular & single Charter flights**

Check-in, boarding, deboarding, baggage handling, load control, meteo, GPU, ACFT cleaning, communication (MVT, LDM, PTM, PSM), special passenger assistance (PRM, UM, WHC, PETC). Services and fees per special agreement.

**B. Aircraft and passenger handling for Business & Private Aviation (mandatory for PAX flights)**

| Aircraft up to (MTOM) | Fee per turnaround (landing / departure) |
|-----------------------|------------------------------------------|
| - 3 tonnes            | free of charge                           |
| - 6 tonnes            | 400.00                                   |
| - 12 tonnes           | 800.00                                   |
| - 24 tonnes           | 1000.00                                  |
| - 40 tonnes           | 1400.00                                  |
| > 40 tonnes           | 1800.00                                  |

Services included:

- Marshalling
- Aircraft chocking
- Passenger ramp transportation (on request)
- Baggage services
- Crew ramp transportation (on request)
- Customs and immigration assistance
- Operational ground assistance & coordination
- Operational messages, NOTAM, Meteo/TAF, Flight Package printout
- 3rd party liaison
- Crew lounge
- Crew car (if available)

Exemptions: Home-based ACFTs

**C. Basic ramp services for Business & Private Aviation (ferry flights/special category/HOSP)**

| Aircraft up to (MTOM) | Fee per landing / departure |
|-----------------------|-----------------------------|
| - 3 tonnes            | free of charge              |
| - 6 tonnes            | 100.00                      |
| - 12 tonnes           | 250.00                      |
| - 24 tonnes           | 350.00                      |
| - 40 tonnes           | 450.00                      |
| > 40 tonnes           | 600.00                      |

Services included:

- Marshalling
- Aircraft chocking

Exemptions: Home based ACFTs, maintenance ferry FLTs, maintenance check FLTs, training FLTs

**D. Cargo handling**

Airport St.Gallen-Altenrhein is not authorized to carry out cargo handling.

## 8.16 ANNEX D

### 8.16.1 Surcharges

#### A. Noise surcharge (propeller-driven aircraft)

| Noise Class | Surcharge per landing |
|-------------|-----------------------|
| A           | 30.00                 |
| B           | 20.00                 |
| C           | 6.00                  |
| D           | free of charge        |

#### B. Emission surcharge

|                | Surcharge per emission value |
|----------------|------------------------------|
| Emission value | 5.00                         |

#### C. Extended terminal services outside of regular opening hours

| Type of flight       | Surcharge per ½ hour or part thereof |
|----------------------|--------------------------------------|
| All types of flights | 150.00                               |

#### D. Ground handling and air navigation services outside of the regular operating hours

| Type of flight | Surcharge per ½ hour or part thereof |
|----------------|--------------------------------------|
| HOSP           | 250.00                               |
| SAR            | 250.00                               |
| Other          | 500.00                               |
| No show fee    | 50 % of expected chargeable fees     |

#### E. Rescue and fire fighting services (RFFS / as per request)

| RFF Category | Surcharge per turnaround |
|--------------|--------------------------|
| CAT 3        | 330.00                   |
| CAT 4        | 500.00                   |
| CAT 5        | 650.00                   |
| CAT 6        | 800.00                   |

#### F. Surcharge winter operation

| Aircraft up to (MTOM) | Surcharge per landing |
|-----------------------|-----------------------|
| - 3 tonnes            | free of charge        |
| - 6 tonnes            | 50.00                 |
| - 12 tonnes           | 80.00                 |
| - 24 tonnes           | 100.00                |
| - 40 tonnes           | 150.00                |
| > 40 tonnes           | 200.00                |

**8.17 ANNEX E****8.17.1 Aircraft services and other services****A. Aircraft towing**

| Aircraft up to (MTOM) | Fee per tow |
|-----------------------|-------------|
| - 3 tonnes            | 40.00       |
| - 6 tonnes            | 75.00       |
| - 12 tonnes           | 100.00      |
| - 24 tonnes           | 200.00      |
| - 40 tonnes           | 300.00      |
| > 40 tonnes           | 500.00      |

**B. Aircraft services**

| Aircraft service               | Fee    | per                    |
|--------------------------------|--------|------------------------|
| Ground power unit 28VDC        | 100.00 | ½ hour or part thereof |
| Ground power unit 115V / 400Hz | 150.00 | ½ hour or part thereof |
| Air Starter                    | 300.00 | start                  |
| Toilet dump                    | 200.00 | service                |
| Toilet water refill            | 150.00 | service                |
| Potable water refill           | 150.00 | service                |

**C. Aircraft deicing / anti-icing**

| Aircraft up to (MTOM) | Flat fee |
|-----------------------|----------|
| - 3 tonnes            | 100.00   |
| - 6 tonnes            | 200.00   |
| - 12 tonnes           | 300.00   |
| - 24 tonnes           | 400.00   |
| - 40 tonnes           | 600.00   |
| > 40 tonnes           | 800.00   |

| Deicing fluid / hot water mixture | Price per liter sprayed |
|-----------------------------------|-------------------------|
| -Type I / Type II                 | 9.50                    |

**D. Aircraft ground run**

| Aircraft up to (MTOM) | Fee per maintenance event |
|-----------------------|---------------------------|
| - 3 tonnes            | 50.00                     |
| - 6 tonnes            | 150.00                    |
| - 12 tonnes           | 280.00                    |
| - 24 tonnes           | 400.00                    |
| - 40 tonnes           | 550.00                    |
| > 40 tonnes           | 800.00                    |

**E. Other services**

| Service                                        | Fee     | per                    |
|------------------------------------------------|---------|------------------------|
| Apron access (requires customs permission)     | 500.00  | access (exempt HOSP)   |
| Business- / Crew lounge                        | 20.00*  | day                    |
| Cabin cleaning                                 | 150.00  | ½ hour or part thereof |
| Blue collar staff                              | 100.00  | hour or part thereof   |
| Supervisory staff                              | 150.00  | hour or part thereof   |
| License renewal - confirmation of flight hours | 25.00*  | renewal                |
| Airport ID authorisation                       | 50.00*  |                        |
| Airport ID authorisation deposit               | 100.00  |                        |
| Airport key                                    | 50.00*  |                        |
| Airport key deposit                            | 100.00  |                        |
| Airport key and / or ID locking                | 100.00* |                        |
| Airport key and / or ID unlocking              | 100.00* |                        |

\* incl. VAT

**8.18 ANNEX F****8.18.1 GENERAL TERMS AND CONDITIONS (GTC) FOR GROUND HANDLING SERVICES, PARKING AND HANGARING BY AIRPORT ALTENRHEIN AG  
AT AIRPORT ST.GALLEN-ALTENRHEIN / LSZR / ACH****Article 1 Provision of Services****1.1 General**

The services will be made available within the limitations set by Airport Altenrhein AG and in accordance with regulations and procedures applicable in Switzerland.

It is not considered necessary or possible to provide specific details of the services and it is generally understood what such services comprise and the standards to be attained. Airport Altenrhein AG will generally provide services as set out in Annex A of the IATA Standard Ground Handling Agreement except for cases where Airport Altenrhein AG deems such services as not applicable or practicable due to specific circumstances at Altenrhein Airport. Parking and hangaring of longer than five days is handled by Altenrhein Realco AG with a specific agreement

**1.2 Documents for Ground Handling**

Documents used for ground handling and parking/hangaring will be Airport Altenrhein AG's own documents.

**1.3 Schedule of Flights**

Airport Altenrhein AG will provide the agreed services for the Client's aircraft for the flight operation and/or parking and hangaring on an agreed schedule at Altenrhein Airport. The Client agrees to immediately inform Airport Altenrhein AG of any changes in schedule and/or type of aircraft.

**1.4 Emergency Assistance**

It is the responsibility of Airport Altenrhein AG to participate in local emergency response plan(s) in order to provide support to the Carrier in the event of an emergency including but not limited to, forced landings, accidents or acts of violence.

Airport Altenrhein AG will contact the Handling Company to establish the carrier's needs in an emergency and provide the Handling Company its current emergency procedures.

In the absence of Client's instructions, in part or whole, Airport Altenrhein AG shall follow its own emergency response plans.

Airport Altenrhein AG shall take all reasonable measures to assist passengers, crew and family members and to safeguard and protect baggage, cargo and mail carried in the aircraft from loss or damage in cooperation with the relevant local authorities.

The Client shall reimburse Airport Altenrhein AG for any extra expenses incurred in rendering such assistance.

**1.5 Additional Services**

As far as possible, Airport Altenrhein AG will, upon request, provide the Client with any additional services. Such services may be governed by special conditions agreed upon by the Parties.

**1.6 Priority**

Airport Altenrhein AG shall, as far as possible, give priority to aircraft operating on schedule.

**Article 2 Fair Practises**

Neither the Client nor Airport Altenrhein AG shall disclose any information to outside parties without the prior consent of the other Party, unless such information is specifically required by applicable law or by governmental or authorities' regulations, in which case the other Party will be notified accordingly.

**Article 3 Standard of Work**

3.1 Airport Altenrhein AG shall carry out all technical and flight operation services as well as other services also having a safety aspect, for example load control and loading of aircraft, in accordance with the Client's instructions. Receipt of such instructions must be confirmed in writing to the Client by Airport Altenrhein AG. In the absence of instructions from the Client, Airport Altenrhein AG shall follow its own standard practices and procedures, which shall comply with the applicable Swiss rules, regulations and procedures.

3.2 Airport Altenrhein AG will carry out all other services in accordance with the Client's procedures and instructions, or as mutually agreed. In the absence of instructions from the Client, Airport Altenrhein AG shall follow its own standard practices and procedures.

3.3 Airport Altenrhein AG agrees to ensure that authorisations of specialised personnel performing services for the Client are valid and current. If at any time Airport Altenrhein AG is unable to provide authorised personnel as requested by the Client, Airport Altenrhein AG shall inform the Client immediately.

3.4 The Client shall supply Airport Altenrhein AG with sufficient information and instructions to enable Airport Altenrhein AG to perform its handling, parking and hangaring properly.

3.5 Airport Altenrhein AG must report to the Client's representative, all loss of or damage, threatened or actual, to aircraft and loads noticed in the course of the handling, or which in any way possible becomes known to Airport Altenrhein AG.

3.6 In the provision of the services, the Parties agree to comply with any applicable data protection laws.

#### **Article 4 Remuneration**

4.1 The Client agrees to pay to Airport Altenrhein AG the agreed charges set out in the respective "Tariff Regulations" [<https://peoples.ch/business-aviation/facts-figures-lszz/fees-charges>] and to discharge all additional expenditures incurred while providing the agreed services and any additional services referred to in 1.4 and 1.5.

4.2 The charges for Ground Handling services do not include:

- any charges, fees or taxes imposed or levied by the Airport, Customs or other authorities against the Client or Airport Altenrhein AG in connection with the provision of services herein by Airport Altenrhein AG or in connection with the Client's flights.
- expenses incurred in connection with stopover and transfer passengers and with the handling of passengers for interrupted, delayed or cancelled flights.

Such charges, fees, taxes or other expenses as outlined above shall be borne ultimately by the Client.

#### **Article 5 Payment**

The Client shall pay all fees and charges either in cash or by credit card. Airport Altenrhein AG may at its discretion make other arrangements for payment, for example pre-arranged monthly invoicing.

#### **Article 6 Liability and Indemnity**

In this Article, all references to:

- a. "the Client" or "Airport Altenrhein AG" shall include their employees, servants, agents and subcontractors;
- b. "ground support equipment" shall mean all equipment, whether fixed or mobile, used in the performance of ground handling services provided for the Client by Airport Altenrhein AG.

6.1 Except as stated in Sub-Article 6.5, the Client shall not make any claim against Airport Altenrhein AG and shall indemnify it (subject as hereinafter provided) against any legal liability for claims or suits, including costs and expenses incidental thereto, in respect of:

- a. delay, injury or death of persons carried or to be carried by the Client;
- b. injury or death of any employee of the Client;
- c. damage to or delay or loss of baggage, cargo or mail carried or to be carried by the Client,
- d. damage to or loss of property owned or operated by, or on behalf of, the Client and any consequential loss or damage arising from an act or omission of Airport Altenrhein AG, unless done with intent to cause damage, death, delay, injury or loss or recklessly and with knowledge that damage, death, delay, injury or loss would probably result.

All claims or suits arising hereunder shall be dealt with by the Client. Airport Altenrhein AG shall notify the Client of any claims or suits without undue delay and shall furnish such assistance as the Client may reasonably require.

6.2 The Client shall not make any claim against Airport Altenrhein AG in respect of damage to third parties caused by the operation of the Client's aircraft arising from an act or omission of Airport Altenrhein AG, unless done with intent to cause damage, or recklessly and with knowledge that damage would probably result.

6.3 In the case of claims arising out of surface transportation which Airport Altenrhein AG provides on behalf of the Client, the liability and indemnity provisions contained in these Terms and Conditions shall equally apply.

6.4 Airport Altenrhein AG shall not make any claim against the Client and shall indemnify it (subject as hereinafter provided) against any legal liability for claims or suits, including costs and expenses incidental thereto, in respect of:

- a. injury to or death of any employees of Airport Altenrhein AG, its servants, agents or subcontractors;
- b. damage to or loss of property owned or operated by, or on behalf of, Airport Altenrhein AG and any consequential loss or damage arising from an act or omission of the Client, unless done with intent to cause damage or recklessly and with knowledge that damage would probably result.

6.5 Notwithstanding Sub-Article 6.1(d), Airport Altenrhein AG shall indemnify the Client against any physical loss of or damage to the Client's Aircraft caused by Airport Altenrhein AG's negligent act or omission provided always that the Airport Altenrhein AG's liability shall be limited to any such loss of or damage to the Client's Aircraft in an amount not exceeding the level of deductible under the Client's Hull All Risk Policy which shall not, in any event, exceed USD 1,500,000 except that loss or damage in respect of any incident below USD 3,000 shall not be indemnified.

This Sub-Article 6.5 shall not be ground for any claim for consequential loss incurred in connection with physical loss of or damage to the Client's Aircraft.

For the avoidance of doubt, save as expressly stated, this Sub-Article 6.5 does not affect or prejudice the generality of the provisions of Sub-Article 6.1 including the principle that the Client shall not make any claim against Airport Altenrhein AG and shall indemnify it against any liability in respect of any and all consequential loss or damage, howsoever arising.

#### **Article 7 Governing law and Place of Jurisdiction**

Any agreements between the Client and Airport Altenrhein AG are subject to Swiss law, namely the Swiss Code of Obligations. The Place of Jurisdiction is Altenrhein, Switzerland

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**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 <sup>1</sup> 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)<br>in kg | Charge National traffic<br>CHF (excl. VAT) | International Traffic <sup>1</sup><br>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<br>(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**

| <b>Fuels and lubricants</b> | <b>Charge per litre in CHF (excl. VAT)</b> |
|-----------------------------|--------------------------------------------|
| 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<br>(19:00:01 - 20:00:00) | 800.00      | 400.00   | 200.00  | 100.00  | 50.00   |
| 21:00:01 - 21:30:00<br>(20:00:01 - 20:30:00) | 1500.00     | 800.00   | 400.00  | 200.00  | 100.00  |
| 21:30:01 - 22:00:00<br>(20:30:01 - 21:00:00) | 3000.00     | 1500.00  | 800.00  | 400.00  | 200.00  |
| 22:00:01 - 22:30:00<br>(21:00:01 - 21:30:00) | 6000.00     | 3000.00  | 1500.00 | 800.00  | 400.00  |
| 22:30:01 - 23:00:00<br>(21:30:01 - 22:00:00) | 12000.00    | 6000.00  | 3000.00 | 1500.00 | 800.00  |
| 23:00:01 - 05:00:00<br>(22:00:01 - 04:00:00) | 18000.00    | 12000.00 | 6000.00 | 3000.00 | 1500.00 |
| 05:00:01 - 06:00:00<br>(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<br>(19:00:01 - 20:00:00) | 50.00             |
| 21:00:01 - 21:30:00<br>(20:00:01 - 20:30:00) | 100.00            |
| 21:30:01 - 22:00:00<br>(20:30:01 - 21:00:00) | 200.00            |
| 22:00:01 - 22:30:00<br>(21:00:01 - 21:30:00) | 400.00            |
| 22:30:01 - 23:00:00<br>(21:30:01 - 22:00:00) | 800.00            |
| 23:00:01 - 05:00:00<br>(22:00:01 - 04:00:00) | 1500.00           |
| 05:00:01 - 06:00:00<br>(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](http://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<br>(19:00:01 - 20:00:00) | 800.00      | 200.00  | 100.00  | 50.00   | 40.00   |
| 21:00:01 - 21:30:00<br>(20:00:01 - 20:30:00) | 1500.00     | 200.00  | 100.00  | 50.00   | 50.00   |
| 21:30:01 - 22:00:00<br>(20:30:01 - 21:00:00) | 2000.00     | 400.00  | 200.00  | 100.00  | 100.00  |
| 22:00:01 - 22:30:00<br>(21:00:01 - 21:30:00) | 3000.00     | 800.00  | 400.00  | 200.00  | 200.00  |
| 22:30:01 - 23:00:00<br>(21:30:01 - 22:00:00) | 6000.00     | 1500.00 | 800.00  | 400.00  | 400.00  |
| 23:00:01 - 05:00:00<br>(22:00:01 - 04:00:00) | 18000.00    | 9000.00 | 4500.00 | 2500.00 | 1500.00 |
| 05:00:01 - 06:00:00<br>(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<br>(19:00:01 - 20:00:00) | 40.00             |
| 21:00:01 - 21:30:00<br>(20:00:01 - 20:30:00) | 50.00             |
| 21:30:01 - 22:00:00<br>(20:30:01 - 21:00:00) | 100.00            |
| 22:00:01 - 22:30:00<br>(21:00:01 - 21:30:00) | 200.00            |
| 22:30:01 - 23:00:00<br>(21:30:01 - 22:00:00) | 400.00            |
| 23:00:01 - 05:00:00<br>(22:00:01 - 04:00:00) | 1500.00           |
| 05:00:01 - 06:00:00<br>(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](http://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:<br>Turbodiesel<br>Microlight<br>Ecolight | Piston:<br>Conventional | Piston:<br>Conventional | Piston:<br>Conventional | Helicopter | Helicopter | Business-<br>Jets | Business-<br>Jets     | Turbo-<br>props |
|--------|--------------------------------------------------|-------------------------|-------------------------|-------------------------|------------|------------|-------------------|-----------------------|-----------------|
|        |                                                  | up to 200 hp            | 200-400 hp              | >400 hp                 | <1000 shp  | >1000 shp  | (<16 kN)          | (>16 but<br><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 0.80 per processed piece of luggage |
| Dedicated SSBD  | CHF 7200.00 per month and unit          |

The user fee for Common Use 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 m2 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 m3 |
| 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 1.00 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       | CH60 | GA8  | P32R | TAMP | A109 | C525 | TEX2 | A139 | JU52 | A140 | HA4T | A148 | A19N | A306 | A124 | A225 |
| AA5        | CH7A | GAZL | P68  | TB20 | A119 | DA62 | TRIS | AN2  | L410 | A748 | IL14 | AN72 | A20N | A30B | A332 | A388 |
| AAT3       | CH7B | GC1  | P68T | TB21 | A169 | DH3T | UH1  | AN28 | LJ25 | AN24 | J328 | B461 | A21N | A310 | A333 | B748 |
| AC11       | COL3 | GLAS | PA11 | TBEE | AC68 | DHC2 | VTOR | AN38 | LJ31 | AN26 | L29B | B462 | A318 | A3ST | A339 |      |
| AC4        | COL4 | GX   | PA18 | TFUN | AC90 | DHC6 | YAK3 | AS32 | LJ35 | AN30 | SB20 | B463 | A319 | B703 | A342 |      |
| AR15       | CP10 | GY80 | PA22 | TOBA | AC95 | DO28 |      | ASTR | LJ40 | AN32 | VF14 | BA11 | A320 | B720 | A343 |      |
| AS02       | CP23 | H269 | PA24 | TRIN | AEST | DOVE |      | B190 | LJ45 | AT43 |      | C160 | A321 | B752 | A345 |      |
| AS16       | CRUZ | H500 | PA25 | TWEN | ALO2 | E50P |      | B350 | LJ55 | AT44 |      | C27J | AN12 | B753 | A346 |      |
| AS2T       | D11  | HMNY | PA28 | ULAC | ALO3 | EA50 |      | B412 | LJ60 | AT45 |      | CONI | B37M | B762 | A358 |      |
| ATL        | D140 | HR10 | PA30 | VELO | AS50 | EC30 |      | BE20 | LJ75 | AT72 |      | CRJ7 | B38M | B763 | A359 |      |
| B06        | D250 | HR20 | PA32 | VEZE | AS55 | EC35 |      | BE30 | Mi8  | AT73 |      | CRJ9 | B39M | C141 | A35K |      |
| B209       | D253 | HUSK | PA34 | VM1  | AS65 | EC45 |      | BE40 | MU30 | AT75 |      | CRJX | B712 | DC85 | AN22 |      |
| B47G       | DA20 | J3   | PA38 | WA40 | B105 | EC55 |      | BE99 | N260 | AT76 |      | CVLT | B721 | DC86 | B741 |      |
| BE23       | DA40 | JB15 | PA44 | WT9  | B212 | EPIC |      | C25A | P180 | ATP  |      | DC4  | B722 | DC87 | B742 |      |
| BE24       | DA42 | JUNR | PA46 | XA42 | B222 | EXPL |      | C25B | P51  | B25  |      | DC6  | B731 | IL62 | B743 |      |
| BE33       | DA50 | KL07 | PTS2 | Y18T | B230 | F406 |      | C25C | PAY4 | C295 |      | DC91 | B732 | IL76 | B744 |      |
| BE35       | DAL4 | L200 | PUP  | YK18 | B407 | FA24 |      | C500 | PC24 | C750 |      | DC92 | B733 | K35R | B74R |      |
| BE36       | DIMO | L8   | PZ04 | YK52 | B427 | G44  |      | C501 | PRM1 | CL30 |      | DC93 | B734 | T154 | B74S |      |
| BE76       | DO27 | LA25 | R100 | Z43  | B429 | HDJT |      | C550 | PUMA | CL35 |      | DH8D | B735 | T204 | B764 |      |
| BE77       | DR10 | LAMA | R200 | Z50  | B430 | KMAX |      | C551 | S601 | CL60 |      | E170 | B736 |      | B772 |      |
| BE95       | DR30 | LGEZ | R22  |      | BE10 | KODI |      | C55B | S92  | CN35 |      | E190 | B737 |      | B773 |      |
| BL8        | DR40 | LNC2 | R300 |      | BE18 | L39  |      | C560 | SBR1 | CRJ1 |      | E275 | B738 |      | B779 |      |
| BREZ       | DV20 | LNC4 | R44  |      | BE55 | MU2  |      | C56X | SC7  | CRJ2 |      | E75L | B739 |      | B77L |      |
| BU31       | E230 | M20J | R66  |      | BE58 | NOMA |      | C650 | SF34 | DH8A |      | E75S | BCS1 |      | B77W |      |
| BX2        | E300 | M20P | R90R |      | BE60 | P46T |      | C680 | SH33 | DH8B |      | F100 | BCS3 |      | B788 |      |
| C10T       | E400 | M20T | RALL |      | BE65 | P750 |      | C68A | SH36 | DH8C |      | F28  | C130 |      | B789 |      |
| C140       | EAGL | M4   | RANG |      | BE9L | PA23 |      | D228 | SJ30 | DHC7 |      | F70  | C30J |      | B78X |      |
| C150       | EC12 | M6   | RF6  |      | BE9T | PA27 |      | D328 | STAR | E135 |      | FA7X | DC94 |      | C17  |      |
| C152       | EC20 | M7   | RV4  |      | BK17 | PA31 |      | DC3  | SW2  | E145 |      | FA8X | DC95 |      | C5   |      |
| C170       | ECHO | M7T  | RV6  |      | BN2P | PAY1 |      | E110 | SW3  | E35L |      | GA5C | E195 |      | DC10 |      |
| C172       | EDGE | MCR1 | RV7  |      | C208 | PAY2 |      | E120 | SW4  | E45X |      | GA6C | E290 |      | IL86 |      |
| C175       | EN28 | MCR4 | RV8  |      | C25M | PAY3 |      | E121 | TBM  | E545 |      | GL5T | E295 |      | IL96 |      |
| C177       | EN48 | MD50 | S05F |      | C303 | PC12 |      | E55P | WW24 | E550 |      | GLEX | GL7T |      | L101 |      |
| C180       | ERCO | MD52 | S05R |      | C310 | PC21 |      | FA10 |      | F18  |      | GLF2 | IL18 |      | MD11 |      |
| C182       | EV97 | MD60 | S10  |      | C320 | PC6T |      | FA20 |      | F27  |      | GLF3 | L188 |      |      |      |
| C185       | EVOT | MOR2 | S208 |      | C335 | PC7  |      | G150 |      | F2TH |      | GLF4 | MD81 |      |      |      |
| C195       | F156 | O1   | S22T |      | C337 | PC9  |      | GAA  |      | F50  |      | GLF5 | MD82 |      |      |      |
| C206       | F260 | P06T | S330 |      | C340 | S76  |      | H25A |      | F60  |      | GLF6 | MD83 |      |      |      |
| C210       | F8L  | P149 | SC01 |      | C402 | SF50 |      | H25B |      | F900 |      | RJ1H | MD87 |      |      |      |
| C240       | FDCT | P208 | SF25 |      | C404 | SPIT |      | H25C |      | FA50 |      | RJ70 | MD88 |      |      |      |
| C42        | FOX  | P210 | SIRA |      | C411 | SYCA |      | H60  |      | G159 |      | RJ85 | MD90 |      |      |      |
| C700       | G109 | P28A | SLG2 |      | C414 | T28  |      | HUCO |      | G250 |      | SU95 | R721 |      |      |      |
| C72R       | G115 | P28B | SR20 |      | C421 | T6   |      | HUNT |      | G280 |      | T134 | S210 |      |      |      |
| C77R       | G120 | P28R | SR22 |      | C425 | TBM7 |      | JS31 |      | GALX |      | YK40 | T334 |      |      |      |
| C82R       | G2CA | P28T | ST75 |      | C441 | TBM8 |      | JS32 |      | H47  |      |      | YK42 |      |      |      |
| CE43       | GA7  | P28U | SUBA |      | C510 | TBM9 |      | JS41 |      | H53  |      |      |      |      |      |      |

**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)<br>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)<br>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)<br>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             |
|----------------|----------------------------|
| <b>Class A</b> | Noise level above limit    |
| <b>Class B</b> | 0 to < 2 db(A) below limit |
| <b>Class C</b> | 2 to < 5 db(A) below limit |
| <b>Class D</b> | => 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](https://www.bazl.admin.ch/dam/bazl/de/dokumente/Fachleute/Luftfahrzeuge/Gebuehren_Zulassung/gebuehrenklassenderreferenzflugzeugtypen.pdf.download.pdf/gebuehrenklassenderreferenzflugzeugtypen.pdf)

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