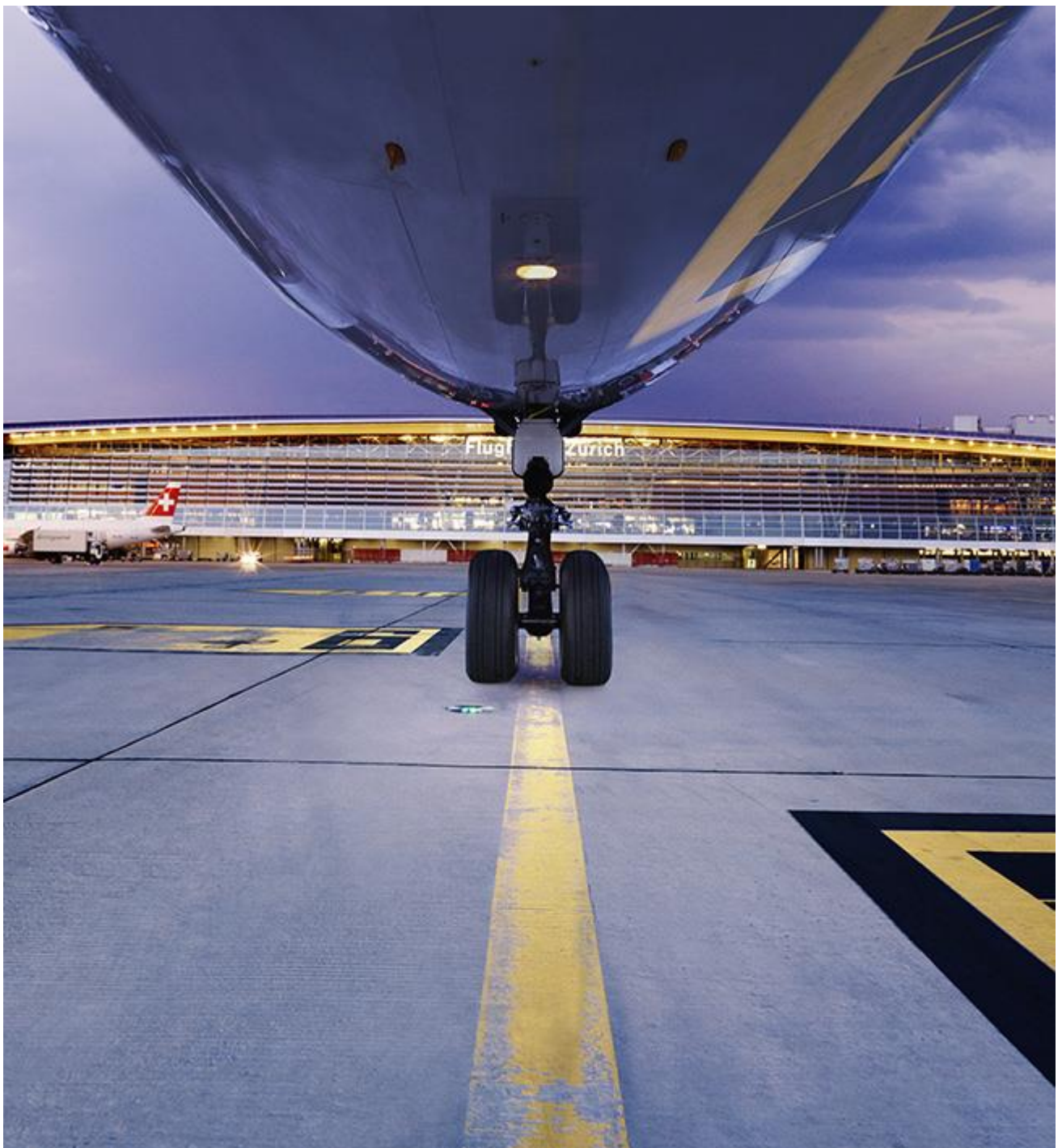


Airport Charges Catalogue for Zurich Airport

Valid from September 1, 2016
Version as per October 11, 2019



Contents

Definitions	3
1. General	4
1.1. General provisions	4
1.2. Precedence over AIP publication	4
1.3. Liability	4
1.4. Set-off	4
1.5. Debt collection	4
2. Operational charges	5
2.1. Party liable	5
2.2. Exemptions	5
2.3. Tariffs	5
2.4. Invoicing and payment	5
2.5. Documentation duties	6
2.6. Validity, duration and consultation	6
2.7. Individual charges	7
3. User fees	16
3.1. Applicability	16
3.2. Party liable	16
3.3. Tariffs	16
3.4. Invoicing and payment	16
3.5. Liability	16
3.6. Individual User Fees	17
4. Access fees	22
4.1. Party liable	22
4.2. Tariffs	22
4.3. Invoicing and payment	22
4.4. Individual Access Fees	22
5. Other, non-regulated fees	24
5.1. Fuel stock fee Carbura	24
5.2. Approach charges	24
5.3. Slot Service Fee	24
6. Annex	25
A.1. Overview of MTOW classification	26
A.2. Overview of noise classification for jet aircraft	28
A.3. Overview of noise classification for propeller driven aircraft	29
A.4. Substantial regulations related to operational charges, user fees and access fees	30

Definitions

ABT	Airborne Time
AIMS	Airport Information Management System
CHF	Swiss Francs
Commercial passenger	Passenger on a flight that is offered to the public for a fee either separately or as part of an all expense tour
EASA	European Aviation Safety Agency
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) 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	Passenger whose journey begins with a departure or ends with an arrival at Zurich Airport and who is not a transfer or transit passenger
LT	Local time
LTO cycle	Landing and take-off cycle
MTOW	Maximum Take-off Weight
PRM	Passenger with reduced mobility according to Reg. (EC) 1107/2006
RFS	Road Feeder Service
S/C	Scheduled / Charter: Commercial flights that need terminal infrastructure (e.g. Check-In, connection to IT systems) for handling and flights with such character (e.g. technical flights that are S/C flights in normal operations)
t	Ton
TDT	Touch down time
Transfer passenger	Passenger who disrupts his journey at Zurich Airport and who continues latest 24 hours after his arrival (scheduled time of arrival) with another aircraft with a different flight number (scheduled time of departure); Place of departure and place of arrival must not be identical
Transit passenger	Passenger who disrupts his journey at Zurich Airport and who continues latest 24 hours after his arrival (scheduled time of arrival) the same flight number (scheduled time of departure); Place of departure and place of arrival must not be identical
VAT	Value Added Tax

1. General

1.1. General provisions

As provided for in art. 39 of the Swiss Aviation Act (SR 748.0) and in the Swiss Airport Charges Regulation (SR 748.131.3), Flughafen Zürich AG issues the following Airport Charges Catalogue.

Objections against airport charges invoices are to be handed in to Flughafen Zürich AG, Airport Charges Management, P.O. Box, 8058 Zurich-Airport within 10 days after issuance. Flughafen Zürich AG decides on such invoices by decree. Complaints against such decrees are to be filed to the Swiss Federal Administrative Court within 30 days after issuance of the decree.

Place of fulfillment is Zurich Airport.

Exclusive place of jurisdiction for civil disputes concerning airport charges is Bülach. Swiss Law is exclusively applicable.

1.2. Precedence over AIP publication

The tariffs published in this Airport Charges Catalogue are also published in the Aeronautical Information Publication (AIP). The most recent version of Airport Charges Catalogue in German language is binding and precedes the AIP.

1.3. Liability

In the scope of this Airport Charges Catalogue, the liability of Flughafen Zürich AG is determined by the Government Liability Act (SR 170.32) and by art. 4 of the Zurich Airport Operations Regulations, dated June 30, 2011.

There is no performance guarantee by Flughafen Zürich AG deductible from this Airport Charges Catalogue. The liability of Flughafen Zürich AG is excluded to the legally permitted extent. Liability for consequential damage, loss of profit, damages due to delays and additional expenditure in ground handling or due to loss of data are also excluded. Flughafen Zürich AG is not liable for its own negligence and negligence of its staff and auxiliaries.

1.4. Set-off

The party liable may not offset its claims against airport charges.

1.5. Debt collection

Flughafen Zürich AG may contract third parties to collect debt out of airport charges.

2. Operational charges

2.1. Party liable¹

If not provided otherwise, the party liable is the carrier under which airline code the flight is operated.

If the carrier under which airline code the flight is operated cannot be held liable or if the flight is not operated under such airline code, then the operator of the aircraft becomes the party liable. If the operator of the aircraft cannot be held liable, then the owner of the aircraft becomes the party liable.

All natural or legal persons that carry out a flight on their own account and that have the actual and permanent power of control over the aircraft and who use it at their own expense are considered as operators of the aircraft. Multiple operators of an aircraft are jointly and severally liable for operational charges. If the operator and the owner of the aircraft are not the same entity, both are jointly and severally liable for operational charges.

2.2. Exemptions

The following airport users are exempted from airport charges:

- the Swiss Confederation for flights of officials of the Federal Office of Civil Aviation (FOCA) and the Aircraft Accident Investigation Bureau during the course of their duties,
- Swiss state flights,
- foreign state flights carrying the head of state on an official state visit and
- search and rescue flights mandated by the Swiss Search and Rescue Coordination for civil aviation.

2.3. Tariffs

The operational charges' tariffs are indicated in Swiss Francs (CHF), excluding Value Added Tax (VAT).

2.4. Invoicing and payment

Operational charges are invoiced in CHF.

They are due after service provision by Flughafen Zürich AG and prior to departure of the aircraft from Zurich Airport.

Flughafen Zürich AG may allow postponed payments for liable parties that use Zurich Airport regularly and

- that have their head office or a branch office in Switzerland or
- that have, concerning the claims of Flughafen Zürich AG, a special domicile in Switzerland according to art. 50 paragraph 2 of the Swiss Debt Enforcement and Bankruptcy Act (SR 281.1).

If postponed payments are allowed and if not agreed otherwise, payments are due 10 days after issuance of the invoice.

¹ Adjustment of the definition of the party liable as per the revision of the Ordinance on Airport Charges (Version as per August 1, 2019)

Flughafen Zürich AG may demand securities from the party liable, such as bank guarantees by a bank based in Switzerland (direct or indirect issuance), cash deposits or prepayments prior to landing.

If the party liable is delayed in payment, Flughafen Zürich AG may

- demand default interest of 5%,
- deny departure and impose the costs arising including damages to the party liable.

2.5. Documentation duties

Parties liable have to report on the aircraft operated under their responsibility at Zurich Airport yearly until April 1 with the following documentation:

- aircraft registration
- aircraft manufacturer, aircraft type and model
- MTOW according to Aircraft Flight Manual (AFM), basic section on weight limitation
- engine type

The report has to be backed with the respective AFM pages.

Changes in the course of the year have to be reported immediately to Flughafen Zürich AG.

This documentation is also used for the invoicing of Approach Charges by Flughafen Zürich AG on behalf of Skyguide Ltd. (see art. 5.2)

Data for invoicing and statistics (load messages and passenger transfer messages, inbound connection lists) are to be delivered by the handling agent to Flughafen Zürich AG. Airlines are obliged to provide such data accordingly.

2.6. Validity, duration and consultation

The operational charges as provided in art. 2 will take effect on September 1, 2016. A new adjustment procedure will begin 36 months after the operational charges have come into force.

Flughafen Zürich AG informs users at least once yearly on the execution of paragraph 2 of the Airport Charges Catalogue and about the proceedings out of operational charges.

2.7. Individual charges

2.7.1. Aircraft movement related charges

2.7.1.1. Landing charge

MTOW class ²	Charge per landing
Class 1	14.80
Class 2	37.10
Class 3	96.50
Class 4	183.30
Class 5	309.00
Class 6	567.40
Class 7	1'091.10
Class 8	1'817.80
Class 9	3'005.00

The landing charge is also valid for „touch and go“ landings and for „missed approaches“.

The landing charge is reduced by 66 2/3% for training and instruction flights in general aviation.

2.7.1.2. Aircraft noise charge³

Jet aircraft

The noise classification⁴ 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	1	2	3	4	5
Charge	2'000.00	400.00	40.00	10.00	0.00

² See A.1: Overview over the MTOW classification.

³ Adjustment of noise surcharge for shoulder and night hours and relief mechanism as per decree of FOCA of June 5, 2019, applicable as of September 11, 2019.

⁴ See A.2.: Overview of noise classification for jet aircraft.

Aircraft noise surcharge for shoulder and night hours per departure:

Noise Class	1	2	3	4	5
ABT 21:00:01-22:00:00 LT	800.00	400.00	200.00	100.00	50.00
ABT 22:00:01-22:30:00 LT	1'500.00	800.00	400.00	200.00	100.00
ABT 22:30:01-23:00:00 LT	3'000.00	1'500.00	800.00	400.00	200.00
ABT 23:00:01-23:30:00 LT	6'000.00	3'000.00	1'500.00	800.00	400.00
ABT 23:30:01-00:00:00 LT	12'000.00	6'000.00	3'000.00	1'500.00	800.00
ABT 00:00:01-06:00:00 LT	18'000.00	12'000.00	6'000.00	3'000.00	1'500.00
ABT 06:00:01-07:00:00 LT	1'500.00	800.00	400.00	200.00	100.00

Aircraft noise surcharge for shoulder and night hours per landing:

All Noise Classes	
TDT 21:00:01-22:00:00 LT	50.00
TDT 22:00:01-22:30:00 LT	100.00
TDT 22:30:01-23:00:00 LT	200.00
TDT 23:00:01-23:30:00 LT	400.00
TDT 23:30:01-00:00:00 LT	800.00
TDT 00:00:01-06:00:00 LT	1'500.00
TDT 06:00:01-07:00:00 LT	100.00

Incentive for jet aircrafts

Upon application, Flughafen Zürich AG promotes the operation of less noisy aircraft, if the following conditions are fulfilled:

- The aircraft type has been certified by the European Aviation Safety Agency (EASA) a maximum of four years before application and it has been operated newly at Zurich Airport between certification and application;
- The noise reduction of the new aircraft type measured at Zurich Airport compared to the noise of the aircraft type previously on the same operation has to be 5 dB at a minimum. The noise reduction is measured similarly to the measurements determining the aircraft noise charges.

The incentive is granted from the beginning of the regular operation of the new aircraft type with the respective airline at Zurich Airport, based on its actual number of landings. It is granted for a maximum of three years but limited to the validity of this Airport Charges Catalogue.

Every year, there are CHF 1'000'000.00 out of the collected aircraft noise charges available for incentive payments. This amount is credited at the beginning of the following year to the airline, based on its share of entitled landings in all entitled landings in that year. The incentive is credited at the beginning of the following 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 incentive per landing is CHF 100.00.

Aircraft that have been certified by EASA after January 1, 2010 and that have been in operation at Zurich Airport prior to February 1, 2014, are granted the same incentive upon application, if all aforementioned conditions are fulfilled.

In case that, until December 31, 2015, the minimum noise reduction of 5 dB proves too high for triggering the incentive, it may be reviewed and adjusted by Flughafen Zürich AG. In case of an adjustment, Flughafen Zürich AG considers the minimum noise reduction perceptible by humans (minimum of 3 dB). The triggering value must not be set below this value. Airport users will be informed on such adjustments in the annual consultation meeting. New triggering values are not applicable retrospectively.

Applications are to be handed in by January 31 of the following year by means of the application form on www.zurich-airport.com/charges to Flughafen Zürich AG, Airport Charges Management, P.O. Box, 8058 Zurich-Airport.

Relief mechanism for jet aircraft

Flughafen Zürich AG 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 21:00:01 and 07:00:00 LT
- the nonstop flight distance is 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 those 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 the flights with scheduled and actual time of departure (respectively arrival) between 21:00:01 and 23:00:00 or 06:00:01 and 07:00:00 LT.

The amount of refund is defined as the difference between the actually paid noise surcharges during shoulder and night hours and the hypothetical payable noise surcharges during shoulder and night hours if the charges model as per end of 2014 would be still applicable to such flights of the respective Airline in the respective year.

Aircraft noise surcharge for shoulder and night hours per start (as per 31. 12. 2014):

Noise Class	1	2	3	4	5
ABT 21:00:01-22:00:00 LT	800.00	200.00	100.00	50.00	40.00
ABT 22:00:01-22:30:00 LT	1'500.00	200.00	100.00	50.00	50.00
ABT 22:30:01-23:00:00 LT	2'000.00	400.00	200.00	100.00	100.00
ABT 23:00:01-23:30:00 LT	3'000.00	800.00	400.00	200.00	200.00
ABT 23:30:01-00:00:00 LT	6'000.00	1'500.00	800.00	400.00	400.00
ABT 00:00:01-06:00:00 LT	18'000.00	9'000.00	4'500.00	2'500.00	1'500.00
ABT 06:00:01-07:00:00 LT	1'500.00	500.00	200.00	100.00	50.00

Aircraft noise surcharge for shoulder and night hours per landing: (as per 31. 12. 2014):

All Noise Classes	
TDT 21:00:01-22:00:00 LT	40.00
TDT 22:00:01-22:30:00 LT	50.00
TDT 22:30:01-23:00:00 LT	100.00
TDT 23:00:01-23:30:00 LT	200.00
TDT 23:30:01-00:00:00 LT	400.00
TDT 00:00:01-06:00:00 LT	1'500.00
TDT 06:00:01-07:00:00 LT	50.00

Applications are to be handed in by January 31 of the following year by means of the application form on www.zurich-airport.com/charges to Flughafen Zürich AG, Airport Charges Management, P.O. Box, 8058 Zurich-Airport.

Propeller aircraft:

The following noise charges per noise class⁵ are valid for propeller driven aircraft with an MTOW up to 8.7 t:

Daytime noise charge:

	Charge per landing per t MTOW
Class A	7.00
Class B	4.00
Class C	2.00
Class D	0.00

Propeller driven aircraft with an MTOW of more than 8.7 t are classified in noise class 5 for jet aircraft.

The MTOW according to the AFM is applicable and rounded up to the next ton.

During shoulder and night hours, for all propeller driven aircraft, independent from their MTOW, the surcharges of noise class 5 for jet aircraft apply.

2.7.1.3. Emission charge

Jet aircraft

For aircraft regulated in ICAO Annex 16, Vol. II and aircraft that are not regulated but for which FOCA has emission data available, the emission charge is imposed based on the FOCA directive 33-05-27 on Aircraft Engine Emission Charges in Switzerland, dated June 1, 2009. The following formula applies:

⁵ See A.3.: Noise classification for propeller-driven aircraft.

Emission charge = EmissionValueAircraft * Emission tariff

whereas

Emission tariff: CHF 2.50

$$EmissionValue_{(aircraft)} = a * \#engines * \sum_{LTO-modes} \left(\frac{60 * time * fuelflow * NOx_{Emissionfactor}}{1000} \right)$$

whereas

a = 1, if the certified LTO hydrocarbon emission per rated 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.

The following ICAO certification values for LTO hydrocarbon emission apply:

MODE	TIME
Take-off	0.7 Min
Climbout	2.2 Min
Approach	4.0 Min
Taxi/idle	26.0 Min

Fuelflow = Fuelflow per mode in kg/second

NOx_{Emission factor}: Measured NOx emission factor per mode in g/kg fuel

Other aircraft

Propeller driven aircraft, helicopters and aircraft with no emission data available to FOCA are subject to the emission charge as follows:

#engines	Piston: Turbodiesel microlight ecolight	Piston: conventional			Helicopter	Helicopter	Jets	Jets	Turbo- props
		≤ 200 PS	> 200, ≤ 400 PS	> 400 PS	< 1000 WPS	> 1000 WPS	< 16 kN	>16, < 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

2.7.1.4. Aircraft parking charge

Scheduled/Charter (S/C):

Aircraft parking charges for S/C are imposed with high and low tariffs, based on MTOW classification and parking duration of the respective aircraft. The parking duration begins at actual time of arrival (ATA) and ends at actual time of departure (ATD) and is measured to-the-minute.

- MTOW classes 1 - 6 are free of charge during the first 30 minutes. The high tariff is applicable from the 31st minute until the 180st minute, followed by the low tariff.
- MTOW classes 7 and 8 are free of charge during the first 60 minutes. The high tariff is applicable from the 61st minute until the 240st minute, followed by the low tariff.
- MTOW class 9 is free of charge for the first 90 minutes. The high tariff is applicable from the 91st minute until the 300st, followed by the low tariff.

Aircraft parking charges are not imposed between 23:00:01 and 06:00:01 LT. During this period, the parking times are not counted. If a parking is interrupted during the high tariff time by the charge-free period, the high tariff is reapplied after the charge free period. If a parking is interrupted during the low tariff time by the charge free period, the low tariff is reapplied after the charge free period. If a parking is interrupted during the first, charge free period, the charge free period is reapplied after the interruption.

If the parking is interrupted by towing to a free of charge aircraft stand, the parking time commences new by the time the aircraft is towed back to a chargeable position.

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

⁶ See A.1: Overview of MTOW classification.

Aircraft parking charge for GA/BA:

Independently from their classification in class 1 to 9, aircraft parking charges for GA/BA are imposed from the 6th hour of parking as follows:

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

Aircraft parking charges are not imposed between 23:00:01 and 06:00:01 LT. During this period, the parking times are not counted.

If the parking is interrupted by towing to a free of charge aircraft stand, the parking time commences new by the time the aircraft is towed back to a chargeable position.

The aircraft parking charge for GA/BA is increased by 200% two days before (from 06:00:01 LT) until two days after the World Economic Forum (WEF) (until 23:00:00 LT).

2.7.2. Passenger related charges

2.7.2.1. General provisions

Passenger related charges are imposed per departing passenger.

Exempted from passenger related charges are

- children under the age of two years,
- crew members who are directly involved in the flight's operation, including emergency flights, training flights, measurement flights and 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),

All passenger related charges for transfer passengers are also applied to transit passengers.

2.7.2.2. 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.

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

Airlines with a departing passenger volume of less than 100'000 and airlines that have, during the respective calendar year, not paid one or more airport charges invoices in a timely manner, are not entitled to the discount. The discount is capped at 10% for a departing passenger volume of 1'000'000.

The discount is credited latest three months after the end of the respective calendar year.

2.7.2.3. Passenger security charge

Charge per passenger	
Local passenger	13.00
Transfer passenger	7.00
GA/BA Passenger	13.00

2.7.2.4. PRM charge

Charge per passenger	
Commercial passenger	1.00
Non-commercial passenger	0.00

2.7.3. Freight related charge

The freight related charge is owned jointly by the operating carrier and the forwarding agency.

A forwarding agency is defined as the addressee as indicated on the transport order. Freight charges on transfer freight are invoiced to the arriving carrier.

The freight related charge is imposed on freight transported by aircraft as well as on freight transported by Road Feeder Service (RFS).

The freight related charge is charged per unloaded kg of freight (gross).

Within the limits of this paragraph, airmail is considered as freight.

Charge per unloaded kg (gross weight)	
Import	0.06
Transfer-in	0.02

3. User fees

3.1. Applicability

Flughafen Zürich AG applies the following user fees for the provision and operation of centralized infrastructure. Unless provided otherwise, the user fees are applicable from September 1, 2016 on.

3.2. Party liable

If not provided otherwise, the party liable is defined in Art. 2.1.

3.3. Tariffs

The user fees' tariffs are indicated in CHF, excluding VAT.

3.4. Invoicing and payment

User fees are invoiced in CHF.

They are due after usage of the infrastructure and services by the party liable. If not provided otherwise, payment is due 10 days after issuance of the invoice.

Flughafen Zürich AG may demand

- securities from the party liable, such as bank guarantees by a bank with a headquarter in Switzerland (direct or indirect issuance), cash deposits or prepayments and,
- in case of default, interest of 5%.

If the party liable is an airline or an operating carrier, Art. 2.4 applies concerning invoicing and payment.

3.5. Liability

Users of centralized infrastructure are liable to Flughafen Zürich AG for default and damages that they, their employees or auxiliary persons cause to Flughafen Zürich AG. Special provisions of user regulations, especially therein defined standards of care, are reserved.

If Flughafen Zürich AG is liable by reasons of the user's responsibility, the user is obliged to keep Flughafen Zürich AG free of damage.

If the respective centralized infrastructure is a building or structure in the sense of art. 58 of the Swiss Code of Obligations, the users' third party liability to Flughafen Zürich AG is defined as follows:

- Flughafen Zürich AG is liable as property owner of the building or other structure according to art. 58 of the Swiss Code of Obligations.
- The user is liable to third parties in all other cases, as far as he is responsible for the reasons.
- The user takes the liability of Flughafen Zürich AG as owner of the building or other structure, as far as the damage is caused by
 - a defect caused by the user's operations,

- a defect that cannot be corrected timely due to the user’s failure of information to Flughafen Zürich AG,
- the user’s failure of immediate action in order to avoid or to mitigate damage until the defect can be corrected by Flughafen Zürich AG,
- other reasons in the user’s responsibility.

3.6. Individual User Fees

3.6.1. User fee deicing per landing

MTOW class ⁷	User fee per landing
Class 1 - 2	0.00
Class 3	7.75
Class 4	15.50
Class 5	29.45
Class 6	58.15
Class 7	116.25
Class 8	232.50
Class 9	387.50

3.6.2. User fee deicing throughput

Party liable of the user fee deicing throughput is the applicator of deicing liquids.

User fee per throughput liter	1.50
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The user fee deicing throughput is payable 30 days after issuance of the invoice.

3.6.3. User fee aircraft energy supply

The user fee aircraft energy supply is imposed only for S/C flight operations.

⁷ See A.1: Overview of MTOW classification.

It is charged on a per minute basis starting from the switch on of the energy supply facility.

MTOW class ⁸	Base tariff per usage	Tariff per hour					
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Hour 6ff
Class 1 - 3	3.00	free				3.00	
Class 4	4.50	free				4.80	
Class 5	9.00	free				9.00	
Class 6	15.00	free				15.00	
Class 7	25.50	free			25.80		
Class 8	34.50				free		34.80
Class 9	45.00				free		45.00

Between 00:00:01 and 05:00:00 LT, the user fee aircraft energy supply is not imposed and the counting of the reference time is suspended. Base tariff and tariff per hour are further counted after the suspension.

3.6.4. User fee aircraft air conditioning

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

It is charged on a per minute basis starting from the switch on of the air conditioning facility.

MTOW class ⁹	User fee per hour
Class 1 - 3	6.00
Class 4	9.00
Class 5	18.00
Class 6	30.00
Class 7	51.00
Class 8	69.00
Class 9	90.00

Between 00:00:01 and 05:00:00 LT, the user fee aircraft air conditioning is not imposed and the counting of the reference time is suspended. The user fee is further counted after the suspension.

3.6.5. User fee baggage sorting system

The user fee baggage sorting system is only imposed for S/C flight operations.

⁸ See A.1: Overview of MTOW classification.

⁹ See A.1: Overview of MTOW classification.

MTOW class ¹⁰	User fee per landing
Class 1 - 3	65.00
Class 4	97.50
Class 5	195.00
Class 6	325.00
Class 7	552.50
Class 8	747.50
Class 9	975.00

3.6.6. User fee Check-in

Handling counters

Party liable of the user fee handling counters is the handling agent to whom the respective counter has been allocated.¹¹

	User fee per counter
Check-in-counter flexible use	0.20 per minute
Check-in-counter fix use	120.00 per day
Supervisor counter, Supervisor support counter flexible use	0.05 per minute
Supervisor support counter	30.00 per day

Self Service Bag Drop (SSBD)¹²

Party liable for the user fee SSBD is the airline as defined in Art. 2.1 above, respectively the airline occupying a dedicated SSBD.

Common Use SSBD	CHF 0.50 per processed piece of luggage
Dedicated SSBD	CHF 6'700 per month

The user fee SSBD will not be charged for the first three months after connection of the departure control system of the respective airline or after the commissioning of the SSBD.

¹⁰ See A.1: Overview of MTOW classification.

¹¹ The counter allocation and usage is determined by the User Regulation Check-in Counters.

¹² As per publication in the AIC of January 3, 2019

3.6.7. User fee ground handling parking space

Party liable of the user fee ground handling parking space is the handling agent to whom the respective space has been allocated.¹³

User fee per m²per month	3.00
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The user fee ground handling parking space is payable 30 days after issuance of the invoice.

3.6.8. User Fee Silencer

Party liable of the user fee silencer is the respective user of the facilities for engine run ups.¹⁴

First 45 minutes	235.00
Additional 15 minutes	80.00

3.6.9. User fee aircraft toilet waste disposal

Party liable of the user fee aircraft toilet waste disposal is the handling agent that uses the facility.

User fee per m³	58.45
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The user fee aircraft toilet waste disposal is payable 30 days after issuance of the invoice.

3.6.10. User fee airport information management system (AIMS)¹⁵

Party liable of the user fee AIMS is the handling agent that publishes the respective flight.

Number of flight operations per Airline per month	User fee per master flight	User fee per slave flight
0 - 1'500	7.50	2.50
1'501 - 3'000	6.75	2.25
3'001 - 4'500	6.00	2.00
4'501 - 6'000	5.25	1.75
6'001 - 7'500	4.50	1.50
7'501 - 9'000	3.75	1.25
9'001 - 10'500	3.38	1.13
> 10'501	3.00	1.00

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

¹³ The space allocation and usage is determined by the User Regulation Ground Handling Parking Space.

¹⁴ The use of the silencer hall is determined by the Silencer User Regulations.

¹⁵ The use of AIMS is determined by the AIMS-AODB User Regulation; additional services can be obtained according to the ICT Service Catalogue of Flughafen Zürich AG.

3.6.11. User fee W-Lan (outdoor)

Party liable of the user fee W-Lan (outdoor) is the user of the respective media access control address (MAC address).¹⁶

	User fee per installation	User fee per month
W-Lan access outdoor	165.00 per MAC address	59.00 per MAC address
W-Lan outdoor flex	210.00 per hour	60.00

The user fee W-Lan outdoor is payable 30 days after issuance of the invoice.

3.6.12. User fee trunking

Party liable of the user fee trunking is the user of the respective trunking device.¹⁷

Network access	135.00 (one-time)
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Number of devices	Usage per registered device
1 - 80	108.00
81 - 120	97.20
121 - 180	91.80
181 - 240	88.55
ab 241	86.40

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

¹⁶ Additional services can be obtained according to the ICT Service Catalogue of Flughafen Zürich AG.

¹⁷ Additional services can be obtained according to the ICT Service Catalogue of Flughafen Zürich AG.

4. Access fees

4.1. Party liable

If not provided otherwise, the person who applies for the respective access is party liable.

4.2. Tariffs

The access fees' tariffs are indicated in CHF, including VAT.

4.3. Invoicing and payment¹⁸

Access fees are invoiced in CHF.

They are due at the time of order. This does also apply when an ordered ID is not issued or retrieved.¹⁹

Flughafen Zürich AG may allow postponed payments by invoice for parties liable that operate regularly at Zurich Airport. Such invoices are payable 30 days after issuance.

If the party liable is delayed in payment, Flughafen Zürich AG may demand default interest of 5%.

Additionally, Flughafen Zürich AG reserves the right to revoke the party liable's IDs and to impose the arising costs to the party liable.

4.4. Individual Access Fees

4.4.1. Access fee airport ID

The access fee airport ID is levied on all airport IDs, including winter service IDs.

Fee per airport ID	70.00
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4.4.2. Access fee tour authorization

The access fee tour authorization is levied on all tour authorizations for one or several days, with and without visitor ID.

Fee per tour authorization	40.00
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4.4.3. Access fee airside driving permit

The access fee airside driving permit is levied on all airside driving permits.

Fee per airside driving permit	50.00
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¹⁸ As per publication in the AIC of May 23, 2019.

¹⁹ Applicable as of the introduction of the new customer portal.

4.4.4. Fee airside vehicle admission

The access fee airside vehicle admission is levied on all airside vehicle admissions.

Fee per airside vehicle admission	40.00
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5. Other, non-regulated fees

5.1. Fuel stock fee Carbura

Flughafen Zürich AG is commissioned by the Swiss Fuel Stock Organization for fluid fuels (Carbura) to invoice the fuel stock fee. The fee amounts to CHF 5.00 per m³ and is invoiced to the company that is authorized to operate the underfloor fueling system at Zurich Airport.

5.2. 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. Art. 1.4 to 2.5 apply likewise.

5.3. Slot Service Fee

Flughafen Zürich AG is commissioned by Slot Coordination Switzerland to invoice the slot service fee as of 1. April 2017. The fee due by the air carrier amounts to CHF 1.25²⁰ per movement.

The approach charges are published in the AIP Switzerland GEN 4.1. Art 1.4 to 2.5 apply likewise.

²⁰ Reduced from CHF 1.55 as per April 2018

6. Annex

A.1. Overview of MTOW classification

Aircraft types are classified according to the average MTOW that the specific aircraft has been operated with at Zurich Airport between January 1, 2009 and June 30, 2012. New aircraft that land at Zurich Airport and that are not yet classified, will be classified based on their MTOW given in the Aircraft Manual until a reasonable MTOW average of all operations at Zurich Airport is available for a definite classification.

MTOW 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

MTOW Classes

1			2		3		4		5	6		7	8	9
A210	E400	R22	A109	C511	A139	E55P	AT43	F900	AN72	A318	YK42	A306	A124	A388
AA50	EC20	R44	A110	C512	AS32	FA10	AT45	F901	AN74	A319		A30B	A332	
AC11	F260	R90R	A119	C525	ASTR	FA20	AT72	F902	B461	A320		A310	A333	
AR15	G120	RF6	AC90	E50P	B190	G100	AT73	F903	B462	A321		B752	A339	
B06	G115	S05R	AC95	EA50	B350	G150	C750	FA50	B463	AN12		B757	A342	
BE35	G2CA	S208	AEST	EC30	BE20	H25B	C751	FA51	CONI	B712		B762	A343	
BE36	GLAS	SC01	AS50	EC35	BE21	H25C	CL30	FA52	CRJ7	B721		B763	A345	
BE77	H269	SF25	AS51	EC45	BE30	LJ31	CL31	GALX	CRJ9	B722		DC86	A346	
C10T	H270	SIRA	AS52	EC55	BE31	LJ32	CL32	HA4T	CRJX	B731		IL62	B742	
C150	H500	SR20	AS55	EXPL	BE40	LJ35	CL60	J328	DC6	B732		IL76	B743	
C152	L5	SR22	AS65	MU2	C25A	LJ40	CL61	SB20	DC93	B733		T154	B744	
C172	LAMA	TOBA	B105	P46T	C25B	LJ45	CL62	SB21	DH8D	B734		T204	B74S	
C177	LNC4	TRIN	B407	PA23	C25C	LJ55	CL63		E170	B735			B764	
C180	M20P	XA42	B430	PAY1	C501	LJ60	CL64		E175	B736			B772	
C182	M20T		BE9L	PAY2	C526	MU30	CRJ1		E190	B737			B773	
C210	MD60		BE9T	PAY3	C527	P180	CRJ2		F100	B738			B77L	
C72R	P06T		BE55	PC12	C528	P181	CRJ3		F70	B739			B77W	
C77R	P210		BE58	PC6T	C550	PAY4	CRJ4		FA7X	C130			B788	
COL4	P28A		BE60	PC7	C551	PC24	D329		GL5T	C30J			B789	
D11	P28B		C208	S76	C552	PRM1	DH8C		GLEX	CS10			DC10	
DA20	P28R		C209	TBM7	C560	SBR1	E135		GLF3	CS30			IL96	
DA40	P28T		C303	TBM8	C56X	SF34	E136		GLF4	E195			MD11	
DA42	PA11		C310	TEX2	C650	SW6	E137		GLF5	MD81				
DIMO	PA18		C340		C651	SW2	E138		RJ1H	MD82				
DR10	PA32		C402		C680	SW3	E145		RJ70	MD83				
DR40	PA34		C414		D228	SW4	E146		RJ85	MD87				
DV20	PA38		C421		D229	SW5	F2TH		SU95	MD88				
	PA46		C441		D328		F50		YK40	MD90				
			C510											

A.2. Overview of noise classification for jet aircraft

Aircraft types are classified into the noise classes according to the deviation of their yearly mean noise value (dB(A)) from the yearly mean noise value of all aircraft operating at Zurich Airport.

Noise class	Deviation
1	> 4.5 dB(A)
2	≤ 4.5 dB(A) and > 1.5 dB(A)
3	≤ 1.5 dB(A) and > -1.5 dB(A)
4	≤ -1.5 dB(A) and > -4.5 dB(A)
5	≤ -4.5 dB(A)

Noise Classes

	1	2	3	4	5
AN124	IL-62, -62M	A300B2-100, -200,	A321	A318	A319N, -320N
B707-100B	IL-76M, -76T, -76TD	-300	B737-300, -400	A319	A321N
B707-300B	IL-86	A300B4-100, -200	B737-800, -900	A320-100, -200	A338, -9
B707-300C	TRISTAR L1011-500	A300C4	B757-200, -300	A350-900	B722
B727-100	TU134 A, -154, -154A	A300-600	B777-200	B717-200, -300	B73M
B727-200	TU154 B, -154B1	A310-200, -300	BE400A/XP	B737-500, -600	B787-10
B727-200 ADV	TU154 B2	A330-200, -300	C650-III, -VI, -VII	B737-700, -800	B777-800, -900
B727-200 Hushkit	GLF II, III	A340-200, -300, -400	FALCON-20, -900,	B787-900	BAE BA146-100,
B737-200	HS125-400, -600	A340-500, -600	-7X, -200	BD-100, -700	-200, -300
B737-200 ADV		A380-800	FOKKER VFW-614	BD GL5000	BE PREMIER1
B747-100, -200		B767-200, -200ER	MU-3	BD GLEX	C500, -510, -525
B747-SP		B767-300, -300ER	SAB NA-265-65	BE400XT	C550, -551, -560
B747-300 SUD		B767-400ER	SAB NA-265-70	CRJ-700, -900	C680, -750
B747-400		B777-200LR, -300ER	SAB NA-265-80	ERJ-170, -190	CL60, -601
B777-200ER		DC8-70	WESTW IAI-1124	MD90	CS100
B777-300		MD87	WESTW IAI-1125	F70	DO328-300
BAC1-11-200		IL96M-300	WESTW AJ25	F100	EMB135
BAC1-11-300		TRISTAR L1011-100		FALCON-10	EMB145ER
BAC1-11-400		TRISTAR L1011-200		FALCON-2000	E175-E2
BAC1-11-500		TU154 M		G150	E190-E2
BAC1-11-539		YAK-40, -42		G200	GL7T
DC8-50, -61, 62		FALCON-50		G4	HS125-700,
DC8-63				G5	-800, -900, -1000
DC9-10, -20, -30				LR-50	LR-30, -45, -60
DC9-34, -40, -50					MRJ70, -90
DC10-10, -30					R721
DC10-30ER					RJ-70, -85, -100,
DC10-40					-200, -ER, -LR
MD11					SF50
MD80 - 83					TU204-100, -200
F28-1000 - 6000					

A.3. Overview of noise classification for propeller driven aircraft

Propeller driven aircraft are classified according to their noise level (measured noise level, corrected by the efficiency factor of the aircraft or aircraft type) compared to the limit given in ICAO-Annex 16:

URL: <https://www.bazl.admin.ch/bazl/en/home/specialists/aircraft/noise-related-landing-charges.html>

A.4. Substantial regulations related to operational charges, user fees and access fees

Particularly the following regulations are to be respected in their relevant version:

- ICT General Terms and Conditions
- User Regulation Handling Counters
- AIMS-AODB User Regulation (AIMS-AODB Benutzungsreglement, german)
- User Regulation Ground Handling Parking Spaces (Benutzungsreglement Handlingabstellflächen, german)
- Zurich Airport Operating Regulations (Betriebsreglement für den Flughafen Zürich, german)
- Third Party and Self Handling Authorization
- Freight Regulation (Frachtordnung, german)
- ICT Service Level Agreement
- Terminal Regulation

Nr.	Date	Changes
1.0	Sep. 2016	Revised Verison based on new charges as per September 1., 2016
1.01	6. Oct. 2016	Annex A.2: Added B787-800/-900 in Noise Class 4
1.02	07. Nov 2016	Adding Slot Service Fee
1.03	23. May 2017	Addition of A319 to noise class 4 Addition of CS100 to noise class 5
1.04	15. June 2017	Removal of footnote concerning the suspension of the imposal of freight related charges on airmail
1.05	22. March 2018	New aircraft in noise classes
1.06	02. October 2018	New aircraft in noise classes
1.07	01. January 2019	New Carburra tariff
1.08	23. May 2019	Maturity of Acces Fees
2.0	1. August 2019	Adjustment of Definition of Party Liabile Adjustment of Noise Charges Amendment of SSBD Tariffs Actualization of Slot Service Fee
2.01	11. October 2019	Update MTOW classes

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