

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

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

(Of 01 JAN 2026)

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			
MTOM kg	International flights	National flights	VFR training flights *
	CHF (excl. VAT)	CHF (excl. VAT)	CHF (excl. VAT)
- 1000	20.80	13.50	13.50
1001 - 1500	27.75	18.05	18.05
1501 - 2000	38.15	24.80	24.80
2001 - 3000	53.15	34.55	34.55
3001 - 4000	68.15	44.30	44.30
4001 - 5000	83.15	54.05	54.05
5001 - 6000	98.15	63.80	63.80
6001 - 7000	106.00	68.90	68.90
7001 - 8000	114.30	74.30	74.30
8001 - 9000	122.40	79.55	79.55
9001 - 10000	130.50	84.85	84.85
10001 - 11000	136.30	88.60	88.60
11001 - 12000	145.55	94.60	94.60
12001 - 13000	154.80	100.60	100.60
13001 - 14000	164.05	106.65	106.65
14001 - 15000	175.60	114.15	114.15
15001 - 16000	187.15	121.65	121.65
16001 - 17000	198.70	129.15	129.15
17001 - 18000	210.25	136.65	136.65
18001 - 19000	221.80	144.15	144.15
19001 - 20000	233.35	151.70	151.70
20001 - 21000	247.20	160.70	160.70
21001 - 22000	261.05	169.70	169.70
22001 - 23000	274.90	178.70	178.70
23001 - 24000	288.75	187.70	187.70
24001 - 25000	302.60	196.70	196.70
25001 - 26000	316.45	205.70	205.70
26001 - 27000	330.30	214.70	214.70
27001 - 28000	344.15	223.70	223.70
28001 - 29000	358.00	232.70	232.70
29001 - 30000	371.85	241.70	241.70
30001 - 31000	385.70	250.70	--

Landing charges			
MTOM kg	International flights	National flights	VFR training flights *
	CHF (excl. VAT)	CHF (excl. VAT)	CHF (excl. VAT)
31001 - 32000	399.55	259.70	--
32001 - 33000	413.40	268.70	--
33001 - 34000	427.25	277.70	--
34001 - 35000	441.10	286.70	--
35001 - 36000	454.95	295.70	--
36001 - 37000	468.80	304.70	--
37001 - 38000	482.65	313.70	--
38001 - 39000	496.50	322.75	--
39001 - 40000	510.35	331.75	--

For each additional tonne or part thereof, the charge is increased by CHF 16.20 for international traffic and by CHF 10.55 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:

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

where:

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

LTO-Modes: ICAO Certification LTO Modes:

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

Engines: number of engines fitted to the aircraft

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

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

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

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

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

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

ACFT equipped with

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

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

Table 1: FOCA Aircraft Emission Value Matrix

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

1.2.5.4 Emission tariff

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

1.3 Passenger charges

1.3.1 Charge duty

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

1.3.2 Charge rates

The charge for each departing passenger amounts to:

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

1.3.3 Charge exemption

Exempt from the charges are:

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

1.4 Parking charges

1.4.1 Charge duty

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

1.4.2 Criteria for charge determination

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

1.4.3 Assignment of the parking places

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

1.4.4 Charge rates

1.4.4.1 Hard surface areas

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

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

1.4.4.2 Night service charges

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

1.5 Freight charges**1.5.1 Charge duty**

A charge is levied for unloaded import and transit freight.

1.5.2 Charge rate

The charge rate amounts to CHF 0.15 per kg.

1.6 Fuel charge**1.6.1 Charge duty**

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

1.6.2 Charge rate

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

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

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

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

1.7.2 Charge rate

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

1.8 Winter operations charge**1.8.1 Charge duty**

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

1.8.2 Charge rate

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

1.9 Ground service charge (handling charge)

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

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

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

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

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

1.10 Charge exemption

1.10.1 Principle

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

1.10.2 Exemption cases

No charges are due:

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

1.10.3 Justification duty

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

1.11 Implementation

These charge regulations are valid as of 01 JAN 2021.

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

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

2.1.2 Jurisdiction

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

2.1.3 Airport charges

The AP charges applied are the following:

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

The basic rates are published in the AIP Switzerland.

2.1.4 Indemnity for special services

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

2.1.5 Charges debtor

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

2.1.6 Charge maturity

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

2.1.7 Currency

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

2.1.8 Collection

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

2.2 Landing charges (mass related)

2.2.1 Charge duty

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

2.2.2 Charge determination

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

2.2.3 Charge amount

Maximum Take-Off Mass (MTOM) in kg		National traffic ¹ CHF (excl. VAT)	International traffic CHF (excl. VAT)
up to 750		18.50	38.50
751 up to 1000		19.43	39.43
1001 up to 1500		21.28	41.28
1501 up to 2000		25.90	45.90
over 2000	for the first 2000 kg:	25.90	45.90
	for each additional ton (or part thereof)	9.25	9.25
1. including Bâle-Mulhouse (LFSB)			

2.2.4 Special cases

A special charge may be applied for the FLTs mentioned below:

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

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

2.3.1 Charge duty

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

2.3.2 Noise classification

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

2.3.3 Charge rates

The noise-related LDG charge amounts to:

Maximum Take-Off Mass (MTOM) in kg		Noise class			
		A	B	C	D
		Noise charge in CHF (excl. VAT)			
up to 750		8.33	5.55	2.78	No noise charge
751 up to 1000		11.10	7.40	3.70	
1001 up to 1500		13.87	9.25	4.62	
1501 up to 2000		16.65	11.10	5.55	
over 2000	for the first 2000 kg:	16.65	11.10	5.55	
	for each additional ton (or part thereof)	5.55	3.70	1.85	

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 MAR 2024 and supersedes that from 01 AUG 2018.

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3. LSZQ - BRESSAUCOURT AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT BRESSAUCOURT AIRPORT**

(Of 01 JUL 2024)

3.1 General provisions**3.1.1 Legal basis**

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

3.1.2 Jurisdiction

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

As a licensed airport, the Bressaucourt airport is subject to the Ordinance on Airport Charges (SR 748.131.3 - Ordinance of April 25, 2012 on Airport Charges (admin.ch)). Specifically, the procedure described in Articles 39 - 42 of this Ordinance applies to Bressaucourt.

3.1.3 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.

3.1.4 Indemnity for special services

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

3.1.5 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.

3.1.6 Charge maturity

The charges must 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.

3.1.7 Currency

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

3.1.8 Collection

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

3.2 Landing charges (mass related)

3.2.1 Charge duty

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

3.2.2 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.

3.2.3 Charge amount (included VAT)

external prices:					
Nature of flight	up to 600 kg	601 - 1000 kg	1001 - 2000 kg	2001 - 3000 kg	above 3001 kg
Basic training	16.50 CHF ⁽¹⁾	19.00 CHF ⁽²⁾	23.50 CHF ⁽³⁾	28.50 CHF	34.00 CHF
Private	18.50 CHF	23.50 CHF	28.50 CHF	43.50 CHF	55.50 CHF
Commercial	--	33.50 CHF	38.50 CHF	53.50 CHF	65.50 CHF

internal prices:					
Nature of flight	up to 600 kg	601 - 1000 kg	1001 - 2000 kg	2001 - 3000 kg	above 3001 kg
Basic training	14.00 CHF	15.50 CHF	20.50 CHF ⁽³⁾	--	--
Private	15.00 CHF	19.50 CHF	24.50 CHF	29.50 CHF	--
Commercial	--	30.50 CHF	35.50 CHF	50.50 CHF	62.50 CHF

(1) From the 2nd: 14.00 CHF

(2) From the 2nd: 15.50 CHF

(3) From the 2nd: 16.50 CHF

The lower internal prices apply when the aircraft is based at Bressaucourt (homebase).

3.3 Parking charges

3.3.1 Charge duty

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

3.3.2 Free parking period

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

3.3.3 Charge rates

After the free parking period, the parking charges are:

PWR-driven ACFT:

(incl. VAT)

in the open CHF 10.00 per night*

in the hangar CHF 16.00 per night*

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

3.4 Customs fees

Fees for each customs declaration made inside Schengen area.

(incl. VAT)

CHF 10.00

3.5 Implementation

This tariff regulation came into force on 01 JUL 2024

4. LSGC - LES EPLATURES AIRPORT - Aerodrome charges**4.1 TARIFF REGULATIONS AT LES EPLATURES AIRPORT**

(Of 31 OCT 2024)

4.2 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 Airport Charges

The AP Charges applied are the following :

- LDG charges (mass related)
- Passenger charges
- Parking charges

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:

Landing charges (CHF excl. VAT)				
MTOM kg	National Flights	International Flights	VFR* national Training Flights	IFR* national Training Flights
0 - 1000	17.85	25.25	15.15	17.85
1001 - 1500	22.35	29.75	13.75	22.35
1501 - 2000	31.60	40.85	17.45	31.60
2001 - 3000	64.45	64.45	32.95	36.70
3001 - 4000	66.15	66.15	44.55	47.85
4001 - 5000	70.75	70.75	48.75	51.40
5001 - 6000	76.70	76.70	58.85	65.65
6001 - 7000	78.60	78.60	64.00	66.05
7001 - 8000	90.65	90.65	69.20	80.95
8001 - 9000	104.10	104.10	84.55	109.20
9001 - 10000	106.50	106.50	114.70	112.90
10001 - 11000	181.85	181.85	181.85	181.85
11001 - 12000	313.50	313.50	313.50	313.50
12001 - 13000	367.15	367.15	367.15	367.15
13001 - 14000	746.75	746.75	746.75	746.75
14001 - 15000	1007.10	1007.10	1007.10	1007.10
15001 - 16000	1056.85	1056.85	1056.85	1056.85
16001 - 17000	1127.15	1127.15	1127.15	1127.15
17001 - 18000	1157.80	1157.80	1157.80	1157.80
18001 - 19000	1267.25	1267.25	1267.25	1267.25
19001 - 20000	1382.40	1382.40	1382.40	1382.40

For Approach charges see GEN 4.2 AIR NAVIGATION SERVICES CHARGES

***Definition of VFR and IFR 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.

Art. 6 Special Conditions

Companies / aircraft based at Les Eplatures receive a 6% discount on total landing charges from 200 movements per year for the entire fleet.

Les Eplatures-based flying clubs receive a 25% discount on landing fees for national private flights and a 20% discount for national VFR school flights from 100 movements per year.

A discount on fuel is available from 15,000 liters per year. Contact the airport.

Aircraft flying to Les Eplatures for maintenance purposes benefit from a 50% discount on basic handling fees.

Art. 7 NIL

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 aircrafts less than 3000 kg MTOM on non commercial flights.

The charge for each departing passenger is:	(excl. VAT)	
- Commercial traffic	CHF	20.80
- Non commercial traffic - aircrafts over 3000 kg MTOM	CHF	20.80

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 3000 kg MTOM	CHF	20.80
- Over 3001 kg MTOM	CHF	41.65

Per night stop in the hangar, the charge is:

- Up to 3000 kg MTOM	CHF	31.45
- Over 3001 kg MTOM	CHF	62.90

Art. 15 NIL

Art. 16 Fuel and lubricant charges

Fuel charges are always update on the internet site

URL: <https://leseplaturesairport.ch>

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. Details on:

URL: <https://leseplaturesairport.ch>

Art. 19 Charges for using the runway lighting

Per night between the end of civil evening TWIL and the beginning of civil morning TWIL CHF 52.75 (excl. VAT)

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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5. LSGG - GENÈVE AIRPORT - Aerodrome charges**5.1 TARIFF REGULATIONS AT GENÈVE AIRPORT**

(Of 01 JUL 2021)

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

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

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

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

HEL are charged the same rates.

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

Art. 3a Noise charges for jet-engine aircraft

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

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

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

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

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

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

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

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

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

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

Art. 3b Noise charges for propeller-driven aircraft

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

1. 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)
2. 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 (2000-2029)	2130-2159 (2030-2059)	2200-2229 (2100-2129)	2230-2259 (2130-2159)	2300-0459 (2200-0359)
V	50.--	100.--	200.--	400.--	1500.--

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

Art. 3c Indemnification charge for business and general aviation aircraft

A fee equal to 25% of the applicable landing charge is levied per landing to cover the indemnity amounts to be paid to neighboring property owners for the loss of property value caused by the noise levels of aircraft operating to/from Geneva International AP.

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:

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

where:

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

LTO-Modes: ICAO Certification LTO Modes:

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

- # Engines: number of engines fitted to the aircraft
- Time: time in mode (see above) (in minutes)
- Fuelflow: fuel flow per mode (in kg/sec)
- NO_xEmissionfactor Measured NO_x-Emission factor per mode (in g/kg fuel)

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

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

ACFT equipped with

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

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

Table 1: FOCA Aircraft Emission Value Matrix

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

Art. 4d Emission tariff

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

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

- instruction-, training- or check FLT of pilots accompanied by or under the surveillance of a FLT instructor or inspector of an airline;
- technical check FLT and transfer FLT 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:

- A. FLTs made exclusively to transport the following persons on official mission, provided that the corresponding status is indicated in the flight plan:
 - 1. the ruling monarchs and the members of their close family,
 - 2. the Heads of State, heads of government and government ministers;
- B. the SAR FLTs 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

Art. 10a Passenger charges

CHF (excl. VAT)	2025	2026	as from 2027
Local passengers			
Passenger service charge	14.70	14.70	14.70
Security charge	13.20	13.20	13.20
PRM charge	1.25	1.35	1.45
Total Passenger charge	29.15	29.25	29.35
Connecting passengers			
Passenger service charge	8.70	8.70	8.70
Security charge	13.20	13.20	13.20
PRM charge	1.25	1.35	1.45
Total Passenger charge	23.15	23.25	23.35
Passengers of general aviation ACFT up to 8618 kg MTOM			
Passenger service charge	2.85	2.85	2.85
Security charge	13.20	13.20	13.20
PRM charge	1.25	1.35	1.45
Total Passenger charge	17.30	17.40	17.50

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

Art. 10b Indemnification charge for scheduled and charter traffic

The indemnification charge is levied per departing passenger to cover the indemnity amounts to be paid to neighbouring property owners for the loss of property value caused by the noise levels of aircraft operating to/from Geneva International AP.

CHF (excl. VAT)

Charge per departing passenger

As from January 1 st 2025	0.60
As from January 1 st 2026	0.65

The indemnification charge shall automatically end once the indemnification fund exceeds 24MCHF (twenty-four million Swiss Francs) of contributions from the scheduled and charter air traffic sector.

Following an annual assessment by the AP operator, in the event the indemnification fund amount exceeds 15MCHF (fifteen million Swiss francs), the levy of the indemnification charge shall be suspended for the following year (from January 1st to December 31st).

Then, following an annual assessment by the AP operator, if the indemnification fund amount falls below 15MCHF (fifteen million Swiss francs), the levy of the indemnification charge shall resume for the following year (from January 1st until December 31st).

The AP operator shall publish the result of the annual assessment of the indemnification fund by 1st October of each year.

Art. 11 Parking charges

Art. 11a General aviation

Parking positions are always assigned by AP Authority.

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

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

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

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

Art. 11b Scheduled and charter traffic

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

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

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

Art. 11c Non-payment of parking charges

Should parking charges remain unpaid, AP operator is entitled to revoke parking permission.

In such case, ACFT owner and/or operator will be required to remove said ACFT out of AP boundaries without delay and at their own costs, without prejudice to additional measures and/or legal proceedings.

Art. 12 Fuel and lubricant charges

(excl. VAT)

CHF --.010 per litre gasoline

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

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

Art. 13 Cargo charges

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

Art. 14 Ground service charges

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

Art. 15 Utilization Charges

Art. 15a De-icing station

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

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

Art. 15b Energy supply for aircraft

The energy charges are meant to refinance infrastructures for the supply of electricity and air conditioning to ACFT.

Whenever available, the use of the supplied electricity is mandatory while the provision of air conditioning remains optional. The charge is based on the ICAO ACFT category.

The following minimum one hour charges apply:

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

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

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

Rate of electricity calculation: $20.00/60$ (TE) * length in minutes for CAAV = C.
If length < or = to 60 min. = 1 hour minimum = 20.00

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

Art. 15c User fee for Baggage sorting

The user fee for baggage sorting applies only to scheduled and charter air traffic and is levied per departing passenger.

User fee	As from July 1st, 2024	As from January 1st, 2026	As from January 1st, 2027
Per departing passenger	CHF 2.40	CHF 2.60	CHF 2.83

Art. 15d Engine run-up infrastructure

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

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

Art. 16 Methods of payment

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

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

Art. 17 Slot service fee

Geneva Airport is commissioned by Slot Coordination Switzerland to invoice the slot service fee. The fee due by the air carrier amounts to CHF 1.00 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 in CHF
3.00

Art. 19 Incentive Program

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

Art. 19a Landing incentive

This incentive recognizes the operation of new generation aircraft on the "best in class" principle. Narrow body aircraft categorized in noise class 5 as well as wide-body aircraft categorized in noise class 4 according the Swiss AIP shall be entitled to the following incentive the amount of which is calculated based on a percentage of the applicable landing charges:

Percentage

Incentive on landing

As from January 1st 2025 20%

As from January 1st 2027 17%

Art. 19b Passenger incentive

In addition to the incentive on landing, a further incentive is granted for departing passengers transported aboard eligible aircraft categories as set forth under Art.19a.

CHF (excl. VAT)

Incentive per departing passenger

As from January 1st 2025 0.40

As from January 1st 2027 0.34

Art. 19c Incremental Bonus

In order to stimulate airlines in replacing aircraft currently operating to and from Geneva International AP 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.

p2 must be > 0

Only Airport Users operating year to year on full IATA seasons are eligible.

Art. 19d Load Factor

An incentive per departing passenger 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%	0.08
Greater or equal to	80%	0.05

Art. 19e Incentive implementation date

The implementation date of the incentives set forth under Article 19 is: January 1st, 2025.

Art. 19f General Remark

Any benefit resulting from the application of the incentive scheme shall be provided to the eligible Airport User in the form of a credit note issued in January following the year under review. Airport Users with airport charges payment delay or default in a given year will not benefit from incentives for that year.

Art. 20 Noise Quota charge

The following only applies to scheduled and charter air traffic.

A Noise Quota charge is levied per delayed scheduled departure between 1900 (1800) and 2059 (1959) taking-off after 2059 (1959) once the concerned carrier has used all of its attributed Noise Quotas.

Noise Quotas are allocated by AP operator to airlines with departures scheduled between 1900 (1800) and 2059 (1959) for delayed TKOF after 2059 (1959). Noise Quotas are allocated to eligible airlines annually and proportionally to their scheduled departures between 1900 (1800) and 2059 (1959).

The number of Noise Quotas available for distribution to eligible airlines each year is determined by AP operator according to the extent of the noise curve to be respected. The weighting of Noise Points by aircraft type is based on ICAO certification values according to ICAO Annex 16 to the Convention on International Civil Aviation.

Eligible airlines are responsible for monitoring the use of the Noise Quotas distributed to them for TKOF delayed beyond 2059 (1959). Consumption of Noise Quotas for each flight depends upon the aircraft type and associated Noise Points.

Once the Noise Quotas allocated to a specific airline have been used up, TKOF of that airline delayed beyond 2059 (1959) are subject to a strong incentive charge (Noise Quota charge), depending upon the ICAO ACFT category and the number of occurrences.

NOISE QUOTA CHARGE per delayed scheduled departure between 1900 (1800) and 2059 (1959) taking-off after 2059 (1959) without quota:

CHF (excl. VAT)

AIRCRAFTS	Narrow Body	Wide-Body
ICAO CODES	A, B, C	D, E, F
First occurrence	5000.00	10000.00
Second occurrence	10000.00	20000.00
From 3 rd occurrence onwards	20000.00	40000.00

The charge for delayed TKOF after 2059 (1959) is not applicable to aircraft exempt from landing charge as defined in the Swiss AIP Gen 4.1.

Proceeds from this charge are allocated to AP operator's environment fund and used to finance measures to protect the environment and neighbouring communities.

Detailed operating rules of the Noise Quotas scheme are set forth in the "Noise Quotas System Operating Rules" and made available to ACFT operators on www.gva.ch.

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

(Of 01 JUL 2007)

6.1 General provisions**6.1.1 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.

6.1.2 Jurisdiction

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

6.1.3 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.

6.1.4 Indemnity for special services

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

6.1.5 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.

6.1.6 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.

6.1.7 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.

6.1.8 Currency

The charges are due in Swiss Francs (CHF).

6.2 Landing charges (mass related)**6.2.1 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.

6.2.2 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.

6.3 Charge rates

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

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

6.3.1 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.

6.3.2 Approaches without subsequent landing

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

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

6.4.1 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.

6.4.2 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.

6.4.3 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.

6.4.4 Charge rates

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

6.4.5 Approaches without subsequent landing

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

6.5 Passenger charges

6.5.1 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 [6.5.3](#).

6.5.2 Charge rates

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

6.5.3 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.

6.6 Parking charges (Transit parking)

6.6.1 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.

6.6.2 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.

6.6.3 Charge rates

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

6.7 Charge exemptions**6.7.1 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.

6.7.2 State aircraft (civil and military)

Special agreements may be made for State ACFT.

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

Mass in kg	Charge for national flights CHF (incl. VAT)	Charge for international flights CHF (incl. VAT)
- 1000	10.25	20.50
1001 – 2000	15.65	31.30
2001 – 3000	27.70	55.40
3001 – 4000	37.70	75.40
4001 – 5000	47.70	95.40
5001 – 6000	57.70	115.40
6001 – 7000	67.70	135.40
7001 – 8000	77.70	155.40
8001 – 9000	87.70	175.40
9001 – 10000	97.70	195.40
> 10000 – per 1000 kg or fraction	10.00	20.00
For powered gliders operating as ordinary powered ACFT, the same charge is due. They are also subject to the APCH charge levied by skyguide.		

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

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

2. Powered gliders

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

6.7.4 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

6.7.5 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)

6.7.6 ANNEX 4

Parking charges (Transit parking)

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

7. LSGL - LAUSANNE-LA BLECHERETTE AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT LAUSANNE-LA BLÉCHERETTE AIRPORT**
(Of 01 OCT 2001)**7.1 General provisions****7.1.1 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.

7.1.2 Jurisdiction

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

7.1.3 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.

7.1.4 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.

7.1.5 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.

7.1.6 Currency

The charges are payable in Swiss Francs (CHF).

7.1.7 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.

7.2 Landing charges

7.2.1 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.

7.2.2 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.

7.2.3 Charge amount

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

7.2.4 Special cases - training

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

7.3 Noise-related landing charges

7.3.1 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.

7.3.2 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).

7.3.3 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

7.3.4 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

7.3.5 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.

7.4 Passenger charges**7.4.1 Applicability**

With the exception of the cases listed below ([7.4.2](#)), a charge is levied for each passenger departing on an ACFT.

7.4.2 Passengers exempt from charges

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

7.4.3 Charge amount

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

7.5 Customs charge**7.5.1 Applicability**

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

7.5.2 Charge amount

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

7.6 Parking charges**7.6.1 Applicability**

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

7.6.2 Charge calculation

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

7.6.3 Free parking period

The first five HR of parking are free of charge.

7.6.4 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.

7.7 Charge for the sale of fuels and lubricants**7.7.1 Applicability**

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

7.8 Handling and other ground services (assistance)**7.8.1 Applicability**

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

7.8.2 Charge amount

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

7.9 Airport services provided outside opening hours

7.9.1 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.

7.9.2 VAT

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

7.10 Implementation

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

8. LSZA - LUGANO AIRPORT - Aerodrome charges

8.1 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 shall be invoiced as landing with exception of handling fees (fully waived) and landing fee (50% waived) due to RWY occupancy.

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 Special forfeit for Training and Qualification flights

MTOM (tonnes)	NR of Landing	Daily forfeit*
	Quantity	CHF
< 3	1-2	official fares applied
	3	
	4-5	
3 up to 7	1-2	600.00
	3	850.00
	4-5	1000.00
7 up to 10	1-2	700.00
	3	950.00
	4-5	1200.00
10 up to 22	1-2	800.00
	3	1100.00
	4-5	1500.00
>22	1-2	900.00
	3	1250.00
	4-5	2000.00

*The following charges are included in the forfeit: airport landing tax, fire-brigade taxes, gas emission tax, noise tax and winter tax.

Landings and approaches are allowed during the airport's standard operating and opening hours.

For the forfeit tariff to be applicable the FPL must include at the time of submission the remark "Training or Qualification flight" or be listed as an "X" flight. The forfeit tariff cannot be applied retroactively.

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:

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

where:

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

LTO-Modes: ICAO Certification LTO Modes:

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

- # Engines: number of engines fitted to the aircraft
- Time: time in mode (see above) (in minutes)
- Fuelflow: fuel flow per mode (in kg/sec)
- $\text{NOx}_{\text{Emissionfactor}}$ Measured NOx-Emission factor per mode (in g/kg fuel)

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

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

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

ACFT equipped with:

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

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

Table 1: FOCA Aircraft Emission Value Matrix

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

Art. 29 Emission tariff

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

Passenger charge**Art.30 Obligation**

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

Art. 31 Passenger charge rates

	Charges	Passenger	Security	Noise	PRM	Total Charge
a.	for general aviation traffic per passenger	CHF 19.00	-	CHF 1.00	-	CHF 20.00
b.	for scheduled and charter traffic per passenger	CHF 24.00	CHF 16.50	CHF 1.00	CHF 1.00	CHF 42.50
c.	for transit scheduled and charter traffic per passenger	CHF 9.50	CHF 5.50	CHF 1.00	-	CHF 16.00

Art. 32 Exemptions

No charge shall be levied in the cases of:

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

Parking charge**Art. 33 Obligation**

A parking charge shall be applied for ACFT parking between LDG and TKOF.

Art. 34 Basis of calculation

Basis of calculation of the charges is:

- MTOM (according to [Art. 14 Basis of calculation](#))
- DUR of the parking period

Art. 35 Parking rates

Parking rates are 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.

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

Refer to the current document: "General Aviation Handling Charges & Service"

Fuel and lubricant prices

Art. 43 Charges

The official fuel prices are published monthly.

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 Charges and Service".

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.

For the month of April, the winter surcharge may be waived depending on weather condition.

Aircraft	up to 3 tonnes	CHF	10.00
Aircraft	up to 7 tonnes	CHF	18.00
Aircraft	up to 16 tonnes	CHF	23.00
Aircraft	above 16 tonnes	CHF	30.00

Art. 52 De-icing charges

Flat fee charge per service for General Aviation ACFT. De-icing fluid / hot water mixture CHF 6.50 per litre sprayed.

Aircraft	up to 7 tonnes	CHF	320.00
Aircraft	up to 16 tonnes	CHF	430.00
Aircraft	above 16 tonnes	CHF	720.00

IV. Concluding provisions

Art. 52 **Date of validity**

These tariff regulations are valid as from 01 JUL 2025.

[GEN 4.1 - Annex 1](#)

List of the LDG charges

[GEN 4.1 - Annex 2](#)

List of the parking charges

Annex 1

Annex 1			
Landing charge based on the MTOM of aircraft			
Class	Maximum Take-Off Mass in kg		
			CHF
0	up to	1000	21.00
1	from	1001 to 1500	32.00
2	from	1501 to 2000	48.00
3	from	2001 to 3000	68.00
4	from	3001 to 4000	76.00
5	from	4001 to 5000	89.00
6	from	5001 to 6000	99.00
7	from	6001 to 7000	112.00
8	from	7001 to 8000	123.00
9	from	8001 to 9000	137.00
10	from	9001 to 10000	147.00
11	from	10001 to 11000	161.00
12	from	11001 to 12000	170.00
13	from	12001 to 13000	184.00
14	from	13001 to 14000	194.00
15	from	14001 to 15000	208.00
16	from	15001 to 16000	217.00
17	from	16001 to 17000	231.00
18	from	17001 to 18000	245.00
19	from	18001 to 19000	258.00
20	from	19001 to 20000	272.00
21	from	20001 to 21000	286.00
22	from	21001 to 22000	299.00
23	from	22001 to 23000	313.00
24	from	23001 to 24000	327.00
25	from	24001 to 25000	340.00
26	from	25001 to 26000	354.00
27	from	26001 to 27000	368.00
28	from	27001 to 28000	381.00
29	from	28001 to 29000	395.00
30	from	29001 to 30000	408.00
31	from	30001 to 31000	422.00
32	from	31001 to 32000	435.00
33	from	32001 to 33000	448.00
34	from	33001 to 34000	462.00
35	from	34001 to 35000	476.00

Annex 1				
Landing charge based on the MTOM of aircraft				
Class	Maximum Take-Off Mass in kg			CHF
36	from	35001	to 36000	489.00
37	from	36001	to 37000	503.00
38	from	37001	to 38000	517.00
39	from	38001	to 39000	530.00
40	from	39001	to 40000	544.00
41	from	40001	to 41000	558.00
42	from	41001	to 42000	571.00
43	from	42001	to 43000	585.00
44	from	43001	to 44000	599.00
45	from	44001	to 45000	612.00
46	from	45001	to 46000	626.00
47	from	46001	to 47000	638.00
48	from	47001	to 48000	652.00
49	from	48001	to 49000	666.00
50	from	49001	to 50000	679.00
51	from	50001	to 51000	693.00
52	from	51001	to 52000	707.00
53	from	52001	to 53000	720.00
54	from	53001	to 54000	734.00
55	from	54001	to 55000	748.00
56	from	55001	to 56000	761.00
57	from	56001	to 57000	775.00
58	from	57001	to 58000	789.00
59	from	58001	to 59000	802.00
60	from	59001	to 60000	816.00

Annex 2

Annex 2					
Parking charge based on the MTOM of Aircraft					
Class	Maximum Take-Off Mass in kg			Parking Charges	
				CHF / hr ¹⁾	CHF / day
				(excl. VAT)	
0	up to	1000		3.00	30.00
1	from	1001	to 1500	3.50	35.00
2	from	1501	to 2000	4.00	40.00
3	from	2001	to 3000	4.50	45.00
4	from	3001	to 4000	5.00	50.00
5	from	4001	to 5000	5.50	55.00
5 - 10	from	5001	to 10000	10.00	110.00
10 - 15	from	10001	to 15000	14.00	160.00
15 - 20	from	15001	to 20000	16.00	200.00
20 - 25	from	20001	to 25000	18.00	250.00
25 - 35	from	25001	to 35000	25.00	300.00
35 - 45	from	35001	to 45000	30.00	400.00
from 45	from	45001	to -	40.00	400.00
RMK: 1)	More than 12 hours - daily charge.				

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9. LSZR - ST. GALLEN-ALTENRHEIN AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT ST. GALLEN-ALTENRHEIN REGIONAL AERODROME**
(Of 01 JAN 2026)**9.1 General information**

9.1.1 This edition tariff regulations replaces all earlier versions.

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

Airport fees & surcharges

-	Landing, noise, emission	Annex A
-	Passenger, passenger security, aircraft parking	Annex B
-	Ground handling, cargo handling	Annex C
-	Extensions OPR hours, RFFS, Winter OPS	Annex D
-	Aircraft services, passenger services, other services	Annex E

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

9.1.4 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.

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

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

9.1.7 IFR opening hours for Airport St. Gallen-Altenrhein:

MON - FRI (incl. 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 hours and is possible during the following times:

MON - FRI (incl. 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: Special permission possible 24/7 O/R for HOSP FLT, SAR FLT, FLT of the President of the Swiss Confederation and members of the Swiss Government.

9.1.8 Engine runs are allowed at the following times:

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

9.1.9 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.

9.1.10 All tariffs are listed in Swiss Francs (CHF) and exclude value added tax (VAT).

9.1.11 General terms and conditions of Airport Altenrhein AG apply.

9.2 Landing fees

- 9.2.1 The LDG fees are levied on ACFT landings at St. Gallen-Altenrhein AP, also for touch-and-go landings.
- 9.2.2 The LDG fees are calculated according to ACFT maximum take-off weight (MTOW) as stated in the Airworthiness Certificate, the Aircraft Flight Manual or in any other equivalent official document.
- 9.2.3 For ACFT based in St.Gallen-Altenrhein and with a MTOW up to 3 tons, the LDG fee will be reduced by 40% (not cumulative with other discounts).
- 9.2.4 For training FLT's with instructor on board or supervised by an Instructor with an ACFT of MTOW up to 3 tons LDG fee will be reduced by 30% (not cumulative with other discounts such as homebase).
- 9.2.5 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)

See Annex A

9.3 Noise surcharge

- 9.3.1 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 MTOW not exceeding 8.7 tons 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 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).
- 9.3.2 In the event that a party lays claim to a more advantageous classification, the party shall provide proof to the Airport Authority by way of appropriate documentation within 60 days. After receipt of the documentation the Airport Authority shall reimburse the excess noise surcharge.

See Annex D

9.4 Emission surcharge

- 9.4.1 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.
- 9.4.2 In the event that a party lays claim to more advantageous classification, the party shall provide proof to the Airport Authority by way of appropriate documentation within 60 days. After receipt of the documentation, the Airport Authority shall reimburse the excess emission surcharge.

See Annex D

9.5 Passenger fee / Passenger security fee

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

9.5.2 Passengers exempt from fees:

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

9.5.3 A passenger Security Fee shall be payable for each passenger on FLT's requiring:

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

See Annex B

9.6 Aircraft parking fee

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

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

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

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

9.6.5 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.

9.6.6 Hangar day and overnight parking is subject to availability.

See Annex B

9.7 Ground handling and cargo handling fee

Ground handling fees for scheduled FLT's, regular charter flights, business & general flights are mandatory. Airport St.Gallen-Altenrhein is not authorized to carry out cargo handling.

See Annex C

9.8 Surcharges for services

- a. Extended Terminal Services outside of regular opening hours
- b. 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

9.9 Surcharge winter operation

The surcharge winter operation will be charged for every landing from 1st October until 31st March, irrespective of actual ACFT de-icing / anti-icing being used or not. Home based ACFT and ACFT up to 3 tons MTOW are exempt.

See Annex D

9.10 Rescue and fire fighting services (RFFS)

The Rescue and fire fighting services will be performed and charged as per operators request.
See Annex D

9.11 Fees for ACFT services, passenger services, other services

See Annex E

9.12 ANNEX A

Landing fee / Approach fee for general aviation

Fees in CHF per landing / touch and go / go around					
MTOW (kg)	Landing fees (until 31.12.2025)	Landing fees (from 01.01.2026)	MTOW (kg)	Landing fees (until 31.12.2025)	Landing fees (from 01.01.2026)
Glider	10.00	11.00	-24000	1127.00	1183.00
-400	10.00	11.00	-25000	1174.00	1233.00
-500	12.50	13.00	-26000	1221.00	1282.00
-600	15.00	16.00	-27000	1267.00	1330.00
-700	17.50	18.00	-28000	1315.00	1381.00
-800	20.00	21.00	-29000	1362.00	1430.00
-900	22.50	24.00	-30000	1409.00	1479.00
-1000	25.00	26.00	-31000	1524.00	1600.00
-1100	27.50	29.00	-32000	1573.00	1652.00
-1200	30.00	32.00	-33000	1621.00	1702.00
-1300	32.50	34.00	-34000	1671.00	1755.00
-1400	35.00	37.00	-35000	1720.00	1806.00
-1500	42.00	44.00	-36000	1769.00	1857.00
-1600	48.00	50.00	-37000	1859.00	1952.00
-1700	51.00	54.00	-38000	1909.00	2004.00
-1800	54.00	57.00	-39000	1959.00	2057.00
-1900	57.00	60.00	-40000	2010.00	2111.00
-2000	60.00	63.00	-41000	2149.00	2256.00
-3000	78.00	82.00	-42000	2202.00	2312.00
-4000	109.00	114.00	-43000	2254.00	2367.00
-5000	137.00	144.00	-44000	2306.00	2421.00
-6000	203.00	213.00	-45000	2358.00	2476.00
-7000	237.00	249.00	-46000	2411.00	2532.00
-8000	271.00	285.00	-47000	2463.00	2586.00
-9000	305.00	320.00	-48000	2516.00	2642.00
-10000	338.00	355.00	-49000	2568.00	2696.00
-11000	397.00	417.00	-50000	2621.00	2752.00
-12000	433.00	455.00	-51000	2785.00	2924.00
-13000	468.00	491.00	-52000	2839.00	2981.00
-14000	504.00	529.00	-53000	2894.00	3039.00
-15000	541.00	568.00	-54000	2948.00	3095.00
-16000	576.00	605.00	-55000	3003.00	3153.00
-17000	612.00	643.00	-56000	3058.00	3211.00
-18000	649.00	681.00	-57000	3112.00	3268.00
-19000	685.00	719.00	-58000	3167.00	3325.00
-20000	720.00	756.00	-59000	3221.00	3382.00
-21000	986.00	1035.00	-60000	3276.00	3440.00

Fees in CHF per landing / touch and go / go around					
MTOW (kg)	Landing fees (until 31.12.2025)	Landing fees (from 01.01.2026)	MTOW (kg)	Landing fees (until 31.12.2025)	Landing fees (from 01.01.2026)
-22000	1033.00	1085.00	>60000	56.00 / tons	59.00 / tons
-23000	1080.00	1134.00			

9.13 ANNEX B

9.13.1 Passenger fees / Passenger security fee / Aircraft parking fees

A. Passenger fee

Description	Fee per departing passenger
- Aircraft <3 to MTOW	free of charge
- Scheduled flights, charter flights*	34.50
- Other flights	31.50

* Charter flights requiring a security check (passengers and/or baggage)

B. Passenger security fee

Description	Fee per departing passenger
- Aircraft <3 to MTOW	free of charge
- Passenger security fee	24.50

C. Aircraft parking fees

Day parking outside

MTOW	Fee per day
- 2 tons	free of charge
- 3 tons	free of charge
- 6 tons	94.00
- 12 tons	178.00
- 24 tons	252.00
- 40 tons	378.00
- 50 tons	504.00
> 50 tons	630.00

* upon availability

Day parking Hangar*

MTOW	Fee per day
- 2 tons	105.00
- 3 tons	157.00
- 6 tons	315.00
- 12 tons	525.00
- 24 tons	787.00
- 40 tons	1050.00
- 50 tons	1365.00
> 50 tons	1680.00

* upon availability

Overnight outside

MTOW	Fee per overnight
- 2 tons	22.00
- 3 tons	73.00
- 6 tons	178.00
- 12 tons	367.00
- 24 tons	630.00
- 40 tons	892.00
- 50 tons	1155.00
> 50 tons	1470.00

Overnight Hangar*

MTOW	Fee per overnight
- 2 tons	157.00
- 3 tons	210.00
- 6 tons	420.00
- 12 tons	787.00
- 24 tons	1155.00
- 40 tons	1470.00
- 50 tons	1680.00
> 50 tons	1890.00

Services included: Aircraft towing and assistance

9.14 ANNEX C

9.14.1 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, meteorological information, 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 fees for business & general aviation

MTOW	Fee per turnaround (landing / departure)
- 3 tons	free of charge
- 6 tons	472.00
- 12 tons	892.00
- 24 tons	1155.00
- 40 tons	1575.00
- 50 tons	1890.00
> 50 tons	2100.00

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, METAR/TAF, flight package printout
- 3rd party liaison
- Crew lounge
- Waste disposal

Exemptions: Home based ACFT, maintenance ferry flights, maintenance check flights, training flights

C. Basic ramp services for ferry flights/ HOSP / SAR

MTOW	Fee per turnaround (landing / departure)
- 3 tons	free of charge
- 6 tons	157.00
- 12 tons	315.00
- 24 tons	420.00
- 40 tons	525.00
- 50 tons	735.00
> 50 tons	840.00

Services included:

- Marshalling
- Aircraft chocking
- flight package printout
- waste disposal

Exemptions: Home based ACFT, maintenance ferry FLT's, maintenance check FLT's, training FLT's

9.15 ANNEX D**9.15.1 Surcharges****A. Noise surcharge (propeller aircraft)**

Noise Class	Surcharge per landing
A	31.00
B	21.00
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

	Surcharge per ½ hour or part thereof
All types of flights	210.00

D. Aircraft ground handling and ATC outside of the regular operating hours

Type of flight	Surcharge per ½ hour or part thereof
HOSP	262.00
SAR	262.00
Other traffic	525.00
No show fee	50% of expected chargeable fees

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

RFF Category ICAO / EASA	Surcharge per turnaround
3	367.00
4	525.00
5	682.00
6	840.00

F. Surcharge winter operation

MTOW	Surcharge per landing
- 3 tons	free of charge
- 6 tons	58.00
- 12 tons	89.00
- 24 tons	115.00
- 40 tons	168.00
- 50 tons	220.00
> 50 tons	262.00

9.16 ANNEX E

9.16.1 Aircraft services and other services

A. Aircraft towing

MTOW	Fee per tow
- 3 tons	42.00
- 6 tons	79.00
- 12 tons	105.00
- 24 tons	210.00
- 40 tons	367.00
- 50 tons	630.00
> 50 tons	735.00

B. Aircraft services

Aircraft service	Fee	per
Ground power unit (GPU) 28 VDC	126.00	½ hour or part thereof
Ground power unit (GPU) 115V / 400Hz	189.00	½ hour or part thereof
Air Starter unit (ASU)	420.00	start-up process
Toilet service (dump, flush)	252.00	service
Toilet water refill	189.00	service
Potable water refill	189.00	service

C. Aircraft de-icing / anti-icing

MTOW	Flat fee
- 3 tons	126.00
- 6 tons	252.00
- 12 tons	378.00
- 24 tons	504.00
- 40 tons	787.00
- 50 tons	945.00
> 50 tons	1050.00

Deicing fluid Type I / Type II	10.40	per liter sprayed
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D. Aircraft ground run

MTOW	Fee per maintenance event
- 3 tons	52.00
- 6 tons	157.00
- 12 tons	294.00
- 24 tons	420.00
- 40 tons	577.00
- 50 tons	840.00
> 50 tons	1050.00

E. Other services

Service / product	Fee	per
Apron access (customs permission required)	525.00	access (exempt SAR / HOSP)
Security follow me (return journey)	52.00	event
Security escort and observation	115.00	hour or part thereof
Business aviation lounge access	26.00*	day
Cabin cleaning	168.00	½ hour or part thereof
Business aviation laundry service**	100.00	hour
Business aviation laundry express service** (within 24h)	50.00	laundry service (flat rate)
Business aviation material storage	15.00	day
Blue collar staff	126.00	hour or part thereof
Supervisory staff	189.00	hour or part thereof
License renewal - confirmation of flight hours	26.00	renewal
Airport ID authorisation	52.00	
Airport ID authorisation deposit	105.00	
Airport key	52.00	
Airport key deposit	105.00	
Airport key and / or ID locking	105.00	
Airport key and / or ID unlocking	105.00	

* incl. VAT

** no dry cleaning / tumble dry only

9.17 ANNEX F

9.17.1 GENERAL TERMS AND CONDITIONS FOR GROUND HANDLING SERVICES, PARKING AND HANGARING BY AIRPORT ALTENRHEIN AG AT AIRPORT ST.GALLEN-ALTENRHEIN

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 (SGHA) 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 possibly 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-lszi/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.

10. LSZS - SAMEDAN AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT SAMEDAN AIRPORT**
(Of 01 DEC 2009)**10.1 General provisions****10.1.1 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.

10.1.2 Jurisdiction

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

10.1.3 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.

10.1.4 Indemnity for special services

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

10.1.5 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.

10.1.6 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.

10.1.7 Currency

The charges are due in Swiss Francs (CHF)

10.1.8 Collection

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

10.2 Landing charges

10.2.1 Mass-related landing charge

10.2.1.1 Charge duty

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

10.2.1.2 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.

10.2.1.3 Charge amounts

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

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

1. Comprising all landings customs-cleared in Samedan

10.2.1.4 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.

10.2.2 Noise-related landing charge

10.2.2.1 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.

10.2.2.2 Aircraft up to 5700 kg MTOM

10.2.2.2.1 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).

10.2.2.2.2 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.

10.2.2.2.3 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

10.2.2.2.4 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.

10.2.2.3 Aircraft with jet engines

10.2.2.3.1 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.

10.2.2.3.2 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).

10.2.2.3.3 Charge amount

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

10.2.2.4 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.

10.3 Passenger charge**10.3.1 Charge duty**

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

10.3.2 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.

10.3.3 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.--

10.4 Snow-Fee**10.4.1 Charge duty**

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

10.4.2 Charge amount

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

10.5 Fire & Rescue**10.5.1 Charge duty**

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

10.5.2 Charge amount

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

10.6 AFIS-Fee**10.6.1 Charge duty**

For all ACFT, an AFIS-fee is levied.

10.6.2 Charge amount

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

10.7 Parking charge

10.7.1 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>.

10.7.2 Charge calculation

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

10.7.2.1 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.

10.7.2.2 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.--

10.8 Charge for the sale of fuel and lubricants

10.8.1 Charge duty

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

10.8.2 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

10.9 Ground service charge

10.9.1 Charge duty

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

10.10 Flights and aircraft exempt of charge**10.10.1 Principle**

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

10.10.2 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 FLT's;
- when the AP is used in unforeseen emergencies that are linked to the operation of an ACFT.

10.10.3 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.

10.11 Implementation

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

10.12 Value added tax

The aforementioned charges are exclusive of VAT.

10.13 Appendices and annexes

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11. LSGS - SION AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT SION AIRPORT**
(Of 01 JAN 2026)

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.

11.1 General provisions**11.1.1 Jurisdiction**

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

11.1.2 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.

11.1.3 Based aircraft/company

The status of BASED AIRCRAFT/COMPANY is established through an agreement between the airport and the owner/operator of the concerned aircraft. The conditions for obtaining this status are as follows:

By being a based owner/operator if:

They are officially established (registered) in Sion or in the canton of Valais. As a result, all aircraft listed in their NCC or AOC are considered as based.

By individually based aircraft if:

Sion is indicated as the main airport in the aircraft's registration application. It performs at least 24 movements per year.

11.1.4 Charges debtor

Debtor of the AP charges is the ACFT operator or, in default thereof, 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.

11.1.5 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.

11.1.6 Currency

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

11.1.7 Collection

The AP may delegate the collection of certain charges.

11.2 Mass-related landing charge

11.2.1 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.

11.2.2 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.

11.2.3 Charge amount for international traffic

For international traffic, the charge amounts to:

11.2.3.1 Up to 50 tonnes:

MTOM in kg	1 st APR to 31 st OCT Charge in CHF (excl. VAT)	1 st NOV to 31 st MAR Charge in CHF (excl. VAT)
0 - 1000	18.35	20.20
1001 - 1500	27.--	29.70
1501 - 2000	34.55	38.--
2001 - 3000	45.35	49.90
3001 - 4000	54.--	59.40
4001 - 5000	62.65	68.90
5001 - 6000	71.30	78.45
6001 - 26000	20.20 per ton	22.20 per ton
26001 - 30000	19.35 per ton	21.30 per ton
30001 - 50000	18.35 per ton	30.20 per ton

11.2.3.1.1 in excess of 50 tonnes:

1st April to 31st October:

CHF 918.00 (excl. VAT) for the first 50 tonnes and CHF 21.05 for each supplementary tonne (excl. VAT).

1st November to 31st March:

CHF 1009.80 (excl. VAT) for the first 50 tonnes and CHF 23.15 for each supplementary tonne (excl. VAT).

11.2.4 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).

11.2.5 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 15% is granted. This discount is also applicable for returns due to technical issues after TKOF.

A 15% discount is applicable on LDG for student pilots upon presentation of their license and a certificate from the school.

- BASED AIRCRAFT are entitled to the following discounts on LDG:
- Commercial and private traffic for ACFT of less than 3000 kg reduction 15%
- Commercial and private traffic for ACFT between 3000 kg and 5000 kg reduction 10%
- Commercial and private traffic for ACFT of more than 5000 kg reduction 5%

11.3 Noise-related landing charge**11.3.1 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.

11.3.2 Jet aircraft**11.3.2.1 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).

11.3.2.2 Charge amount

The charge amounts to:

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

11.3.2.3 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.

11.3.3 Propeller-driven aircraft with a Maximum Take-Off Mass of up to 5.7 tonnes**11.3.3.1 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.

11.3.3.2 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.

11.3.4 Emission-related landing charges

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).

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

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

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

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

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

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 less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines.

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)
NOx _{Emissionfactor}	Measured NOx-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

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

ACFT equipped with:

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

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

Table 1: FOCA Aircraft Emission Value Matrix

# Eng	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional up to 200 hp	Piston: Conventional 200-400 hp	Piston: Conventional >400 hp	Helicopter <1000 shp	Helicopter >1000 shp	Business- Jets (<16 kN)	Business- Jets (>16 but <26.7 kN)	Turbo- props
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

Emission tariff

The applicable tariff is CHF 1.50 per Emission Value_{Aircraft}

11.4 Air navigation charge**11.4.1 Charge duty**

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

11.4.2 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.

11.4.3 Charge amount

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

11.5 Passenger boarding charge**11.5.1 Charge duty**

For each passenger departing on an ACFT a boarding charge is levied whereby [11.5.2](#) is reserved.

11.5.2 Exemptions

The following are exempt from the charge:

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

11.5.3 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) |

11.6 Parking charge**11.6.1 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.

11.6.2 Determination of the parking time subject to the charge

- MIL PARKING SOUTH: Free 3 hours for aircraft with ground handling provided by Sion airport FBO; otherwise, a charge applies from the first hour.
- TRANSIT PARKING NORTH (H21 and H22 included) : Free 2 hours for aircraft with ground handling provided by Sion airport FBO; otherwise, a charge applies from the first hour.
- TRANSIT 10 NORTH: Free 1 hour.
- GVM PARKING: non GVM aircraft a charge applies from the first hour.
- GAC PARKING NORTH (JULIETTE/KILO/LIMA/INDIA): Free 4 hours.
- Helipad H1 to H5, Free 1 hour (included plateforme).

11.6.3 Charge amount

MTOM in kg	CHF (excl. VAT)
up to 2000 kg	6.50
in excess of 2000 kg	7.55 per ton

11.7 Freight charge

11.7.1 Charge duty

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

11.7.2 Exemption

Air freight in transit is exempt from this charge.

11.7.3 Charge amount

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

11.8 Charge for the supply of fuels and lubricants

11.8.1 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.

11.8.2 Charge amount

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

11.9 Ground service charge (handling)

11.9.1 Charge duty

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

11.9.2 Charge amount

Charges are AVBL O/R from Sion AP Authority.

11.10 Other charges

11.10.1 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.

11.10.2 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.

11.10.3 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.

11.10.4 Fire and Rescue**11.10.4.1 Charge duty**

For all ACFT from Category 4 and higher a fire and rescue charge is levied. Category 4 to 6/7 only on request, PPR 3 hours before.

11.10.4.2 Charge amount

Category 4/5	400.-- per turnaround
Category 6/7	800.-- per turnaround

11.11 Exemptions**11.11.1 Principle**

The exemptions in accordance with [11.11.2](#) are applicable to the mass- and noise-related LDG charges, the passenger embarkation charge and the parking charge.

11.11.2 Beneficiaries

The exemption is valid for:

- official FLT's 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.

11.11.3 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.

11.12 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.

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12. LSZH - ZURICH AIRPORT - Aerodrome charges**12.1 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.

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).

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
1-3	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").

Aircraft noise charge

Jet aircraft

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

Daytime noise charge (per landing):

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

Aircraft noise surcharge for shoulder and night hours per departure:

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

Aircraft noise surcharge for shoulder and night hours per landing:

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

Incentive payment for jet aircraft:

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

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

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

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

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

Relief mechanism for jet aircraft

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

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

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

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

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

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

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

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

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

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

Propeller aircraft

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

Daytime noise charge

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

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

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

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

Emission charge**Jet aircraft**

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

Emission Charge = EmissionValueAircraft * Emission tariff whereas

Emission tariff = 2.50 CHF

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

whereas:

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

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

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

Mode	Time (in minutes)	
Take-off	0.7	
Climbout	2.2	
Approach	4.0	
Taxi/Idle	26.0	
Fuelflow:	fuel flow per mode	(in kg/sec)
$\text{NOx}_{\text{Emissionfactor}}$	Measured NOx-Emission factor per mode	(in g/kg fuel)

Other aircraft

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

Table 1: FOCA Aircraft emission Value Matrix

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

Aircraft parking charge

Scheduled / Charter (S/C):

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

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

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

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

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

GA/BA aircraft parking charges are charged in the same way as for S/C. Regardless of the MTOM class, the first 120 minutes are free of charge.

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 weight, off loaded), according the airway bill (AWB).

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
1-3	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 departure
1-3	97.00
4	145.00
5	291.00
6	484.00
7	824.00
8	1114.00
9	1453.00

*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
Check-in counter in connection with self-tagging machines, flexible use (per counter and minute)	0.19
Check-in counter in connection with self-tagging machines, fixed use (per counter and day)	114.00
Supervisor counter, supervisor support counter, flexible use (per counter and minute)	0.05
Supervisor counter, supervisor support counter, fixed use (per counter and day)	22.50

Self Bag Drop (SBD)

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

Common Use SBD	CHF 0.80 per processed piece of luggage
Dedicated SBD	CHF 7200.00 per month and unit

The user fee for Common Use SBD is levied for the first time three months after the departure control system of the corresponding airline is connected to the SBD or three months after the SBD 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 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	60.00
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	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						

13. Appendix A**13.1 Noise classification for jet aircraft**

Noise class	Deviations
I	> 4.5 dB(A)
II	≤ 4.5 dB(A) and > 1.5 dB(A)
III	≤ 1.5 dB(A) and > -1.5 dB(A)
IV	≤ -1.5 dB(A) and > -4.5 dB(A)
V	≤ -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
	DC-8 Serie -50 / -61 / -62 / -63
	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
	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 / -300 / -500 / -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
	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
	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
	Airbus A20N / A21N (GTF)
	Airbus A-350 Serie -900 / -1000
	B-717 Serie -200
	B-737 Serie -500 / -600 / -700
	B-787 Serie -800 / -900
	Bombardier BD700 Global Express 6000 / -6500 (GLEX)
	Bombardier BD700 Global Express 5000 / 5500
	Bombardier CL30 / CL35
	Canadair CRJ-700 / -900 / -1000
	Embraer ERJ-170 / -175 / -190 / -195
	MD90
	Fokker F70 / F100
	Falcon Serie -10 / -2000
	Gulfstream G150 / G200 / G IV / G V / 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 / C560 / C680 / C700 / C750
	Canadair CL601 / CL604 / CL605 / CL650
	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 / -100
	Canadair RJ100 / RJ200 / ER / LR

14. Appendix B

14.1 Noise classification for propeller-driven aircraft

Classification rules

Propeller planes are divided into noise classes in accordance with their noise level (measured noise level, corrected for the performance factor of the aircraft or aircraft type) compared to the limit in accordance with ICAO Annex 16:

URL: <https://www.bazl.admin.ch/bazl/de/home/themen/umwelt/laerm/laermabhaengige-landegebuehren.html>

URL: <https://www.bazl.admin.ch/bazl/fr/home/themen/umwelt/laerm/taxes-d-atterrissage-liees-au-bruit.html>

URL: <https://www.bazl.admin.ch/bazl/it/home/themen/umwelt/laerm/tasse-d-atterraggio-commisurate-al-rumore.html>

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