

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

Regulations are published for the following aerodromes:

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1. LFSB - BASLE-MULHOUSE AIRPORT - Aerodrome charges

1.1 TARIFF REGULATION OF BASLE-MULHOUSE AIRPORT

(1st January 2004)

According to articles 12 and 13 of the statutes attached to the treaty between France and Switzerland, dated 4th July 1949 and,

According to the decision of the Board of Directors of BASLE-MULHOUSE AIRPORT on September 25th, 2003, The Airport Authority of BASLE-MULHOUSE AIRPORT publishes the following **tariff regulations valid as of January 1st, 2004** which replace those issued on January 1st, 2003.

1.2 LANDING CHARGE

Art. 1 Aircraft subjected to landing charge

The landing charge is levied for all aircraft landing at BASLE-MULHOUSE AIRPORT; the provisions of [Art. 4 Exemptions](#) regarding exemptions are confirmed.

Art. 2 Basis and calculation method of the landing charge

The landing charges are computed on the maximum take-off weight of the aircraft as stated in the Airworthiness Certificate, the Aircraft Flight Manual or in any other equivalent official document.

In case of an aircraft exceeding a weight of 6 tons, any fraction of a ton is rounded up to one additional ton.

Art. 3 Landing charge

Aircraft are classified into five acoustic groups corresponding to the **classifications** with reference to **Arrêté Préfectoral dated December 29th, 1995** and published in the Journal Officiel of French Republic. The **landing charge** is subject to the Basle-Mulhouse Airport Board of Directors approval.

A file of the known aircraft registrations completed by their acoustic group is available at the Basle-Mulhouse Airport. In case of unknown registration but known aircraft type, Airport Authority will assume the highest acoustic group of this given aircraft type (listed in [ANNEX IV](#)).

- a) Charge for acoustic groups (5 to 1) for the fraction of weight:

below or equal to 50 tons

	Euros	CHF
Group 5	2.90 / ton	4.50 / ton
Group 4	4.40 / ton	6.80 / ton
Group 3	6.50 / ton	10.10 / ton
Group 2	8.95 / ton	13.90 / ton
Group 1	13.10 / ton	20.30 / ton

above 50 tons

	Euros	CHF
Group 5	4.50 / ton	7.00 / ton
Group 4	6.70 / ton	10.40 / ton
Group 3	9.45 / ton	14.65 / ton
Group 2	12.15 / ton	18.85 / ton
Group 1	17.45 / ton	27.05 / ton

- b) A flat landing charge of **Euros 46.00** or **CHF 72.00** is levied as a minimum for any aircraft except those defined in 3 c) and 3 d).

- c) A flat charge for **non-homebased, non-commercial aircraft of a total weight below or equal to 6 tons**, including landing and parking (up to 24 hours) is levied:

	Euros	CHF
for aircraft of a weight:		
- below or equal to 1.5 tons (category 1)	24.20	37.50
- above 1.5 tons and below or equal to 3 tons (category 2)	39.50	61.25
- above 3 tons and below or equal to 6 tons (category 3)	61.85	95.95

- d) A landing charge for **homebased, non-commercial aircraft of a total weight below or equal to 6 tons** is levied:

	Euros	CHF
- below or equal to 1.5 tons	15.80	24.50
- above 1.5 tons and below or equal to 3 tons	25.10	38.90
- above 3 tons and below or equal to 6 tons	40.10	62.15

- e) **Impact of engine gas emission classification on the landing charge**

The engines are classified according to the 5 groups as published on the Internet page of BASLE-MULHOUSE AIRPORT: www.euroairport.com

The impact of the engine gas emission intensity on the landing charge is calculated by multiplying the gross amount of the landing charge (before reductions), with the following factors:

Group I	1.30
Group II	1.20
Group III	1.10
Group IV	1.05
Group V	0.94
Group 0*	1.10

*Engines without official classification are temporarily classified in Group 0.

Art. 4 Exemptions

All official civil and military Swiss and French state aircraft not accomplishing a paid transportation are exempted from the landing charge.

(Paid transportation = use of commercial carriers or commercial terminal use for boarding)

Art. 5 Reductions

The following reductions on the rates of [Art. 3 Landing charge](#) can be granted by Airport Authority:

- a. **25%** on all flights having taken-off and landed at Basle-Mulhouse airport without any intermediate landing on another airport.
- b. **70%** on landings following:
 - training and instruction flights for non-licensed pilots executed on based aircraft of the local flying schools being authorized by Airport Authority
 - training flights for airline staff, provided that the flights are authorized by Airport Authority.
 - forced returns due to technical incidents or adverse meteorological conditions as well as forced landings.
- c. In case of air shows or exceptional flights, the Director of Basle-Mulhouse Airport will fix the landing charge and its terms of payment.

These reductions cannot be accumulated.

1.2.1 INCENTIVE PLAN

Art. 6 a) New passenger service destination

Any flight to an airport without commercial stop-over in a third airport which, during the past 12 months, has not been regularly offered by any airline from the Basle-Mulhouse Airport, is considered as a **new passenger service destination**.

Any airline company starting a flight towards a new "passenger" destination as defined above will be granted a rebate on the landing charge according to following schedule:

- 0 to 12 months	100%
- 12 to 18 months	50%
- 18 to 24 months	25%

At the end of this 24-month period, the tariff will be in accordance with the one defined under [LANDING CHARGE](#) of the present tariff regulations.

The airline company will lose these tariff rebates if it does not respect the announced flight programme for other reason than "force majeure".

b) Development of existing passenger service

Depending on the development of the total landing weight (all airlines combined) for an existing destination, a rebate on the landing charge will be granted:

Annual growth of the total landing weight	% of rebate
<= 5%	0%
> 5 and <= 20%	10%
> 20 and <= 40%	30%
> 40 and <= 100%	50%
> 100%	70%

Date of calculation:

End of October taking into account the past 12 months.

Conditions for granting a rebate:

- Annual growth of the total landing weight in year n compared to n-1 must exceed 5%;
- Total landing weight all destinations consolidated of a given airline must be higher in year n than in year n-1.

Method of calculation:

Proportional split of the rebate amongst airlines serving a given destination according to their respective participation in year n, after deduction of 50% of each airline's total landing weight in year n-1.

c) Renewal of former regular passenger service

The succeeding operator of a given former regular passenger service destination will be granted the following discounts :

- 0 to 12 months	100 %
- 12 to 18 months	50 %
- 18 to 24 months	25 %

At the end of this 24-month period, the tariff will be in accordance with the one defined under [LANDING CHARGE](#) of the present tariff regulations.

These discounts are applied under the condition that the interested airline or one of its affiliate airlines has not offered this regular service during the past three years.

Art. 7

In order to encourage the development of cargo traffic, Airport Authority of Basle-Mulhouse applies the following discounts on landing charges for **all-cargo commercial flights**:

25% discount on the landing charge for 10'000 to 50'000 tons landed / year

40% discount on the landing charge for 50'000 to 100'000 tons landed / year

50% discount on the landing charge for more than 100'000 tons landed / year

The discount is applied after verification of the cumulative maximum take-off weights (MTOW).

Date of calculation:

End of October taking into account the past 12 months.

Art. 8 Based aircraft

Definition:

"Based aircraft" (with a given immatriculation) are mainly serving the EuroAirport and count at least 300 night stops at this airport.

Based aircraft, according to above definition, which operate commercial passenger service, will be granted:

- a 50 % discount on the parking charge between 10.00 p.m. and 06.00 a.m. according to [PARKING CHARGE](#) of this regulation
- a discount on the landing charge, according to [LANDING CHARGE](#) of this regulation:
 - 10 % over 300 turnarounds per year
 - 20 % over 600 turnarounds per year

Total landing weight all destinations consolidated must be higher in year n than in n-1.

Date of calculation:

End of October taking into account the past 12 months.

1.3 PASSENGER CHARGE

Art. 9 a) A passenger charge is levied for each passenger departing on a commercial aircraft; the operator transporting the passengers acts as debtor towards Airport Authority.

b) Following different sets of passenger charges are levied:

Any passenger departing on a flight under French traffic right to a final destination within France (DOM-TOM included) is considered as "**NATIONAL traffic - France**".

Any passenger departing on a flight under French traffic right to a final destination within the European Union or Switzerland is considered as "**EUROPEAN traffic - France**".

Any passenger departing on a flight under French traffic right to a final destination outside the European Union or Switzerland is considered as "**INTERNATIONAL traffic - France**".

Any passenger departing on a flight under Swiss traffic right to a final destination within Switzerland is considered as "**NATIONAL traffic - Switzerland**".

Any passenger departing on a flight under Swiss traffic right to a final destination within the European Union is considered as "**EUROPEAN traffic - Switzerland**".

Any passenger departing on a flight under Swiss traffic right to a final destination outside the European Union or Switzerland is considered as "**INTERNATIONAL traffic - Switzerland**".

Particular cases of code sharing

If one of the flights is International, each flight is qualified as "International-France" or "International-Switzerland", depending on the traffic right.

If none of the flights is International and if one of the flights is European, each flight is qualified as "European-France" or "European-Switzerland" depending on the traffic right.

If the flights are neither International nor European, each flight is qualified as "National-France" or "National-Switzerland" depending on the traffic right.

c) Any passenger in connection between two flights with change of aircraft is considered as "**TRANSFER traffic**".

d) A flat charge is levied for each passenger taking-off on a non-commercial flight; this charge depending on the traffic right has to be paid by the carrier.

Euros **5.00**

CHF **8.00**

Art. 10 The following passenger charges are levied:

- NATIONAL traffic - France:	Euros	5.70
- EUROPE traffic - France:	Euros	5.70
- INTERNATIONAL traffic - France:	Euros	5.70
- NATIONAL traffic - Switzerland:	CHF	8.85
- EUROPE traffic - Switzerland:	CHF	8.85
- INTERNATIONAL traffic - Switzerland:	CHF	8.85

Above tariffs are reduced by 5% for transfer passengers as defined in [Art. 9](#).

Art. 11 Exemptions

Are exempted from the passenger charge:

- Passengers on a direct transit flight;
- Infants up to the age of two;
- On-flight staff personnel.

Art. 12 Surtax on the passenger charge

In order to finance the extension of the passenger terminal, a temporary surtax will be levied:

- NATIONAL traffic - France:	Euros	0.95
- EUROPE traffic - France:	Euros	1.55
- INTERNATIONAL traffic - France:	Euros	1.60
- NATIONAL traffic - Switzerland:	CHF	2.25
- EUROPE traffic - Switzerland:	CHF	2.55
- INTERNATIONAL traffic - Switzerland:	CHF	2.55

Art. 13 Safety charge

For each passenger checking-in on flight under Swiss traffic right the charge amounts to:

CHF **4.00**

1.4 PARKING CHARGE

Art. 14 A charge is levied for the parking of an aircraft.

Art. 15 Basis and calculation method of the parking charge

The charge is calculated on the basis of the maximum take-off weight indicated in the Airworthiness Certificate, the Aircraft Flight Manual or in any other equivalent official document and on the total parking time.
Parts of a period are counted as a full period.

Art. 16 Airport Authority determines the parking position of the aircraft.

Art. 17 The following parking charge is levied depending on the traffic rights:

- for commercial aircraft of a total weight under 6 tons:
Euros **0.95/hour**
CHF **1.50/hour**
- for aircraft of a total weight equal or above 6 tons:
 - between 06.00 a.m. and 10.00 p.m.
Euros **0.22/ton/hour**
CHF **0.34/ton/hour**
 - between 10.00 p.m. and 06.00 a.m.
Euros **0.12/ton/hour**
CHF **0.19/ton/hour**

These charges are levied for commercial aircraft after free parking of:

- 2 hours for passengers and/or mixed aircraft
 - 4 hours for cargo and mail aircraft
- For all non-homebased, non-commercial aircraft of a total take-off weight below or equal to 6 tons, the parking charge is part of the flat charge as mentioned in [Art. 3 Landing charge](#).

For parking exceeding 24 hours an additional parking charge per each additional 24 hour period of

Euros **18.45**

CHF **28.60**

is levied.

d. For all non-commercial based aircraft of less than 6 tons maximum take-off weight, a parking charge

Euros **18.45**

CHF **28.60**

per each part of 24-hour period is levied after deduction of a 2-hour charge exemption.

Art. 18 For very long stays the parking charge and its terms of payment can be subject to mutual agreements between the Operator and Airport Authority.

Art. 19 Exemptions

Are exempted from the parking charge all official aircraft according to the same provisions as mentioned in [Art. 4 Exemptions](#).

1.5 CHARGE FOR USING BOARDING AND DISEMBARKING INSTALLATIONS

Art. 20 a) Jetways

A flat charge depending on the traffic rights is applied for each boarding or disembarking operation at a stand equipped with a jetway.

Maximum take-off weight	Charge per movement	
below or equal to 60 tons	Euros 36.60	CHF 56.75
above 60 tons and below or equal to 180 tons	Euros 57.95	CHF 89.85
above 180 tons	Euros 91.50	CHF 141.85

The jetway equipment is conducted by the authorized handling agent personnel according to handling contracts between the handling agent and Airport Authority.

Airport Authority maintains the jetway attribution competence under its own control, as it is the case of parking site attribution.

In view of the constraints regarding the use of parking positions, the Airport Authority keeps in reserve the possibility of contracting tariffs with each handling agent according to these constraints.

b) Parking position in front of the finger dock

A flat charge is applied for each boarding or disembarking operation on a parking position in front of the finger dock.

This charge is determined depending on the traffic rights as follows:

Maximum take-off weight	Charge per movement	
below or equal to 60 tons	Euros 15.25	CHF 23.65
above 60 tons	Euros 24.40	CHF 37.85

1.6 CARGO CHARGE

Art. 21 a) Incoming air cargo

A charge is levied for **incoming air cargo** being unloaded either from an aircraft or from a road transport.

The charge is the following:

CHF **18.00/ton**

cargo as registered in the Swiss sector,

Euros **11.00/ton**

cargo as registered in the French sector.

This charge is payable by the forwarding carrier.

b) **Outgoing air cargo**

A charge is levied for **outgoing air and/or road transported cargo**.

The charge is the following:

CHF **18.00**/ton

cargo as registered in the Swiss sector,

Euros **11.00**/ton

cargo as registered in the French sector.

This charge is payable by the forwarding carrier.

c) **An exemption from any cargo charge is granted to outgoing air cargo:**

- in direct transit (remaining on board of the aircraft or truck)

- in indirect transfer (transported by air and/or by road).

d) For all **outgoing air transported cargo**, a rebate on the cargo charge will be granted according to the following scheme:

> 1000 and <= 2000 tons 10%

> 2000 and <= 3000 tons 20%

> 10000 tons 60%

Date of calculation:

End of October taking into account the past 12 months.

e) **A flat charge of**

Euros **50.00**

CHF **77.50**

is levied for each truck at customs clearance only on the airport (no loading or unloading).

1.7 GENERAL TERMS

Art. 22 All published charges are expressed **without VAT**. The "Airport Tax" as per [ANNEX II](#) is exempted from VAT.

All charges due by the aircraft operator or his representative shall be paid prior to take-off.

Carriers established within France or Switzerland or permanently represented within these countries by trustworthy French or Swiss firm may be authorized by the Airport Authority to maintain a current account, which has to be settled within 30 days after the establishment of the monthly invoice.

An **invoicing charge** of **Euros 2.00** or **CHF 3.00** is due to Airport Authority for bills below **Euros 20.00** or **CHF 30.00**.

Objections of any sort regarding the invoices have no effect on the date of payment.

In case of delayed payment, the obtained guarantees can be apprehended with subsequent implication upon a formal notice of the Airport Authority's "Agent Comptable".

Interests payable on arrears will be calculated at the same rates as applied for bonds and from the date of issue of the formal notice.

In case an objection is rejected, the interests payable on arrears as mentioned above will remain integrated part of the outstanding claims.

Any **bank charges** connected to transfers of funds from abroad will be charged to the customer.

Art. 23 Claims for reductions within the scope of these tariff regulations have to be notified and motivated immediately after landing.

Art. 24 Invoicing currencies

Bills for traffic under Swiss traffic rights are invoiced in Swiss Francs on the basis of the present tariff regulations.

Bills for traffic under French traffic rights are invoiced in Euros on the basis of the present tariff regulations.

Art. 25 The present tariff regulations are valid as of **January 1st, 2004**.

Airport Director and Airport Commander are responsible to monitor their application.

Art. 26 In the event of controversial interpretation of any of above articles in English language, the original French version will be considered as the only official text.

1.8 ANNEX I

1.8.1 GROUND TRANSPORT CHARGE

An apron bus charge is applied each time a boarding or disembarking operation takes place at a remote stand (without jetway).

Maximum Take-Off Weight	Charge per movement depending on the traffic rights	
- up to 22 tons	Euros 16.80 ¹	CHF 26.05 ¹
- above 22 tons and below or equal to 60 tons	Euros 27.45	CHF 42.55

- above 60 tons and below or equal to 180 tons	Euros	54.90	CHF	85.10
- Above 180 tons	Euros	68.60	CHF	106.35

1. Limited to 2 buses per movement. Charge for additional bus: Euros **12.20** or CHF **18.90**

A charge is levied for **crew transportation** on the apron, which amounts to:

Euros **11.45**

CHF **17.75**

per movement, each trip representing one movement.

Transport charge for General Aviation passengers and crews (on aircraft <= 6 tons)

Euros **3.80**

CHF **5.90**

per movement, each trip representing one movement.

1.9 ANNEX II

1.9.1 AIRPORT TAX

According to the decision of June 18th, 1999, the Board of Directors of Basle-Mulhouse Airport decided on an Airport Tax coming into effect on July 1st, 1999. This tax is exempted from VAT.

The "**Agent Comptable**" of **Basle-Mulhouse Airport** collects this tax for both **Swiss and French** traffics.

For the year 2005, the Airport tax depending on the traffic rights amounts to:

per departing passenger.	Euros	7.10	CHF	11.00
per ton of departing air and trucked freight and mail.	Euros	2.25	CHF	3.50

This tax is based upon the number of departing passengers, of freight and mail loaded by the company at the airport, independently of the local tariff regulations.

This tax will also be applied for departing trucked freight and mail.

Are exempted from the Airport Tax:

- Infants up to the age of two
- On-flight staff personnel
- Passengers on a direct transit flight
- Air cargo temporarily stopping at Basle-Mulhouse Airport, arriving and departing with the same aircraft and using same flight number for arrival and departure.

This tax will be subjected to a specific invoicing being separated from other fees.

In place of filling in the reporting forms relevant to the number of passengers and to the freight and mail loaded during the previous month, the aircraft operators or the companies which are providing the information for the airlines, will certify on each invoice copy that they agree on the quantities to be declared by appending their company stamp, the place and the signature of the company representative.

The company will send back the copy of the invoice to:

Post: Agent Comptable
Basle-Mulhouse Airport
P.O. Box
CH-4030 Basle

before the end of the month under report, together with the payment to the "Agent Comptable" or the bank transfer references. In the case of payment by bank transfer, the payment will be considered effective at the accounting date of the bank transfer to the account of Basle-Mulhouse Airport.

These arrangements are effective on **January 1st, 2004**.

1.10 ANNEX III

1.10.1 FUEL CHARGE

A charge is levied for the supply of aircraft fuel.

The charge is to be paid by the companies authorized by the Airport Authority to sell aircraft fuel.

Charge

The charge for aircraft fuel of all kinds amounts to **Euros 0.34** / hectolitre.

Payment

The charge on the supply of aircraft fuel has to be paid according to the detailed rules established by the Airport Authority.

1.11 ANNEX IV

1.11.1 AIRCRAFT TYPE LIST

A file of the known **aircraft registrations** completed by their acoustic group is available at the Basle-Mulhouse Airport. In case of unknown registration but known aircraft type, Airport Authority will assume the highest acoustic group of this given aircraft type.

Aircraft type	Acoustic group	ICAO chapter
A300B	5	3
A300B4-600	5	3
A300ST	5	3
A310	5	3
A319	5	3
A320	5	3
A321	5	3
A330	5	3
A340	5	3
AN-12	4	5
AN-124	3	2
AN-124	4	3
AN-22	4	5
AN-24	4	5
AN-26	4	5
AN-26	5	5
AN-72	4	3
ASTRA	5	3
ATP	4	5
ATR 42-2/3	5	3
ATR 42-400	5	3
ATR 42-500	5	3
ATR 72	5	3
AVRO RJ	5	3
B707-100	1	1
B707-100	2	2
B707-300	1	1
B707-300	2	2
B707-300	3	2
B720	1	1
B720	2	2
B727-100	3	2
B727-100	4	3
B727-100	5	3
B727-200	2	2
B727-200	3	2
B727-200	4	3
B727-200	5	3
B737-200	2	2
B737-200	3	2
B737-200	4	2
B737-200	4	3
B737-300	5	3

Aircraft type	Acoustic group	ICAO chapter
B737-400	5	3
B737-500	5	3
B737-600	5	3
B737-700	5	3
B737-800	5	3
B747-100	3	2
B747-100	4	3
B747-200	3	2
B747-200	4	3
B747-300	4	3
B747-300	5	3
B747-400	4	3
B747-400	5	3
B747-SP	4	3
B747-SR	4	3
B757-200	5	3
B767-200	5	3
B767-300	5	3
B777-200	5	3
BAC1-11	2	2
BAE1000	5	3
BAE146	5	3
BEECH 100	4	5
BEECH 100	5	5
BEECH 1900	4	5
BEECH 1900	5	5
BEECH 200	5	5
BEECH 300	5	5
BEECH 350	5	5
BEECH 400	5	3
BEECH 90	5	5
BEECH 99	4	5
BELFAST	5	5
C130	4	5
C141	4	3
C141	4	5
C141	5	5
CARAVELLE	2	2
CASA	4	5
CATALINA	4	5
CESSNA 335	5	5
CESSNA 441	5	5
CHALLENGER	5	3
CIT 500	5	3
CIT 501	5	3
CIT 525	5	3
CIT 550	5	3
CIT 551	5	3
CIT 560	5	3

Aircraft type	Acoustic group	ICAO chapter
CIT 650	5	3
CIT 750	5	3
CIT EXCEL	5	3
CL2T	4	5
CL44	4	5
CL600-R.J.	5	3
CONCORDE	1	0
CONVAIR580	5	5
CORVETTE	5	3
DC10	3	2
DC10	4	2
DC10	4	3
DC10	5	3
DC3	4	5
DC6	4	5
DC85	2	2
DC86	2	2
DC86	3	2
DC86	4	2
DC87	5	3
DC9	2	2
DC9	3	2
DC9	4	3
DH8A	5	5
DH8C	5	5
DHC-6	5	5
DHC-7	5	5
DO228	4	5
DO228	5	5
DO328	5	3
ELECTRA	4	5
ELECTRA	5	5
EMB110	5	5
EMB120	5	3
EMB120	5	5
EMB121	5	5
EMB145	5	3
FAIRCHILD	4	5
FALCON10	5	3
FALCON20	3	2
FALCON20	5	3
FALCON200	5	3
FALCON2000	5	3
FALCON50	5	3
FALCON900	5	3
FOKKER100	5	3
FOKKER27	4	5
FOKKER27	5	3
FOKKER27	5	5

Aircraft type	Acoustic group	ICAO chapter
FOKKER28	3	2
FOKKER50	5	5
FOKKER70	5	3
GLF1	4	5
GLF2	3	2
GLF3	3	2
GLF4	5	3
GLF5	4	3
GLF5	5	3
GLOBAL EXP	5	3
HEL.LEGER	4	5
HEL.LEGER	5	5
HERALD	4	5
HFB 320	1	1
HS125A	3	2
HS125A	5	3
HS125B	5	3
HS748	4	5
HS748	5	5
IL18	4	5
IL62	2	2
IL62	3	2
IL76	2	2
IL76	3	2
IL86	2	2
IL96	4	3
JETSTAR	1	1
JETSTAR II	4	2
JETSTARII	4	3
JS20	4	5
JS31	4	5
JS32	5	5
JS41	4	5
JS41	5	5
LET410	4	5
LJ23	2	2
LJ24	2	2
LJ24	3	2
LJ25	3	2
LJ28	3	2
LJ31	5	3
LJ35	5	3
LJ45	5	3
LJ55	5	3
LJ60	5	3
MD11	5	3
MD80	5	3
MD90	5	3
MERLIN III	4	5

Aircraft type	Acoustic group	ICAO chapter
MERLIN IV	4	5
MERLIN IV	5	5
METRO II	5	5
METRO III	5	5
MU-2	4	5
MU-2B-40	4	5
MU-2B-60	4	5
MU-300	5	3
NORD262	4	5
P180	5	5
PARIS	3	2
SAAB 340	5	5
SAAB2000	5	3
SABRELINER	3	2
SABRELINER	4	2
SABRELINER	5	3
SHORTS 330	4	5
SHORTS 330	5	3
SHORTS 330	5	5
SHORTS 360	4	5
SHORTS 360	5	5
SKYVAN 3	4	5
SUPERGUPPY	5	3
TRISTAR	5	3
TU134	2	2
TU154	3	2
TU154	4	3
VANGUARD	5	5
VC10	1	1
VFW614	4	3
VISCOUNT	4	5
WESTWIND	5	3
YAK40	4	3
YAK42	4	3

2. LSZB - BERNE-BELP AIRPORT - Aerodrome charges

TARIFF REGULATIONS AT BERNE-BELP AIRPORT

(Of 1st September 2003)

2.1 General provisions

2.1.1 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 23rd November 1994 and article 9 of the operating-concession for Berne-Belp airport.

2.1.2 Jurisdiction

These tariff regulations are applicable for the use of Berne-Belp airport.

2.1.3 Airport charges

The airport charges applied are the following:

- Landing charges (mass-related)
- Noise charges
- Emission-related landing charges
- Passenger charges (Transfer passengers incl.)
- Parking charges
- Freight charges
- Fuel charges
- Handling charges
- Charges for particular services

According to article 39 of the Air Navigation Law (SR 748.0 LFG) of 18th June 1993 the airport charges are subject to the supervision of the Federal Office for Civil Aviation. They are published in the Aeronautical Information Publication (AIP) Switzerland (ground service charge excluded).

All published charge rates are to be considered without value added tax.

2.1.4 Indemnity for special services

For special services, the airport operator may charge independently of the airport charges.

2.1.5 Other charges

Together with the airport charges the Approach charge (AFS) is levied.

2.1.6 Charges debtor

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

Debtor of the fuel charge are the fuel companies authorized at the airport.

2.1.7 Charge maturity

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

2.1.8 Currency

The charges are due in Swiss francs.

2.1.9 Collection

The airport operator may delegate the encashment of the charges to an authorized organization.

2.1.10 Flat rates

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

2.2 Landing charges (mass related)

2.2.1 Charge duty

For an approach with subsequent landing a charge is levied, depending on the aircraft mass.

For each „Touch-and-go” or „go-around” the same charge is applicable.

2.2.1.1 Charge determination

The mass-related charge depends on the Maximum Take-Off Mass (MTOM) of the aircraft as stated in the Airworthiness Certificate respectively in the Aircraft Flight Manual or any other equivalent official document.

2.2.1.2 Charge rates

Landing charges (as from 1st April 2001)			
MTOM kg	International flights	National flights	VFR training flights *
	CHF	CHF	CHF
- 1000	18.90	12.30	12.30
1001 - 1500	25.20	16.40	16.40
1501 - 2000	34.65	22.50	22.50
2001 - 3000	48.30	31.40	31.40
3001 - 4000	61.95	40.25	40.25
4001 - 5000	75.60	49.15	49.15
5001 - 6000	89.25	58.00	58.00
6001 - 7000	96.40	62.65	62.65
7001 - 8000	103.95	67.55	67.55
8001 - 9000	111.30	72.35	72.35
9001 - 10000	118.65	77.10	77.10
10001 - 11000	123.90	80.55	80.55
11001 - 12000	132.30	86.00	86.00
12001 - 13000	140.70	91.45	91.45
13001 - 14000	149.10	96.90	96.90
14001 - 15000	159.60	103.75	103.75
15001 - 16000	170.10	110.55	110.55
16001 - 17000	180.60	117.40	117.40
17001 - 18000	191.10	124.20	124.20
18001 - 19000	201.60	131.05	131.05
19001 - 20000	212.10	137.85	137.85
20001 - 21000	224.70	146.05	146.05
21001 - 22000	237.30	154.25	154.25
22001 - 23000	249.90	162.45	162.45
23001 - 24000	262.50	170.65	170.65
24001 - 25000	275.10	178.80	178.80
25001 - 26000	287.70	187.00	187.00
26001 - 27000	300.30	195.20	195.20
27001 - 28000	312.90	203.40	203.40
28001 - 29000	325.50	211.60	211.60
29001 - 30000	338.10	219.75	219.75
30001 - 31000	350.70	227.95	
31001 - 32000	363.30	236.15	
32001 - 33000	375.90	244.35	
33001 - 34000	388.50	252.55	

Landing charges (as from 1st April 2001)			
MTOM kg	International flights	National flights	VFR training flights *
	CHF	CHF	CHF
34001 - 35000	401.10	260.70	
35001 - 36000	413.70	268.90	
36001 - 37000	426.30	277.10	
37001 - 38000	438.90	285.30	
38001 - 39000	451.50	293.50	
39001 - 40000	464.10	301.65	

For each additional ton or part thereof the charge is increased by CHF 14.70 for international traffic and by CHF 9.55 for national traffic.
Approach charges see [GEN 4.2 - Approach charges](#)

***Definition of VFR training flights**
- Training flights must be attended or supervised by a flight instructor or inspector;
- Training flights are neither to be used for commercial purposes nor for the carriage of passengers or goods.

2.2.1.3 Helicopters

For helicopters the same rates are applicable.

2.2.1.4 Special cases

For the flights mentioned hereafter the airport direction may apply a reduced charge:

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

2.2.2 Noise charges

2.2.2.1 Charge duty

For an approach and subsequent landing a charge is levied, depending on the noise classification of each aircraft. For each "Touch and go" and "Go around" the same charge is levied.

2.2.2.2 New or modified aircraft

If an operator puts forward a more advantageous classification for his aircraft, he has to give evidence by means of appropriate documents within 60 days after the application. On condition of a timely submitted proof, the noise charges paid during this period will be reimbursed.

2.2.2.3 Jet aircraft

2.2.2.3.1 Noise class determination

The jet aircraft are classified according to the take-off noise as measured by the aircraft noise-measuring equipment at Zurich airport. For the classification, the difference between the energetic mean value of the noise level of an aircraft type and the energetic mean value of the noise level measured for all aircraft types is used.

2.2.2.3.2 Noise classification assignment

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

2.2.2.3.3 Charge rates

The noise-related charge amounts to:

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

2.2.2.4 Propeller-driven airplanes up to 5.7 tons MTOM

2.2.2.4.1 Noise classification assignment

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

2.2.2.4.2 Charge rates

The noise charge per ton MTOM or part thereof amounts to:

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

2.2.2.5 Helicopters and propeller-driven airplanes of more than 5.7 tons MTOM

For helicopters as well as for propeller-driven airplanes of more than 5.7 tons MTOM there will be levied no noise charge until a relevant noise classification model will be submitted.

2.2.3 Weekend surcharge (valid for all classified aircraft)

For flights on Sundays and on public holidays the double noise-related charge is due.

2.2.4 Approaches without subsequent landing

The noise charges are also due when approaches, without subsequent landing, are executed for training purposes.

2.2.5 Emission-related landing charges

(with effect from 1st April 2010)

2.2.5.1 Principle

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

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

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

- regulated under the ICAO Annex 16, Volume II, or
- not regulated, but have detailed emission data for the LTO cycle available to the FOCA,

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

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

where:

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

LTO-Modes: ICAO Certification LTO Modes:

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

Engines: number of engines fitted to the aircraft

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

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

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

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

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

Aircraft, equipped with

- piston engines
- rotary wing engines
- any other engine without emission data available to the FOCA

are also subject to an emission charge. Specifically, they are assigned an emission value derived from the following table 1 and depending on the type, performance and number of engines fitted to the aircraft.

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

2.2.5.4 Emission tariff

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

2.3 Passenger charges

2.3.1 Charge duty

For each passenger departing aboard an aircraft a charge is due, with the reservation of the exceptions as stated in [2.3.3](#).

2.3.2 Charge rates

The charge for each departing passenger amounts to:

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

2.3.3 Charge exemption

Exempted from the charges are:

- transit passengers;
- passengers of non-commercial domestic private traffic;
- infants up to age of two years;
- passengers of sightseeing flights.

2.4 Parking charges

2.4.1 Charge duty

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

2.4.2 Bases for the charge determination

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

2.4.3 Assignment of the parking places

The airport operator determines the area on which the aircraft may be parked. The airport operator may determine a maximum period for the parking.

2.4.4 Charge rates

2.4.4.1 Hard surface areas

The free parking time lasts 4 hours. After the free parking time has elapsed the charge amounts to per day and place:

CHF 20.-- per aircraft up to MTOM 1'999 kg;
CHF 40.-- per aircraft from MTOM 2'000 kg to 5'699 kg; and
CHF 50.-- for aircraft beyond MTOM 5'700 kg.

On conclusion of a contract for parking on the tarmac, a monthly charge of CHF 750.-- will be charged, irrespective of the aircraft weight (minimum duration of the contract 3 months).

2.4.4.2 Grass areas

The free parking time lasts 4 hours. After the free parking time has elapsed the charge amounts to CHF 15.-- per day and place.

On conclusion of a contract for parking on the grass, a monthly charge of CHF 200.-- for single engine aircraft respectively of CHF 300.-- for two engines aircraft will be charged (minimum duration of the contract 3 months).

2.4.4.3 Night service charges

The night service charges for aircraft of the General Aviation which are behind time (beyond the respective operational hours) are CHF 300.-- per quarter of an hour.

2.5 Freight charges

2.5.1 Charge duty

A charge is levied for unloaded import and transit freight.

2.5.2 Charge rate

The charge rate amounts to CHF 0.15 per kilo.

2.6 Fuel charge**2.6.1 Charge duty**

For the supply of aircraft fuels a quantity-related charge is levied.

2.6.2 Charge rate

The charge rate amounts basically to CHF 0.10 per litre fuel. Depending on the delivery per year a decreasing reduction can be granted according to 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 according to special agreement

2.7 Ground service charge (handling charge)

For the servicing of an aircraft by the airport operator or by an agent authorized 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 flights and all taxi flights and non commercial air transport:

- for all reason with aircraft above 3.5 tons MTOM to and from Schengen-Destinations, except technical flights
- for all reason with aircraft operating to and from Non-Schengen-Destinations

For taxi flights and non commercial air transport a "Minimum Handling" at reduced rate may be requested limiting services to marshalling, passenger transportation on arrival and departure and 4 hours free parking.

2.7.1 Charges for particular services

Ground Power Unit	CHF 80.-- per 1/4 hour
	CHF 200.-- per hour
Cleaning (minimum 1 hour)	CHF 90.--
Toilet service	CHF 80.--
Water service	CHF 30.--
Passenger and luggage transport Alpar	CHF 50.--
General Aviation Handling	Alpar on demand
Catering	Alpar on demand
De-icing	Alpar on demand

2.8 Charge exemption**2.8.1 Principle**

The following cases are exempted from the landing, noise, passenger and parking charges.

2.8.2 Exemption cases

No charges are due:

- for aircraft owned by the Swiss Confederation;
- for aircraft in service of the Federal Office for Civil Aviation or of the Aircraft Accident Investigation Bureau;
- for foreign State aircraft carrying the head of State or government members on official State visits;
- for search and rescue flights as well as police flights;
- for the use of the airport in unforeseen emergency cases in connection with aircraft operation;
- for special events after decision of the airport operator.

2.8.3 Justification duty

When claiming a reason for exemption, the documents necessary for decision shall be submitted to the airport operator on his request, within 60 days.

2.9 Examination

These charge regulations have been examined by the Federal Office for Civil Aviation on 20th December 2000 and became effective on 1st April 2001.

3. LSZF - BIRRFELD AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT BIRRFELD AIRPORT**
(Of 1st July 2002)**3.1 General provisions****3.1.1 Legal basis**

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 for the use of Birrfeld regional airport.

3.1.3 Airport charges

The airport charges applied are the following:

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

The basic rates are published in the Aeronautical Information Publication (AIP) Switzerland.

3.1.4 Indemnity for special services

For special services, the airport operator may charge independently of the airport charges.

3.1.5 Charges debtor

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

3.1.6 Charge maturity

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

3.1.7 Currency

The charges must be paid in Swiss francs.

3.1.8 Collection

The airport operator may delegate the collection of the charges to an authorized dispatch office.

3.2 Landing charges (mass related)**3.2.1 Charge duty**

For the approach and the subsequent landing of an aircraft a landing charge is levied that depends on the Maximum Take-Off Mass of the aircraft.

3.2.2 Charge determination

The landing charge depends on the Maximum Take-Off Mass authorized for the aircraft as stated in the Airworthiness Certificate or Aircraft Flight Manual or in any other equivalent official document. Any part of a ton will be considered as a whole unit.

3.2.3 Charge amount

Maximum Take-Off Mass (MTOM) in kg		National traffic ¹ CHF (excl. VAT)	International traffic CHF (excl. VAT)
up to 750		10.--	20.--
751 up to 1000		12.--	24.--
1001 up to 1500		15.--	30.--
1501 up to 2000		17.--	34.--
over 2000	for the first 2000 kg:	17.--	34.--
	for each additional ton (or part thereof)	5.--	10.--
1. including Basle-Mulhouse			

3.2.4 Special cases

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

- technical check flights;
- training and check flights carried out under the surveillance of a flight instructor or an inspector;
- member flights of the „Sektion Aargau des AeCS“ (Airport operator).

3.3 Noise charges (for propeller driven aircraft up to 5.7 tons MTOM)

3.3.1 Charge duty

For the approach and the subsequent landing of an aircraft a landing charge is levied dependent of the noise class of each aircraft.

3.3.2 Noise classification

The periodical noise classification list published by the FOCA is relevant for the classification of each aircraft. For foreign aircraft the classification of the individual aircraft types is applicable according to [Appendix B](#) (Noise classification for propeller-driven aircraft without special sound-proofing).

3.3.3 Charge rates

The noise-related landing 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	7.--	4.--	2.--	No noise charge
751 up to 1000	7.--	4.--	2.--	
1001 up to 1500	14.--	8.--	4.--	
1501 up to 2000	14.--	8.--	4.--	
over 2000 (per ton or part thereof)	7.--	4.--	2.--	

3.3.4 New or modified aircraft

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

3.3.5 Approaches not followed by a landing

The landing charges are also due when for instruction and training purposes the approach is not followed by a landing.

3.4 Parking charges

3.4.1 Charge duty

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

3.4.2 Free parking period

Day of arrival until the beginning of the civil evening twilight.

3.4.3 Charge rates

After the free parking period the parking charges are:

Power-driven aircraft:

(excl. VAT)

at hangar CHF 15.-- per night*

in the open CHF 8.-- per night*

(Permission of airport owner required)

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

3.5 Ground service charge

For the servicing of an aircraft by the airport operator or by an authorized agent a charge is levied.

3.6 Charge exemption

3.6.1 Principle

For the following facts entailing exemption, no landing and noise charges as well as no parking charges are levied:

3.6.2 Facts entailing exemption

No charges are to be paid according to [3.6.1](#):

- for official flights of employees of the Aircraft Accident Investigation Bureau;
- for search and rescue flights and for police flights;
- for the use of the airport in unforeseen emergency cases in connection with the operation of an aircraft;
- for special events according to the decision of the airport owner.

3.7 Implementation

This tariff regulation comes into force on 1st July 2002 and supersedes that from 1st July 1992.

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

(Of 1st April 1996)

4.2 General provisions

Art. 1 The present regulations are valid for Les Eplatures airport.

Art. 2 The airport operator may charge for special services independently from the charges mentioned hereafter.

Art. 3 NIL

Art. 4 Landing charges

For the approach and the subsequent landing of an aircraft a landing charge is levied; the provisions of Art. 9 are reserved. The landing charge is payable by the aircraft operating agency.

Art. 5 The landing charges are computed on the Maximum Take-Off Mass of the aircraft as stated in the Airworthiness Certificate of Aircraft Flight Manual or in any other equivalent official document and amount to:

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

Art. 6 NIL

Art. 7 A reduction of 66²/₃% on the rates of Article 5 is granted for aircraft with a Maximum Take-Off Mass over 5700 kg when used for:

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

Art. 8 Local air crew training schools and other operators of aircraft based permanently at the airport may be granted more favourable rates than those of Article 5 when the Maximum Take-Off Mass of the aircraft does not exceed 5700 kg.

Art. 9 The landing charge is also due when for instruction-, training- or check purposes of pilots, the approach is not followed by a landing.

Art.10 Are exempt from the landing charge:

- a. service flights of the Aircraft Accident Investigation Bureau;
- b. foreign State aircraft carrying the head of State or ministers of their government on a State visit;
- c. aircraft of recognized Swiss air rescue organizations inasmuch as they carry sick or injured persons or rescue equipment and when the expenses thus incurred cannot be charged.

Art. 11 The airport operator is authorized to claim a special compensation to cover extra costs when an aircraft takes off or lands outside the opening hours fixed in the operational licence of the airport.

Art. 12 NIL

Art. 13 **Passenger charges**

The passenger charge is levied on each passenger departing on an aircraft. Are exempt:

- a. passengers on a direct transit flight;
- b. infants up to the age of two;
- c. passengers of sightseeing flights.

The charge for each departing passenger is:

(excl. VAT)

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

Art. 14 **Parking charge**

For the parking of an aircraft a charge is levied.

The airport operator decides on the parking place of the aircraft.

Per night stop on the apron the charge is:

(excl. VAT)

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

Per night stop at hangar the charge is:

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

Art. 15 NIL

Art. 16 **Fuel and lubricant charges**

For the supply of aircraft with fuel and lubricant the following amounts are collected:

(VAT excl.)

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

These amounts are payable by the authorized fuel and lubricant suppliers at the airport.

Art. 17 **Cargo charge**

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

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

Art. 18 **Ground service charge**

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

Art. 19 **Charges for using the runway lighting**

Per landing between the end of civil evening twilight and the beginning of civil morning twilight CHF 5.--

Art. 20 **Methods of payment**

Charges due by the aircraft operator shall be paid prior to take-off.

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 firm as well as for other regular airport users, the airport operator may open a current account. In such cases the charges due shall be paid within 30 days of the billing.

Art. 21 NIL

Art. 22 NIL

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

(Of 1st November 2009)

5.2 General provisions**Art. 1** The present regulations are valid for Geneva International Airport.**Art. 2** The airport operator may charge for special services independently from the charges mentioned hereafter.**Art. 3** NI L**Art. 4 Landing charges**

For the approach and the subsequent landing of an aircraft a landing charge is levied; the provisions of article 9 are reserved. The landing charge is payable by the aircraft operating agency.

Art. 5 The landing charges are computed on the Maximum Take-Off Mass of the aircraft as stated in the Airworthiness Certificate of Aircraft Flight Manual or in any other equivalent official document provided by the company:

Maximum Take-Off Mass (MTOM)		Charge			
		Commercial traffic ¹ (excl. VAT)		Non-commercial traffic ² (excl. VAT)	
a.	up to 1000 kg	CHF	10.15	CHF	12.50
	from 1001 kg				
	to 2000 kg	CHF	19.10	CHF	23.50
	from 2001 kg				
	to 3000 kg	CHF	26.75	CHF	32.95
	from 3001 kg				
	to 4000 kg	CHF	31.90	CHF	39.25
	from 4001 kg				
	to 5000 kg	CHF	36.40	CHF	44.75
	from 5001 kg				
	to 6000 kg	CHF	40.05	CHF	49.30
b.	from 6001 kg				
	to 26000 kg	CHF	7.55	CHF	9.25
	per tonne or part thereof				
c.	from 26001 kg				
	to 30000 kg	CHF	198.60	CHF	244.50
d.	from 30001 kg				
	to 50000 kg	CHF	6.50	CHF	8.00
	per tonne or part thereof				
e.	over 50000 kg				
	for the first 50000 kg	CHF	328.10	CHF	403.95
		CHF	7.55	CHF	9.25

for each additional tonne or part thereof

Helicopters are charged the same rates.

- The landing charge for commercial air transport, computed according to Art.5, is reduced by 50% when the preceding take-off takes place at a Swiss aerodrome (incl. Basle-Mulhouse), the same aircraft continues within 2 hours on the same day to a destination outside Switzerland (excl. Basle-Mulhouse), and the same flight number is used on arrival as departure.
- The landing charge for *non-commercial* air transport, computed according to Art.5, is reduced by 50% when the preceding take-off takes place at a Swiss aerodrome (incl. Basle-Mulhouse)

Art. 5a Noise charges for jet-engine aircraft

At Geneva Airport a noise charge is added to the landing charge. The noise charge is based on a classification of jet-engine aircraft established on the basis of the noise level (mean energetic value) of each aircraft type measured in the vicinity of Swiss airports. Each aircraft 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	1000.--
II	600.--
III	400.--
IV	200.--
V	0.--

For take-off between 2200 LT and 0600 LT an additional noise charge is applied for the jet-engine aircraft. The additional noise charge is modulated according to noise class and take-off time.

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

Noise class	ATD				
	2201-2230 LT	2231-2300 LT	2301-2330 LT	2331-0000 LT	0001-0559 LT
	Noise charge in CHF (excl. VAT)				
I	800.--	1'500.--	3'000.--	6'000.--	9'000.--
II	400.--	800.--	1'500.--	3'000.--	6'000.--
III	200.--	400.--	800.--	1'500.--	3'000.--
IV	100.--	200.--	400.--	800.--	1'500.--
V	50.--	100.--	200.--	400.--	800.--

New aircraft or aircraft subsequently re-engined as well as aircraft types not included in GEN 4.1 Appendix A are placed in class V until confirmed measurable date are available.

Hushkitted aircraft are placed one class beyond the original type until confirmed measurable date are available. The operators are requested to make available to the airport authority all documents certifying the modifications realised. There will be no retroactive reimbursement.

Objections to the classification of the aircraft have to be notified within 60 days following to the reception of the invoice. Late requests are time-barred.

The noise charge is not applicable to aircraft exempt from landing charge according to article 10 here below.

Art. 5b Noise charges for propeller-driven aircraft

A noise charge is applied to propeller-driven aircraft with MTOM of less than or equal to 5700 kg (MTOW ≤ 5700 kg). The noise charge is based on a classification of propeller-driven aircraft established by the Federal Office for Civil Aviation on the basis of difference between the noise level limits according to ICAO Annex 16 Chapter 10 and the noise level measured and corrected for the aircraft performance factor or for the corresponding aircraft 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 aircraft registered abroad is established in conformity with the corresponding aircraft type. The operator is allowed to justify a more advantageous classification for his aircraft within 60 days from the implementation of the charge. As far as the proofs necessary for a new classification are presented within the required time, the excess charges will be repaid.

Noise class	Difference
A	noise level higher 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 higher less than the limit value.

Noise class	Noise charge
A	7.-- by ton;
B	4.-- by ton;
C	2.-- by ton;
D	no noise charge.

For take-off between 2200 LT and 0600 LT a noise charge is applied for propeller-driven aircraft with a maximum take-off mass (MTOM) higher than 5700 kg (MTOW ≥ 5700 kg). The additional noise charge rate is equal to the additional noise charge applicable for the jet-engine aircraft classified in noise class V (see above article 5a).

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

Noise class	ATD				
	2201-2230 LT	2231-2300 LT	2301-2330 LT	2331-0000 LT	0001-0559 LT
V	50.--	100.--	200.--	400.--	800.--

The noise charge is not applicable to aircraft exempt from landing charge according to article 10 here below.

Art. 6 Emission-related landing charges (with effect from 1st Mai 2010)

Art. 6a Principle

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

Art. 6b Aircraft with turbofan, turbojet or turboprop engines with emission data available to the FOCA

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

- regulated under the ICAO Annex 16, Volume II, or
- not regulated, but have detailed emission data for the LTO cycle available to the FOCA

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

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

where:

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

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

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

Art. 6c Aircraft with piston engines, helicopter and aircraft with engines without emission data available to the FOCA

Aircraft, equipped with

- piston engines
- rotary wing engines
- any other engine without emission data available to the FOCA

are also subject to an emission charge. Specifically, they are assigned an emission value derived from the following table 1 and depending on the type, performance and number of engines fitted to the aircraft.

Table 1: FOCA Aircraft Emission Value Matrix

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

Art. 6d Emission tariff

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

Art. 7 A reduction of 66^{2/3}% on the rates of Article 5 is granted for aircraft with a maximum take-off mass over 5700 kg when used for:

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

Art. 8 Local air crew training schools and other operators of aircraft based permanently at the airport may be granted more favourable rates than those of Article 5 when the maximum take-off mass of the aircraft does not exceed 5700 kg.

Art. 9 The landing charge is also due when for instruction-, training- or check purposes of pilots, the approach is not followed by a landing.

Art.10 Are exempt from the landing charge when using an airport:

- a. Swiss State aircraft if the airport is subsidized by the Swiss Confederation;
- b. service flights of officials of the Federal Office for Civil Aviation and the Aircraft Accident Investigation Bureau;
- c. foreign State aircraft carrying the head of State or ministers of their government on a State visit;
- d. aircraft of recognized Swiss air rescue organizations inasmuch as they carry sick or injured persons or rescue equipment and when the expenses thus incurred cannot be charged.

Art. 11 The airport operator is authorized to claim a special compensation to cover extra costs when an aircraft takes off or lands outside the opening hours fixed in the operational licence of the airport.

Art. 12 NIL

Art. 13 Passenger charges

CHF (excl. VAT)

Local passengers	
Passenger service charge	11.00
Security charge	9.50
PRM charge	0.85
Total Passenger charge	21.35
Connecting passengers	
Passenger service charge	5.00
Security charge	9.50
PRM charge	0.85
Total Passenger charge	15.35

Passengers of general aviation ACFT up to 5700 kg MTOM	
Passenger service charge	3.50
Security charge	9.50
PRM charge	0.85
Total Passenger charge	13.85

Passengers on non-commercial flights are exempted from PRM charge.

Art. 14 Parking charge

For the parking of an aircraft in the open a charge is levied on the basis of the MTOM after a free parking time has elapsed. Parts of a tonne, an hour or a day are computed as full tonne, full hour or full day.

The airport operator decides on the parking place of the aircraft.

General aviation

- a. The free parking period is 5 hours.
- b. After the free parking period the parking charge is:
 - CHF 8.-- per day for aircraft up to a MTOM of 2000 kg;
 - CHF 4.-- per day and per tonne for aircraft with a MTOM over 2000 kg, and up to a MTOM of 100'000 kg.
 - CHF 8.-- per day and per tonne for aircraft with a MTOM over 100'000 kg.
- c. For long parking periods the airport operator may grant operators of aircraft based permanently at the airport more favourable conditions than those specified above.

Scheduled air traffic and non-scheduled commercial air traffic

- a. The free parking period is 5 hours.

- b. If there is no night stop (change of date between the time of landing and the end of the parking), a charge of CHF 2.- per tonne and per hour is levied for the 6th and 7th hour of the parking period. The other hours are exempt from the charge.
- c. If after a night stop the take-off takes place on the following morning before 1000 HR UTC, the parking charge is CHF 2.-- per tonne for the whole night stop. If the take-off takes place after 1000 HR UTC, additional CHF 2.-- are levied per tonne.
For aircraft with a MTOM exceeding 100 tonnes, additional
- CHF 4.-- are levied per tonne and per day for scheduled commercial air traffic;
 - CHF 8.-- are levied per tonne and per day for non-scheduled commercial air traffic.
- d. If there are several night stops, the charge is calculated accordingly.

Parking period and night stop definitions

The parking period is considered to be the time between the landing (time of landing plus 6 minutes) or the moving of an aircraft from the hangars to the apron, and the take-off or moving of an aircraft from the apron to the hangars respectively. A night stop means that the aircraft has landed after 1900 HR UTC for a take-off on the following morning before 1000 HR UTC.

Art. 15 NIL

Art. 16 Fuel and lubricant charges

(excl. VAT)

CHF --.010 per litre gasoline

CHF --.008 per litre of petrol, kerosene or other turbine fuel

These amounts are payable by the authorized fuel and lubricant suppliers at the airport.

Art. 17 Cargo charges

The charge amounts to CHF --.06 (excl. VAT) per kg cargo; it is payable by the air carrier of the surface carrier performing the air carriage.

Art. 18 Ground service charge

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

Art. 19 NIL

Art. 20 Methods of payment

Charges due by the aircraft operator shall be paid prior to take-off.

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 firm as well as for other regular airport users, the airport operator may open a current account. In such cases the charges due shall be paid within 15 days of the billing, and a deposit or bank guarantee equivalent to 2 months of normally expected operations can be requested by the airport authority.

Art. 21 NIL

Art. 22 NIL

6. LSZG - GRENCHEN AIRPORT - Aerodrome charges

TARIFF REGULATIONS AT GRENCHEN AIRPORT

(Of 1st July 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 November 1994 and article 9 of the operating-concession for Grenchen airport.

6.1.2 Jurisdiction

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

6.1.3 Airport charges

The airport charges applied are the following:

- Landing 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 December 1999) the airport charges are subject to the supervision of the Federal Office for Civil Aviation. They are published in the Aeronautical Information Publication (AIP) Switzerland.

6.1.4 Indemnity for special services

For special services, the airport operator may charge independently of the airport charges.

6.1.5 Other charges

Together with the airport charges the approach charge (AFS) is levied collected on behalf of SKYGUIDE as reimbursement for the provision of terminal navigation services.

6.1.6 Charges debtor

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

6.1.7 Charge maturity

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

6.1.8 Currency

The charges are due in Swiss Francs.

6.2 Landing charges (mass related)

6.2.1 Charge duty

For an approach with subsequent landing a charge is levied, depending on the aircraft mass.

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

6.2.2 Charge determination

The mass-related charge depends on the Maximum Take-Off Mass (MTOM) of the aircraft as stated in the Airworthiness Certificate respectively in the Aircraft Flight Manual or any other equivalent official document.

6.3 Charge rates

The charges rates are stated in [ANNEX 1](#).

The airport authority can offer rebates to local flying schools.

6.3.1 Helicopters and powered gliders

For helicopters the same rates are applicable.

Powered gliders (when operating as ordinary powered aircraft) special rates according to [ANNEX 1](#) are applicable.

6.3.2 Approaches without subsequent landing

The landing charges are also due when, for schooling and training purposes, approaches without subsequent landings are performed.

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

6.4.1 Charge duty

For an approach with subsequent landing a charge is levied, depending on the aircraft mass. For each "Touch-and-go" the same charge is applicable.

6.4.2 New or modified aircraft

If an operator puts forward a more advantageous classification for his aircraft, he has to give evidence by means of appropriate documents within 30 days after the application. On condition of a timely submitted proof, the noise charges paid during this period will be reimbursed.

6.4.3 Noise class assignment

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

6.4.4 Charge rates

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

6.4.5 Approaches without subsequent landing

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

6.5 Passenger charges

6.5.1 Charge duty

For each passenger departing aboard an aircraft or using airport services in transit a charge is due, with reservation of the exceptions as stated in [6.5.3](#).

6.5.2 Charge rates

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

6.5.3 Charge exemption

Exempted from the charges are:

- passengers of non-commercial domestic private traffic;
- infants up to age of two years;
- passengers of sightseeing flights.

6.6 Parking charges (Transit parking)

6.6.1 Charge duty

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

6.6.2 Assignment of the parking places

The airport operator determines the area on which the aircraft may be parked. The airport operator may determine a maximum period for the parking.

6.6.3 Charge rates

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

6.7 Charge exemption**6.7.1 Principle**

The following cases are exempted from the landing, noise, passenger and parking charges:

- for search and rescue flights as well as police flights;
- for the use of the airport in unforeseen emergency cases in connection with aircraft operation;
- for special events after decision of the airport operator.

6.7.2 State aircraft (civil and military)

Treatment upon special agreements.

6.7.3 ANNEX 1

Landing charges (mass related)

1. Powered aircraft

Mass in kg	Charge for national flights CHF (incl. VAT)	Charge for international flights CHF (incl. VAT)
- 1000	8.50	17.00
1001 – 2000	13.00	26.00
2001 – 3000	23.00	46.00
3001 – 4000	30.00	60.00
4001 – 5000	35.00	70.00
5001 – 6000	40.00	80.00
6001 – 7000	45.00	90.00
7001 – 8000	50.00	100.00
8001 – 9000	55.00	110.00
9001 – 10000	60.00	120.00
> 10000 – per 1000Kg or fraction	5.00	10.00

For powered gliders operating as ordinary powered aircraft the same charge is due. They are also subject to the approach charge of Skyguide.

2. Powered gliders

When at take-off operating as ordinary powered aircraft and at landing operating as glider

Charge per landing CHF 14.00 (incl. VAT)

6.7.4 ANNEX 2

Noise charges

Noise Class	Charge per tonne in CHF (incl. VAT)
A	9.00
B	6.00
C	3.00
D	0.00

6.7.5 ANNEX 3

Passenger charges

Charge per departing passenger CHF 9.00 (incl. VAT)

6.7.6 ANNEX 4

Parking charges (Transit parking)

Mass in kg	Charge CHF (incl. VAT)
- 1000	15.00
1001 – 2000	20.00
2001 – 3000	25.00
3001 – 4000	30.00
> 4001	35.00

7. LSGL - LAUSANNE-LA BLECHERETTE AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT LAUSANNE-LA BLÉCHERETTE AIRPORT**
(Of 1st October 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 airport.

7.1.2 Jurisdiction

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

7.1.3 Airport charges

The airport charges are applied on the basis of:

- maximum take-off mass (MTOM) of the aircraft
- noise generated by aircraft type
- number of passengers
- customs tariff
- parking duration
- sale of fuels and lubricants
- ground service and other services

These charges are subject to the supervision of the Federal Office for Civil Aviation and are published in the Aeronautical Information Publication (AIP), Switzerland.

7.1.4 Charges debtor

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

7.1.5 Payment of charges

Unless otherwise agreed, the charges must be paid before take-off at the latest. The airport 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 airport operator is entitled to grant exemptions from the current charges to encourage forms of aviation which are particularly environmentally conscious.

Flights defined as exempt under Swiss law are also exempt from charges.

7.2 Landing charges**7.2.1 Applicability**

A landing charge is levied for every approach made by an aircraft (including gliders and helicopters) whether or not this is followed by a landing, with the exception of go arounds not planned by the crew.

7.2.2 Landing charge determination

The landing charge is indexed to the maximum admissible take-off mass (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 for trainee pilots from ab initio flying schools based at Lausanne-La Blécherette airport.

7.3 Noise-related landing charges

7.3.1 Applicability

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

7.3.2 Definition of noise classes

The Federal Office for Civil Aviation is responsible for the compilation and upkeep of a list of aircraft classes. The list of aircraft registered in Switzerland is published in the Swiss register or as a separate list and is the sole applicable source. Aircraft registered abroad are classified according to the corresponding aircraft type [GEN 4.1 - Appendix B](#) (Noise classification for propeller-driven aircraft without special sound-proofing).

7.3.3 Noise classification

The aircraft classification is based on the noise level limits determined by the ICAO, Annex 16, and the noise level measured and adjusted for the aircraft performance factor or the relevant aircraft type.

Class	Difference
A	Noise level higher 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 aircraft:

Class	Amount payable (excl. VAT)
A	CHF 7.- (per ton MTOM or fraction thereof)
B	CHF 4.- (per ton MTOM or fraction thereof)
C	CHF 2.- (per ton 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 airport is entitled to categorise the aircraft as Class A. The aircraft operator may demand a more favourable classification for his aircraft within 60 days after payment of the charge if, within this period, proof of 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 on each passenger departing on an aircraft.

7.4.2 Passengers exempt from charges

- Infants up to the age of two;
- Passengers on private flights to Swiss destinations, including Basle-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 customs charge is levied on all flights originating from or destined for locations outside Switzerland, excluding Basle-Mulhouse.

7.5.2 Charge amount

The customs charge is CHF 4.65 excluding VAT and is levied on every aircraft movement.

7.6 Parking charges**7.6.1 Applicability**

For times exceeding the free parking time, a charge is levied for parking aircraft on the tarmac or parking areas.

7.6.2 Charge calculation

The charge is based on the maximum take-off mass (MTOM) and duration of parking.

7.6.3 Free parking time

The first 5 hours 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 airport operator may make special arrangements in the case of 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 airport operator.

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

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

7.8.2 Charge amount

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

7.9 Airport services provided outside opening hours**7.9.1 Special charge**

If the airport has to be specially opened or remain open to permit an aircraft to land or take off outside the operating hours defined in the AIP, a charge of CHF 93.- (plus VAT) will be levied for every extra quarter-hour of opening, 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 1st October 2001 and supersede the previous tariff on this date.

8. LSZA - LUGANO AIRPORT - Aerodrome charges**8.1 TARIFF REGULATIONS AT LUGANO AIRPORT**

(Of 1st June 2007)

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

For the ordinary use of the airport by aircraft, the Airport Authority shall cash charges in accordance with section II. For use of the airport that exceeds the ordinary, the Airport Authority shall levy special charges in accordance with section III.

Art.2 Charges

The airport charges include:

- a. landing charge
- b. noise surcharge on landing charge
- c. emissions charge
- d. passenger charge
- e. parking charge
- f. cargo charge
- g. operating time surcharge
- h. fuel and lubricant prices
- i. ground handling charge - basic handling
 - scheduled and charter flights
 - general aviation flights

Art. 3 Special services

The Airport Authority is entitled to debit extra charges for special services not specifically mentioned in these regulations.

Art. 4 Services by third parties

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

Art. 5 Special conditions

The Airport Authority reserves the right to apply special rates to aircraft operators working for aviation or regional area development purposes and to operators whose aircraft is mainly stationed on the airport area.

Art.6 Liability for payment of charges

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

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

An aircraft operator is defined to be the party who has the actual and permanent power of control over the aircraft and who uses it or permits it to be used at its expenses.

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

Art. 7 Exemptions

The following cases are exempted from the charges set forth in § **A to G** of **II. The individual charges**:

- operators of Swiss and foreign state aircraft provided that the aircraft is carrying the Head of State's government officials on a state visit
- search and police flights
- rescue and humanitarian flights
- official Swiss air rescue organisations for flights carrying sick or injured persons or rescue equipment, provided that the costs thus incurred cannot be charged otherwise
- aircraft participating in special demonstrations which are allowed by the Airport Authority

Art. 8 Obligation of data delivery

When claiming a reason for exemption according to Art. 7, all the necessary elements for decision have to be submitted to the Airport Authority.

Art. 9 Terms of payment of the charges

The airport charges must be paid prior to take-off at the latest; the Airport Authority is, however, entitled to demand payment at any time after the aircraft has landed.

The Airport Authority may invoice the charges to regular airport 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 debited in Swiss francs (CHF).

Art. 11 Value added tax

The charge rates do not include value-added tax (VAT).

Art. 12 Collection

The Airport Authority may delegate an authorised dispatch office to cash the charges.

II. The individual charges

Landing charges (based on MTOM)

Art. 13 Obligation

For each landing, there shall be a charge payable in accordance with the Maximum Take-Off Mass of the aircraft.

Missed approaches, during which the aircraft may or may not touch the ground, shall also be considered as landings unless the approach was required for safety reasons or performed at or above the circuit altitude.

Art. 14 Basis of calculation

The Maximum Take-Off Mass shall correspond to the information contained in the aircraft's Airworthiness Certificate.

Art. 15 Charge rates

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

Art. 16 Charge reduction

The landing charge applied in accordance with **Art. 13** and **15** is reduced by 33,33% (up to class 5 by 50%) if the aircraft, directly prior to the landing which is subject of this charge, took off from another Swiss airport (Basle-Mulhouse included). The same charge reduction is applicable to local flights.

Noise surcharge on landing charge

Art. 17 Obligation

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

Noise classes

Art. 18 a) Jet-engine aircraft

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

Art. 19 Noise surcharge rates

The amount of the noise surcharge is:

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

Art. 20 b) Propeller-driven aircraft not exceeding 5.7 t MTOM

The assignment of propeller-driven aircraft with a Maximum Take-Off Mass not exceeding 5.7 tons into one to the noise classes A to D corresponds to the classification established by the Federal office for Civil Aviation. The decisive factor in this regard is the difference between the mandatory noise level limits in accordance with Annex 16 of the Convention on International Civil Aviation and the measured noise level of the aircraft type corrected using the performance correction factor.

Art. 21 Assignments to the noise classes

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

Art. 22 Noise surcharge rates

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

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

Art. 23 Surcharge on Saturday, Sundays and local holidays

For landings on Saturday, Sundays and local holidays the noise surcharge is increased by 50% for all aircraft.

Art. 24 New and modified aircraft

In the event that a party liable to pay the charges claims to a more advantageous classification, it shall provide proof to the Airport Authority by submitting an appropriate documentation within 60 days from the date on which the claim is made.

Art. 25 Refund

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

Emission-related landing charges (with effect from 1st April 2010)**Art. 26 Principle**

An emission related landing surcharge is applied to all aircraft equipped with a combustion engine and that are subject to a weight-based landing charge. The emission charge is based on the absolute emission 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 the FOCA

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

- regulated under the ICAO Annex 16, Volume II, or
- not regulated, but have detailed emission data for the LTO cycle available to the FOCA,

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

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

where:

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

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

Emission factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). Emissions data for unregulated engines are taken from the FOCA and FOI emissions 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 the FOCA

Aircraft, equipped with

- piston engines
- rotary wing engines
- any other engine without emission data available to the FOCA

are also subject to an emission charge. Specifically, they are assigned an emission value derived from the following table 1 and depending on the type, performance and number of engines fitted to the aircraft.

Table 1: FOCA Aircraft Emission Value Matrix

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

Art. 29 Emission tariff

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

Passenger charge

Art.30 Obligation

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

Art. 31 Passenger charge rates

	Charges	Passenger	Security	Noise	Total Charge
a.	for general aviation traffic per passenger	CHF 12	-	CHF 1	CHF 13.00
b.	for scheduled and charter traffic per passenger	CHF 20	CHF 8	CHF 1	CHF 29.00
c.	for transit scheduled and charter traffic per passenger	CHF 9.50	CHF 5.50	CHF 1	CHF 16.00

Art. 32 Exemptions

No charge shall be levied in case of:

- children up to the age of two
- passengers in direct transit
- passengers on local flights
- aircraft crew members who, not requiring a ticket, are transported to another airport for purpose of service on a flight from that airport (dead heading)

Parking charge**Art. 33 Obligation**

A parking charge shall be levied for aircraft's parking between landing and take-off. This charge shall be in accordance with the Maximum Take-Off Mass and the sector occupied (grass or hard surface) after a free parking time has elapsed.

Art. 34 Basis of calculation

Bases of calculation of the charges are:

- Maximum Take-Off Mass (according to [Art. 14 Basis of calculation](#))
- occupied sector (grass or hard surface)
- duration of the parking period

Partial tons, days and hours shall be calculated as full tons, days and hours.

Art. 35 Parking rates

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

Art. 36 Assignment of the parking positions

The Airport Authority assigns the parking position based on an assumed duration, which must be communicated in advance, and on availability of space.

The Airport Authority may determine a maximum period for the parking.

The Airport Authority may delegate the management of the parking to third parties.

Cargo charges**Art. 37 Obligation**

This charge is levied for cargo:

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

The relevant factor for cargo is the gross weight.

The charges have to be paid by the air transport carrier to the Airport 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 the Airport Authority from an aircraft to another (transit), respectively from an aircraft 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 according to a tariff published separately by the cargo agent.

Operating time surcharge**Art. 41 Obligation**

For each movement (landing or take-off) a special charge is levied according to the operating time.

Art. 42 Rates

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

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

The Airport Authority does not apply any charges on fuel, as it is the supplier. The official prices are published separately and monthly adapted to the variations of the purchasing prices.

Ground handling charges - basic handling

a) Scheduled and charter flights

Art. 44 **Obligation**

The operator of an aircraft of the scheduled or charter traffic is obliged to pay a charge for the services rendered by the Airport Authority for every movement of arrival or departure. Movements for instruction or technical reasons or ferry flights are exempted from this charge.

Art. 45 **Charges**

The list of the charges, which are based on the MTOM or on the number of seats (the determining factor is the higher rate) is contained in [GEN 4.1 - Annex 4](#).

Art. 46 **List of main services**

The ground handling contains the following main services:

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

b) General aviation flights

Art. 47 **Obligation**

The operator of a commercial or private traffic aircraft over 3000 kg MTOM (with passengers on board) is due to pay a charge for the services rendered by the Airport Authority or by the Handling Agent for every movement of arrival and departure. Movements for instruction, technical reasons or ferry flights are exempted from this charge. The list of services is available at the general aviation desk.

Art. 48 **Rates**

The amount of the basic handling charge for aircraft relating to its MTOM is:

aircraft MTOM up to 3000 kg			free of charge
aircraft MTOM from	3001kg to 4000	CHF	30.--
aircraft MTOM from	4001kg to 6000	CHF	45.--
aircraft MTOM from	6001kg to 10000	CHF	75.--
aircraft MTOM from	10001kg to 16000	CHF	105.--
aircraft MTOM from	16001kg to 24000	CHF	185.--
aircraft MTOM from	24001kg to 35000	CHF	220.--
aircraft MTOM from	35001kg to 40000	CHF	270.--
aircraft MTOM from	40001kg to 45000	CHF	330.--
aircraft MTOM from	45001kg to 50000	CHF	390.--

III. Special charges

Art. 49 **Ground handling charges - special handling on demand**

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

Art. 50 **Hangar parking**

In case of available space in hangar, the Airport Authority gives priority to aircraft operators with yearly contracts and successively to those that normally have their aircraft stationed on the airport area.

The Airport Authority may allow other competent organisations to handle aircraft parking.

IV. Concluding provisions

Art. 51 **Date of validity**

These tariff regulations are valid as from 1st June 2007.

[GEN 4.1 - Annex 1](#)

List of the landing charges

[GEN 4.1 - Annex 2](#)

List of the parking charges

[GEN 4.1 - Annex 3](#)

List of the operating time surcharge charges

[GEN 4.1 - Annex 4](#)

List of the charges for the ground handling (basic handling) for scheduled and charter traffic

Annex 1

Annex 1					
Landing charge					
Class	Maximum Take-Off Mass			International CHF	National CHF
0.	up to 1000 kg			17.65	8.80
1.	from	1001 kg	to 1500 kg	26.45	13.25
2.	from	1501 kg	to 2000 kg	35.30	17.65
3.	from	2001 kg	to 3000 kg	50.--	25.00
4.	from	3001 kg	to 4000 kg	66.70	32.35
5.	from	4001 kg	to 5000 kg	76.45	38.20
6.	from	5001 kg	to 6000 kg	85.25	56.85
7.	from	6001 kg	to 7000 kg	97.--	64.70
8.	from	7001 kg	to 8000 kg	105.85	70.55
9.	from	8001 kg	to 9000 kg	117.60	78.40
10.	from	9001 kg	to 10000 kg	126.40	84.28
11.	from	10001 kg	to 11000 kg	138.20	92.10
12.	from	11001 kg	to 12000 kg	147.--	98.--
13.	from	12001 kg	to 13000 kg	158.75	110.20
14.	from	13001 kg	to 14000 kg	167.60	111.70
15.	from	14001 kg	to 15000 kg	179.35	119.55
16.	from	15001 kg	to 16000 kg	188.15	125.45
17.	from	16001 kg	to 17000 kg	199.90	133.30
18.	from	17001 kg	to 18000 kg	211.70	141.10
19.	from	18001 kg	to 19000 kg	223.45	148.95
20.	from	19001 kg	to 20000 kg	235.20	156.80
21.	from	20001 kg	to 21000 kg	246.95	164.65
22.	from	21001 kg	to 22000 kg	258.70	172.50
23.	from	22001 kg	to 23000 kg	270.50	180.30
24.	from	23001 kg	to 24000 kg	282.25	188.15
25.	from	24001 kg	to 25000 kg	294.--	196.--
26.	from	25001 kg	to 26000 kg	305.75	203.85
27.	from	26001 kg	to 27000 kg	317.50	211.70
28.	from	27001 kg	to 28000 kg	329.30	219.50
29.	from	28001 kg	to 29000 kg	341.05	227.35
30.	from	29001 kg	to 30000 kg	352.80	235.20
31.	from	30001 kg	to 31000 kg	364.55	243.05
32.	from	31001 kg	to 32000 kg	376.30	250.90
33.	from	32001 kg	to 33000 kg	388.10	258.70
34.	from	33001 kg	to 34000 kg	399.85	266.55

Annex 1					
Landing charge					
Class	Maximum Take-Off Mass			International CHF	National CHF
35.	from	34001 kg	to 35000 kg	411.60	274.40
36.	from	35001 kg	to 36000 kg	423.35	282.25
37.	from	36001 kg	to 37000 kg	435.10	290.10
38.	from	37001 kg	to 38000 kg	446.90	297.90
39.	from	38001 kg	to 39000 kg	458.65	305.75
40.	from	39001 kg	to 40000 kg	470.40	313.60
41.	from	40001 kg	to 41000 kg	482.15	321.55
42.	from	41001 kg	to 42000 kg	493.90	329.30
43.	from	42001 kg	to 43000 kg	505.70	337.10
44.	from	43001 kg	to 44000 kg	517.45	344.95
45.	from	44001 kg	to 45000 kg	529.20	352.80
46.	from	45001 kg	to 46000 kg	540.95	360.65
47.	from	46001 kg	to 47000 kg	552.70	368.50
48.	from	47001 kg	to 48000 kg	564.50	376.30
49.	from	48001 kg	to 49000 kg	576.25	384.15
50.	from	49001 kg	to 50000 kg	588.--	392.--

Annex 2

Annex 2							
Parking charge							
Class	Maximum Take-Off Mass			Grass Parking		Hard Surface	
				CHF / hr ¹⁾	CHF / day	CHF / hr ¹⁾	CHF / day
				(excl. VAT)			
0.	up to		1000 kg	1.--	6.--	2.--	30.--
1.	from	1001 kg	to 1500 kg	1.--	7.--	2.--	30.--
2.	from	1501 kg	to 2000 kg	1.--	8.--	2.--	30.--
3.	from	2001 kg	to 3000 kg	1.--	10.--	2.--	30.--
4.	from	3001 kg	to 4000 kg	1.--	12.--	2.--	30.--
5.	from	4001 kg	to 5000 kg	1.--	14.--	2.--	30.--
6./10.	from	5001 kg	to 10000 kg	--	--	6.--	80.--
11./15.	from	10001 kg	to 15000 kg	--	--	8.--	100.--
16./20.	from	15001 kg	to 20000 kg	--	--	10.--	120.--
21./25.	from	20001 kg	to 25000 kg	--	--	12.--	140.--
26./30.	from	25001 kg	to 30000 kg	--	--	14.--	160.--
31./35.	from	30001 kg	to 35000 kg	--	--	16.--	180.--
36./40.	from	35001 kg	to 40000 kg	--	--	18.--	200.--
41./45.	from	40001 kg	to 45000 kg	--	--	20.--	220.--
46./50.	from	45001 kg	to 50000 kg	--	--	22.--	240.--
Free parking time				5 hrs		1 hr	
RMK:1)	Applied the first day until 24.00 LT on amounts smaller than the daily charge per one day.						

Annex 3

Annex 3				
Operating time surcharge				
Class	Maximum Take-Off Mass		Type (A) 07:01 - 08:00 LT 20:01 - 22:00 LT CHF	Type (B) 22:01 - 07:00 LT CHF
0 - 2.	up to 2000 kg		144.--	240.--
3 - 5.	from 2001 kg	to 5000 kg	180.--	300.--
6 - 10.	from 5001 kg	to 10000 kg	240.--	400.--
11 - 30.	from 10001 kg	to 30000 kg	300.--	500.--
31 - 50.	from 30001 kg	to 50000 kg	360.--	600.--
RMK:	If landing and departure are not separated by more than one hour the charge is reduced by 25%.			

Annex 4

Annex 4				
Ground handling charge - basic handling for scheduled and charter flights				
Number of Seats		Maximum Take-Off Mass kg		CHF
from 13	to 18	from 8001 kg	to 12000 kg	300.--
from 19	to 24	from 12001 kg	to 16000 kg	400.--
from 25	to 30	from 16001 kg	to 20000 kg	500.--
from 31	to 36	from 20001 kg	to 24000 kg	600.--
from 37	to 42	from 24001 kg	to 28000 kg	700.--
from 43	to 48	from 28001 kg	to 32000 kg	800.--
from 49	to 54	from 32001 kg	to 36000 kg	900.--
from 55	to 60	from 36001 kg	to 40000 kg	1000.--
from 61	to 66	from 40001 kg	to 44000 kg	1100.--
from 67	to 72	from 44001 kg	to 48000 kg	1200.--
over	72	over	48000 kg	1300.--
RMK: - determinant is the column that indicates the higher charge; - the charge has to be paid for each movement (landing or departure)				

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9. LSZR - ST. GALLEN-ALTENRHEIN AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT ST. GALLEN-ALTENRHEIN REGIONAL AERODROME**
(Of 1st January 2009)**9.1 General information**

9.1.1 This edition "Tariff Regulations" is valid as of 1st January 2009 and replaces all earlier versions.

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

9.1.3 Airport charges

Landing charge	Annex A
Approach charge	
Noise surcharge	Annex B
Passenger charge	
Aircraft parking charge	
Ground handling charge	Annex C
Surcharges for services	
Other services	Annex D

9.1.4 For towing aircraft, powered gliders and helicopters the same charges are applicable unless other charges are stated.

9.1.5 The charges shall be paid:

In case of scheduled and non-scheduled commercial flights by the company that actually carries out the flight.
In case of non-commercial flights by the operator of the aircraft. Several operators of the same aircraft shall be jointly liable for the charges; 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 charges.

9.1.6 All published charges are listed without VAT.

9.1.7 Airport Altenrhein AG has the authority to change the applicable charges without prior notice.

9.1.8 Official operating hours of Airport St. Gallen-Altenrhein:

MON - FRI	0630 - 1200	1330 - 2100 LT
SAT	0730 - 1200	1330 - 2000 LT
SUN	1000 - 1200	1330 - 2000 LT

Special permissions required for flights outside of the regular operating hours. Special permissions are possible MON - FRI 0600 - 2200 LT, SAT 0630 - 2200 LT, SUN 0730 - 2100 LT. Reduced operational hours for VFR traffic.

9.1.9 The charges are payable in Swiss Francs prior to take-off at the latest by cash or credit card. For regular airport users a credit facility can be available after approval. A processing charge of CHF 25.-- is due for bills which will be not paid by Direct Debit. Standard credit terms are within 10 days net.

9.2 Landing Charge

9.2.1 The landing charge is levied for all aircraft landings at Airport St. Gallen-Altenrhein, also for go-around and touch-and-go.

9.2.2 Approaches without landing (go-around) are only free of charge, if instructed by the tower in case of ATC safety.

9.2.3 The landing charges are calculated on the maximum take-off mass (MTOM) of the aircraft as stated in the Airworthiness Certificate, the Aircraft Flight Manual or in any other equivalent official document.

The following landings are exempt from the landing charges:

- a. Flights of officials of the Aircraft Accident Investigation Bureau in course of their duties
- b. Flights of Air Rescue Organisations in the course of their duties

9.3 Approach Charge (Skyguide SA, Geneva)

Approach charges are based on the tariffs of Skyguide, Swiss civil and military air navigation services provider.

9.4 Noise Surcharge

- 9.4.1 For each landing, there shall be a surcharge on the landing charge payable in accordance with the noise class of the aircraft. The assignment of propeller-driven aircraft with a MTOM not exceeding 5.7 tonnes into one to the noise classes A to D corresponds to the classification established by the 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 aircrafts shall be determined in accordance with the classification of the particular type. Aircraft without official classification are classified in group A (propeller-driven) or group E (jets).
- 9.4.2 For aircraft of the Austrian Noise Category 4 (AT6, BE33/35/36, C36, C210, E230, Morane, PARO, PC7/9/12, PTS1, P-2, P-51 Mustang, T28, WACO, YK55, similar aircraft) noise surcharge class A is applicable. Aircraft of this category have a limit of three (3) flights per day.
- 9.4.3 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.

9.5 Passenger Charge

- 9.5.1 A charge shall be payable for each passenger who is transported in an aircraft which takes off from the airport.
- 9.5.2 Passengers exempt from charge
 - a. Children under the age of two
 - b. Passengers in direct transit
 - c. Passengers on sight-seeing flights, when the following landing takes place at St. Gallen-Altenrhein
 - d. Passengers on non-commercial flights, when the first landing following take-off takes place at a Swiss airport
 - e. Aircraft crew members who, not requiring a ticket, are transported to another airport for the purpose of service on a flight from that airport (dead heading)

9.6 Aircraft Parking Charge

- 9.6.1 The aircraft parking charges are calculated on the maximum take-off mass (MTOM) of the aircraft as stated in the Airworthiness Certificate, the Aircraft Flight Manual or in any other equivalent official document.
- 9.6.2 The Airport Authority determines the parking position of the aircraft.
- 9.6.3 Home based aircraft are exempt from the aircraft parking charge.

9.7 Ground Handling Charge

Ground handling for scheduled/non-scheduled, business aircraft and cargo see ANNEX C.

9.8 Surcharges for services

Surcharges are due for services, ground handling and air navigation performed outside of the regular operating hours. The surcharges are based on estimated time of departure (ETD) and actual time of arriving (ATA), charges see ANNEX C.

- a. Surcharges for services performed outside of the regular operating hours

MON - FRI	0600 - 0629 LT	1201 - 1329 LT	2101 - 2200 LT
SAT	0630 - 0729 LT	1201 - 1329 LT	2001 - 2200 LT
SUN	0730 - 0959 LT	1201 - 1329 LT	2001 - 2100 LT

There are no time limits for flights of air rescue, police, HOSP ACFT.

- b. Surcharges for fire & rescue services as per request

9.9 ANNEX A

Landing Charge / Approach Charge

MTOM KG	Approach CHF	VFR training **						
		International		National		International		National
		Landing CHF	*TOTAL CHF	Landing CHF	*TOTAL CHF	Approach CHF	*TOTAL CHF	*TOTAL CHF
Glider	--	7.00	7.00	7.00	7.00			
-1000	7.30	28.00	35.30	17.00	24.30	3.85	31.85	20.85
-1500	15.00	42.00	57.00	25.50	40.50	7.70	49.70	33.20
-2000	15.00	56.00	71.00	34.00	49.00	7.70	63.70	41.70
-3000	21.30	84.00	105.30	51.00	72.30	11.25	95.25	62.25
-4000	75.90	112.00	187.90	68.00	143.90	15.00	127.00	83.00
-5000	88.70	140.00	228.70	85.00	173.70	18.75	158.75	103.75
-6000	100.10	168.00	268.10	102.00	202.10	22.20	190.20	124.20
-7000	110.70	196.00	306.70	119.00	229.70	25.90	221.90	144.90
-8000	120.70	224.00	344.70	136.00	256.70	29.60	253.60	165.60
-9000	130.30	252.00	382.30	153.00	283.30	33.30	285.30	186.30
-10000	139.50	280.00	419.50	170.00	309.50	37.00	317.00	207.00
-11000	148.50	308.00	456.50	187.00	335.50	40.70	348.70	227.70
-12000	157.10	336.00	493.10	204.00	361.10	44.40	380.40	248.40
-13000	166.50	364.00	530.50	221.00	387.50	48.10	412.10	269.10
-14000	173.70	392.00	565.70	238.00	411.70	51.80	443.80	289.80
-15000	181.60	420.00	601.60	255.00	436.60	55.50	475.50	310.50
-16000	189.40	448.00	637.40	272.00	461.40	59.20	507.20	331.20
-17000	197.00	476.00	673.00	289.00	486.00	62.90	538.90	351.90
-18000	204.50	504.00	708.50	306.00	510.50	66.60	570.60	372.60
-19000	211.80	532.00	743.80	323.00	534.80	70.30	602.30	393.30
-20000	219.00	560.00	779.00	340.00	559.00	74.00	634.00	414.00
-21000	226.00	588.00	814.00	357.00	583.00	76.65	664.65	433.65
-22000	233.00	616.00	849.00	374.00	607.00	80.30	696.30	454.30
-23000	239.80	644.00	883.80	391.00	630.80	83.95	727.95	474.95
-24000	246.50	672.00	918.50	408.00	654.50	87.60	759.60	495.60
-25000	253.10	700.00	953.10	425.00	678.10	91.25	791.25	516.25
-26000	259.70	728.00	987.70	442.00	701.70	94.90	822.90	536.90
-27000	266.10	756.00	1022.10	459.00	725.10	98.55	854.55	557.55
-28000	272.50	784.00	1056.50	476.00	748.50	102.20	886.20	578.20
-29000	278.80	812.00	1090.80	493.00	771.80	105.85	917.85	598.85
-30000	285.00	840.00	1125.00	510.00	795.00	109.50	949.50	619.50
-31000	291.10	868.00	1159.10	527.00	818.10			
-32000	297.20	896.00	1193.20	544.00	841.20			
-33000	303.20	924.00	1227.20	561.00	864.20			
-34000	309.20	952.00	1261.20	578.00	887.20			

* Landing charge + Approach charge

** Definition of VFR Instruction/Training flights:

- training flights must be attended or supervised by a flight instructor or inspector
- training flights are not commercial flights within the meaning of the aviation law and are not to be used for the purpose of carriage of passengers or goods

MTOM KG	Approach CHF	International		National		VFR training **		
		Landing CHF	*TOTAL CHF	Landing CHF	*TOTAL CHF	International		National
						Approach CHF	*TOTAL CHF	*TOTAL CHF
-35000	315.00	980.00	1295.00	595.00	910.00			
-36000	320.90	1008.00	1328.90	612.00	932.90			
-37000	326.60	1036.00	1362.60	629.00	955.60			
-38000	332.30	1064.00	1396.30	646.00	978.30			
-39000	338.00	1092.00	1430.00	663.00	1001.00			
-40000	343.60	1120.00	1463.60	680.00	1023.60			
-41000	349.20	1148.00	1497.20	697.00	1046.20			
-42000	354.70	1176.00	1530.70	714.00	1068.70			
-43000	360.10	1204.00	1564.10	731.00	1091.10			
-44000	365.60	1232.00	1597.60	748.00	1113.60			
-45000	370.90	1260.00	1630.90	765.00	1135.90			
-46000	376.30	1288.00	1664.30	782.00	1158.30			
-47000	381.60	1316.00	1697.60	799.00	1180.60			
-48000	386.80	1344.00	1730.80	816.00	1202.80			
-49000	392.00	1372.00	1764.00	833.00	1225.00			
-50000	397.20	1400.00	1797.20	850.00	1247.20			
-51000	402.40	1428.00	1830.40	867.00	1269.40			
-52000	407.50	1456.00	1863.50	884.00	1291.50			
-53000	412.60	1484.00	1896.60	901.00	1313.60			
-54000	417.60	1512.00	1929.60	918.00	1335.60			
-55000	422.60	1540.00	1962.60	935.00	1357.60			
-56000	427.60	1568.00	1995.60	952.00	1379.60			
-57000	432.50	1596.00	2028.50	969.00	1401.50			
-58000	437.50	1624.00	2061.50	986.00	1423.50			
-59000	442.30	1652.00	2094.30	1003.00	1445.30			
-60000	447.20	1680.00	2127.20	1020.00	1467.20			
>60000		28.00/to		17.00/to				

* Landing charge + Approach charge

** Definition of VFR Instruction/Training flights:

- training flights must be attended or supervised by a flight instructor or inspector
- training flights are not commercial flights within the meaning of the aviation law and are not to be used for the purpose of carriage of passengers or goods

Towing aircraft and powered gliders

- Towing aircrafts are exempt from approach charges for approaches on grass runway
- For powered gliders the ordinary approach charges are levied
- For instruction and training flights with towing aircrafts and powered gliders the rates and the definition of "VFR training flights" are applicable

9.10 ANNEX B**9.10.1 Noise Surcharge**

The noise surcharge shall be as follows:

	Noise class	Noise charge CHF (excl. VAT)
A	Aircraft propeller-driven	
	A	10 / tonne
	B	6 / tonne
	C	3 / tonne
	D	free of charge
B	Jets	
	Class E	CHF 350.-- flat charge
C	Aircraft of the Austrian Noise Category 4 surcharge class A is applicable	

9.10.2 Passenger Charge

A	National			
	- scheduled / non-scheduled traffic	CHF	39.50	(incl. security check)
	- other commercial traffic	CHF	20.--	
	- non-commercial traffic		free of charge	
B	International			
	- scheduled / non-scheduled traffic	CHF	39.50	(incl. security check)
	- other commercial / non-commercial traffic	CHF	20.--	

9.10.3 Aircraft Parking Charge

A	Apron / Grass			
	Aircrafts	up to 2 tons	CHF 25.--	per night
	Aircrafts	up to 6 tons	CHF 45.--	per night
	Aircrafts	above 6 tons	CHF 10.--	per night and ton
B	Hangar			
	(Availability on request)			
	Aircrafts	up to 2 tons	CHF 75.--	per night
	Aircrafts	up to 6 tons	CHF 135.--	per night
	Aircrafts	above 6 tons	CHF 30.--	per night and ton

9.11 ANNEX C

9.11.1 Ground handling

A Scheduled / Non-scheduled

Check-in, deboarding/boarding, baggage handling, load control, meteo, communication (MVT, LDM, PTM, PSM), GPU 28V, aircraft cleaning, special passenger assistance

Aircraft up to 120 seats **per special agreement**

B Business Aircraft & Helicopters

These reduced charges are compulsory for all aircraft above 4 ton (and including Very Light Jets "VLJ") and will be applied for marshalling and max. 1 hour ACFT parking:

4 - 6 tons + VLJ	CHF	50.--
up to 10 tons	CHF	125.--
up to 15 tons	CHF	200.--
up to 24 tons	CHF	300.--
above 24 tons	CHF	400.--

For all other additional services and/or longer ACFT parking the following charges will be applied:

4 - 6 tons + VLJ	CHF	100.--
up to 10 tons	CHF	250.--
up to 15 tons	CHF	400.--
up to 24 tons	CHF	600.--
above 24 tons	CHF	800.--

Services included: baggage handling, business/pilot lounge, organisation (taxi, hotel, limousine service, catering, etc), free ACFT parking on arrival day, GPU 28V, communication

HOSP 50%, home based a/c and technical stops exempt

C Cargo Handling

Services and charges **per special agreement**

9.11.2 Surcharges for Services

A Surcharges for services performed outside of the regular operation hours

All types of flights CHF 450.-- / 1/2 hour or part thereof

B Surcharges for fire & rescue services as per request

Category 4 CHF 250.-- / hour or part thereof

Category 5 CHF 300.-- / hour or part thereof

Category 6 CHF 350.-- / hour or part thereof

9.12 ANNEX D**9.12.1 Extra Services on request****A Aircraft Services**

Towing	up to 6 tons	CHF	75.--	one way
	up to 16 tons	CHF	95.--	one way
	above 16 tons	CHF	150.--	one way
Ground Handling	up to 3 tons	CHF	100.--	
Cabin Cleaning		CHF	50.--	per $\frac{1}{2}$ hour
GPU 115V		CHF	50.--	per $\frac{1}{4}$ hour
Toilet Service		CHF	130.--	per unit
Potable Water		CHF	130.--	per unit
Apron Access (required customs permission)		CHF	200.--	per access (HOSP exempt)

B De-icing / Anti-icing

			Attendance fee*	Flat charge
Aircrafts	up to 2 tons		free of charge	CHF 60.--
Aircrafts	up to 4 tons	CHF	8.--	CHF 100.--
Aircrafts	up to 10 tons	CHF	12.--	CHF 100.--
Aircrafts	up to 20 tons	CHF	24.--	CHF 150.--
Aircrafts	above 20 tons	CHF	34.--	CHF 240.--
De-icing fluid KILFROST II/hot water mixture		CHF	5.80	per litre sprayed

* The attendance fee will be charged for every landing from October 1 - March 31, irrespective of actual de-icing being used or not. Exempt are home based ACFT and technical stops

C Passenger / Pilot Services

Business Lounge	CHF	25.--	per day
License	CHF	25.--	per renewal

D Other Services / Fees

Blue collar staff	CHF	80.--	per hour and minimum
Supervisory staff	CHF	120.--	per hour and minimum
Car Escort to hangars (incl. VAT)	CHF	30.--	per $\frac{1}{4}$ hour or partthereof
Airport ID Card (incl. VAT)	CHF	20.--	
Airport ID Card Deposit	CHF	20.--	
Key Deposit	CHF	30.--	
Security Awareness Training (incl. VAT)	CHF	50.--	

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10. LSZS - SAMEDAN AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT SAMEDAN AIRPORT**
(Of 1st December 2009)**10.1 General provisions****10.1.1 Legal basis**

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 airport.

10.1.2 Jurisdiction

These tariff regulations are applicable for the use of Samedan airport.

10.1.3 Airport charges

The airport charges applied are the following:

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

These charges are subject to the supervision of the Federal Office for Civil Aviation. They are published in the Aeronautical Information Publication (AIP) Switzerland.

10.1.4 Indemnity for special services

For special services, the airport operator may charge independently of the airport charges.

10.1.5 Charges debtor

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

10.1.6 Charge maturity

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

10.1.7 Currency

The charges are due in Swiss francs.

10.1.8 Collection

The airport operator may delegate the collection of the charges to an authorized dispatch office.

10.2 Landing charges**10.2.1 Mass-related landing charge****10.2.1.1 Charge duty**

For the approach and the subsequent landing of an aircraft a landing charge is levied depending on the Maximum Take-Off Mass of the aircraft.

10.2.1.2 Charge determination

The landing charge depends on the Maximum Take-Off Mass authorized for the aircraft 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 amount

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.--
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.--

Maximum Take-Off Mass (MTOM) in kg	Charge National traffic CHF (excl. VAT)	International Traffic ¹ CHF (excl. VAT)
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 flights mentioned below:

- technical check flights;
- training and check flights carried out under the surveillance of a flight instructor or an inspector;
- Special Agreements for Homebase operators.

10.2.2 Noise-related landing charge

10.2.2.1 Charge duty

For the approach and the subsequent landing of each aircraft a landing charge is levied that is related to the noise class of the aircraft.

10.2.2.2 Aircraft up to 5700 kg MTOM

10.2.2.2.1 Noise class determination

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

10.2.2.2.2 Noise classification

Relevant for the classification of aircraft are the noise level limits according to ICAO Annex 16 and the noise level measured and corrected for the aircraft performance factor or the corresponding aircraft type:

Noise class	Difference
A	Noise level higher 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 higher, but less than the limit value.

10.2.2.2.3 Charge amount

The noise charge depends on the assignment of the aircraft 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 justify a more advantageous classification for his aircraft within 60 days from the implementation of the charge. If the proofs necessary for a new classification are 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

The jet aircraft are classified according to the take-off noise as measured by the aircraft noise-measuring equipment at Zurich airport. For the classification, the difference between the energetic mean value of the noise level of an aircraft type and the energetic mean value of the noise level measured for all aircraft types is used.

10.2.2.3.2 Noise classification

The assignment of each aircraft 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) aircraft will only be classified after official noise data have been established. Until such time no noise-related landing charge will be levied.

10.3 Passenger charge

10.3.1 Charge duty

For each passenger departing on an aircraft a charge is levied whereby § 10.3.2 is reserved.

10.3.2 Passengers exempt of charge

From the charge duty are exempted:

- transit passengers;
- infants up to the age of two;
- seriously ill persons;
- passengers in private traffic of aircraft 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 November 1th to April 30th a snow-fee is levied for all aircraft landing at Engadin Airport.

10.4.2 Charge amount

Percentage to landing fees 0000 - 66'000 kg 40%

10.5 Fire & Rescue**10.5.1 Charge duty**

For all aircraft from Category 3 and up a fire & 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 aircraft an AFIS-fee charge is levied.

10.6.2 Charge amount

Percentage to landing fees 0000 - 66'000 kg 60%

10.7 Parking charge**10.7.1 Charge duty**

For the parking of an aircraft in the open a charge is levied for the period exceeding the charge-free parking time. Parking of an aircraft is only available on request. The Standard Ground Handling Agreement must be signed and returned to Engadin Airport prior to overnight in LSZS. See attachment on www.engadin-airport.ch.

10.7.2 Charge calculation

The charges are computed on the basis of the MaximumTake-Off Mass and the parking time.

10.7.2.1 Charge-free parking time

For the parking of an aircraft in the open, a charge is levied after a free parking period of 2 hours. Parking of an aircraft is only available on request.

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 aircraft 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 airport ground services a charge is levied, as published on www.engadin-airport.ch.

10.9.2

10.10 Flights and aircraft exempted of charge

10.10.1 Principle

For the mass- and noise-related landing charges, the passenger and the parking charges, the following facts entailing exemption are admitted.

10.10.2 Facts entailing exemption according to § 10.7.1

No charges are to be paid:

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

10.10.3 Duty of proof

If facts entailing exemption are requested, the elements necessary for the judgement have to be submitted to the airport if requested.

10.11 Implementation

This current tariff regulation is valid as of the 1st December 2009 and deletes all previous versions.

10.12 Value added tax

The aforementioned charges are exclusive VAT.

10.13 Appendices and annexes

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

The Municipal Council of Sion, based on:

- art. 39 of the Federal Air Navigation Law of 21st December 1948,
- the provisions of the Cantonal Law of 3rd February 1975 for the encouragement of Public transport firms,
- the provisions of the Cantonal Law for the Cantonal Regime of 13th November 1980,
- the operating-concession of Sion Regional Airport of 23rd August 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 airport.

11.1.2 Airport charges

They include:

- the mass-related landing charge;
- the noise-related landing 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 service charge (handling-charge);
- the other charges.

These charges are subject to the supervision of the Federal Office for Civil Aviation (FOCA). They are published in the Aeronautical Information Publication Switzerland (AIP).

11.1.3 Charges debtor

Debtor of the airport charges is the aircraft operator or, in default whereof, its owner.

Exceptions to this rule are:

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

11.1.4 Charges maturity

The charges are levied before take-off or before departure of the freight transport vehicle. To regular users of the airport services they may be billed.

11.1.5 Currency

The charges are fixed and published in Swiss francs.

11.1.6 Collection

The airport may delegate its competencies to cash certain charges.

11.2 Mass-related landing charge**11.2.1 Charge duty**

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

11.2.2 Charge determination

The charge depends on the Maximum Take-Off Mass (MTOM) as stated in the Airworthiness Certificate or Aircraft Flight Manual or the Register of Immatriculation or an equivalent document. Any part of a ton will be treated as a whole ton.

11.2.3 Charge amount for international traffic

For the international traffic the charge amounts to:

11.2.3.1 Up to 50 tons:

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

11.2.3.1.1 in excess of 50000 kg:

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

11.2.4 Charge amount for national traffic

The charge amounts to half the one for international traffic if the preceding take-off was made at a Swiss aerodrome (Basle-Mulhouse included).

11.2.5 Special Cases

The mass-related landing charges are also applicable for helicopters.

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

For aircraft arrivals in view of revision, repair or maintenance, as well as technical flights without payload, a discount of 40% is granted. This discount is also applicable for returns due to technical troubles after take-off.

The status of permanent operator is granted on request to any operator which has the right to use the facilities of Sion airport or has indicated Sion as its main operating base on the registration application for its aircraft.

Permanent operators are entitled to the following discounts on the mass-related landing charge of the international and national traffic for aircraft of less than 5700 kg.

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

(The charge for the glider is included in the one for the towing aircraft)

11.3 Noise-related landing charge

11.3.1 Charge duty

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

11.3.2 Jet aircraft**11.3.2.1 Classification**

The aircraft are assigned to classes according to measurement on the fix equipment of Zurich airport. 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 aircraft will be classified only when its data of measurement are at disposal. Otherwise no noise-related landing charge will be levied.

11.3.3 Propeller-driven aircraft with a Maximum Take-Off Mass of up to 5.7 tons**11.3.3.1 Class determination**

- The noise-related landing charge depends on which of the classes A to D the aircraft belongs to.
- The FOCA is responsible for the aeroplane classification and for its updating. 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 the Airport Authority by way of appropriate documentation within 60 days from 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 ton is considered as a full ton.

11.4 Air navigation charge**11.4.1 Charge duty**

An air navigation charge is levied for each landing or approach without subsequent landing.

11.4.2 Charge determination

The charge depends on the Maximum Take-Off Mass (MTOM) as stated in the Airworthiness Certificate or Aircraft Flight Manual or the Register of Immatriculation or an equivalent document. Any part of a ton will be treated as a whole ton.

11.4.3 Charge amount

The amounts in force are listed in [GEN 4.2 - Approach charges](#).

11.5 Passenger boarding charge

11.5.1 Charge duty

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

11.5.2 Exemptions

Are exempted from the charge:

- passengers on direct transit;
- passengers on private flights inasmuch as the first landing after take-off takes place at a Swiss airport (incl. Basle-Mulhouse).

11.5.3 Charge amount

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

11.6 Parking charge

11.6.1 Charge duty

For the parking of an aircraft in the open a charge is levied that depends on the parking time and the MTOM. A fraction of a ton or a day is considered a full ton or day.

11.6.2 Determination of the parking time subject to the charge

A charge is levied after a free parking time of 5 hours.

11.6.3 Charge amount

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

11.7 Freight charge

11.7.1 Charge duty

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

11.7.2 Exemption

The air freight on transit is exempted 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 aircraft. This charge is owed by the supplier that is authorized to deliver fuels and lubricants at the airport.

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 aircraft performed by the airport authority or another authorized company.

11.9.2 Charge amount

Available on request from the airport 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 (take-off or landing outside airport operational hours as stated in the airport operation regulations) a charge of CHF 300.-- (excl. VAT) per hour or fraction of an hour is levied in addition to other airport charges.

11.10.3 Landing charge for night flight training

For a landing belonging to an official training night flight a charge of CHF 5.-- (excl. VAT) is levied in addition to other airport charges.

11.11 Exemptions**11.11.1 Principle**

The exemptions according to the [11.11.2](#) are applicable to the mass- and noise-related landing charges, the passenger embarking charge and the parking charge.

11.11.2 Beneficiaries

The exemption is valid for:

-
- official flights of employees of the Federal Aircraft Accident Investigation Bureau;
- foreign State aircraft that transport 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 or exemption of an aircraft charge within the limits of these regulations must immediately be announced and justified.

The elements necessary for the control of the claim must be submitted to the airport if so requested.

11.12 Implementation

These charge-regulations are valid as of 1st June 1991.

Decided by the Municipal Council of Sion on 14th December 1989.

Approved by the General Council of Sion on 13rd February 1990.

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12. LSZH - ZURICH AIRPORT - Aerodrome charges**12.1 TARIFF REGULATIONS AT ZURICH AIRPORT**

(Of 01st November 2009)

I. General terms and conditions**Art. 1 Principle**

The airport operator, Unique (Flughafen Zürich AG), shall levy charges for the use of the airport in accordance with [II. The individual charges](#). All charges are indicated in Swiss Francs (CHF).

Art. 2 Party liable to pay charges

Unless otherwise provided, the charges shall be paid, in case of:

- a. scheduled or non-scheduled commercial flights by the company that actually carries out the flight („operating carrier”);
- b. non-commercial flights by the aircraft operator.

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

Several operators of the same aircraft shall be jointly and severally liable for the charges; in the event that the operator is not also the owner of the aircraft, both the operator and owner shall be jointly and severally liable for the charges.

Art. 3 Exemptions

The following are exempt from the charges set forth in A to F of [II. The individual charges](#):

- a. the Swiss Confederation for flights of officials of the Federal Office for Civil Aviation and the Aircraft Accident Investigation Bureau required in the course of their duties;
- b. Swiss state aircraft;
- c. foreign state aircraft, provided the aircraft is carrying the Head of State on an official state visit;
- d. recognised Swiss air rescue organisations for flights carrying sick or injured persons or rescue equipment, provided that the costs thus incurred cannot be otherwise charged.

Art. 4 Due date; currency

The date on which fuel charges are due for payment shall be in accordance with the agreements with companies commissioned with fuelling the aircraft.

The remaining charges are payable in Swiss Francs (CHF) prior to take-off at the latest, however, the airport operator, Unique (Flughafen Zürich AG), is entitled to demand payment at any time after the aircraft has landed.

The airport operator, Unique (Flughafen Zürich AG), may allow regular airport users to remit the charges at a later date, those users being namely:

- a. a commercial airline operator, provided the operator has its head office in Switzerland or has a branch office in Switzerland which is responsible for its traffic at Zurich airport, or provided that it designates, in respect of the charges, a domicile in Switzerland for the purpose of enforcement within the meaning of Art. 50, paragraph 2 of the Federal Debt Collection and Bankruptcy Act, and designates a party in Switzerland who is authorised to accept service of documents;
- b. a non-commercial airline operator, provided that he/it has his/its residence or head office in Switzerland and, in the case that he/it moves its residence or head office to a place outside of Switzerland, that he/it has a domicile in Switzerland for the purpose of enforcement within the meaning of Art. 50, paragraph 2 of the Federal Debt Collection and Bankruptcy Act, and designates a party in Switzerland who is authorised to accept service of documents.

Furthermore, the airport operator, Unique (Flughafen Zürich AG), may make the payment of the charges at a later date dependant upon the provision of security through a bank, that also has its head office in Switzerland.

If the payment of charges at a later date is permitted, the payment shall be remitted within 10 days of the date of the invoice, unless otherwise agreed upon.

Art. 5 Payment

- Unique (Flughafen Zürich AG) reserves the right to demand securities such as Bank Guarantees, cash securities or advance payment before performance.
- Interest on arrears in the amount of 5% shall be added to charges and special payments in respect to which the party responsible for payment is in arrears.
- If a debtor does not pay the charges (aerodrome charges, approach charges), Unique (Flughafen Zürich AG) may deny take-off until the debtor has paid all outstanding charges including interest.
- The debtor has to bear all costs and all damages (including consequential damages) arising out of the take-off ban.

Art. 6 Aircraft documentation

Every year before April 01st aircraft operators are required to provide a list of each aircraft operated under their responsibility, containing the following details:

- Aircraft registration;
- Manufacturer, type and model;
- MTOM in kilos (as defined in Art. 9);
- Engine type (including ICAO key).

The list has to be backed by copies of the relevant pages of the AFM (Basic Manual Section for Weight Limitations) or another official publication (Noise Certificate). In addition, the operator is required to immediately report all changes occurring in its fleet including changes to the MTOM and engine type. In case of a landing of an aircraft for which no data has been declared, the highest known weight of the concerned aircraft type will be charged.

Art. 7 Value added tax

The charge rates listed in [II. The individual charges](#) do not include value added tax.

Art. 8 Swiss airport

The Euro Airport Basle-Mulhouse shall be considered to be a Swiss airport in connection with the applicability of the domestic rates stated in Art. 11 and 28.

II. The individual charges

A. Landing charge

Art. 9 Principle

For each landing of an aircraft a landing charge has to be paid to the airport operator Unique (Flughafen Zürich AG). The charge shall also be payable for touch and go landings and missed approaches.

The landing charge is based on the maximum certified take-off mass (MTOM) of the aircraft. Fractions of a ton are rounded to the next higher full ton.

In cases where aircraft have a flexible maximum take-off mass (MTOM) the weight will be determined on the basis of the highest certified MTOM, for which the aircraft is certified in its state of registration.

Art. 10 Charge rates

The landing charge shall amount to the following, based on the maximum take-off mass as specified in Art. 9:

up to 5 tons	CHF	11.87	per ton
from 6 to 10 tons	CHF	10.40	per ton
from 11 to 15 tons	CHF	118.75	flat charge
from 16 to 20 tons	CHF	159.60	flat charge
from 21 to 25 tons	CHF	200.45	flat charge
from 26 to 31 tons	CHF	241.30	flat charge
from 32 to 50 tons	CHF	8.12	per ton
over 50 tons	CHF	406.60	plus
	CHF	9.55	per ton above 50 ton

Art. 11 Charge reduction

The landing charges computed in accordance with Art. 9 and 10 shall be reduced:

- by 50% if the aircraft, directly prior to the landing which is the subject of the charge, took off from another Swiss airport;
- by 66 2/3% if the landing follows a technical check flight or transfer flight without a payload, or if it follows an instruction, training or check flight for pilots accompanied or supervised by a flight instructor or inspecting pilot.

B. Noise surcharge on landing charge

Art. 12 Principle

In addition to the landing charge a noise surcharge shall be levied. It is based on the noise class to which the aircraft has been assigned.

The noise classification at Zurich Airport is based on the energetic noise levels of an aircraft type measured at points in residential areas located in the vicinity of the airport.

For each movement (landing or take-off) between 2200 LT and 0600 LT, there shall be an additional night flight noise surcharge based on the noise class of the aircraft type and adjusted according to the actual time of the night operation. (Official actual airborne or touchdown times will be used. Off- and on-block times are not considered.)

12.2 Noise classification

Art. 13 a) Jet aircraft

Every jet aircraft type shall be assigned to a noise class between I and V. The classification is based on the magnitude of the difference between the measured noise level of the aircraft type and the overall mean noise level measured for all aircraft. The class assignment shall be published in the Aeronautical Information Publication (AIP) [GEN 4.1 - Appendix A](#) (Noise classification of jet aircraft).

Aircraft that have been equipped with low-noise engines after their initial classification or new aircraft shall be assigned to noise class V until confirmed measurement data is available.

Art. 14 b) Propeller-driven aircraft

The assignment of propeller-driven aircraft with a maximum take-off mass not exceeding 5.7 tons into one to the noise classes A to D corresponds to the classification established by the Federal Office for Civil Aviation. The decisive factor in this regard is the difference between mandatory noise level limits in accordance with Annex 16 of the Convention on International Civil Aviation and the measured noise level of the aircraft or aircraft type corrected using the performance correction factor. The class assignment of the aircraft type shall be published in the Aeronautical Information Publication (AIP) Switzerland [GEN 4.1 - Appendix B](#) (Noise classification for propeller-driven aircraft without special sound-proofing). The classification of foreign aircraft shall be determined in accordance with the classification of the particular type. The classification of Swiss aircraft shall be entered in the Swiss Aircraft Register or shall be made public in another appropriate manner.

In the event, that a party liable to pay the charges lays claim to a more advantageous classification, the party shall provide proof to the airport operator, Unique (Flughafen Zürich AG), by way of appropriate documentation within 60 days from the day the claim is made.

12.3 Surcharge rates

Art. 15 a) Jet-engine aircraft

The noise surcharge for jet-propelled aircraft shall be as follows:

Noise class	Classification rule	Surcharge CHF (excl. VAT)
I	mean value > overall mean value + 4.5 dB(A)	1000.--
II	mean value ≤ overall mean value + 4.5 dB(A) or > overall mean value + 1.5 dB(A)	600.--
III	mean value ≤ overall mean value + 1.5 dB(A) or ≥ overall mean value - 1.5 dB(A)	400.--
IV	mean value < overall mean value - 1.5 dB(A) or ≥ overall mean value - 4.5 dB(A)	200.--
V	mean value < overall mean value - 4.5 dB(A)	--.--

The additional night flight noise surcharge for jet-propelled aircraft shall be as follows:

Additional night flight noise surcharge for take-off in CHF (excl. VAT)					
Class	ATD				
	2200 - 2230 LT	2231 - 2300 LT	2301 - 2330 LT	2331 - 0000 LT	0001 - 0600 LT
I	800.--	1500.--	3000.--	6000.--	9000.--
II	400.--	800.--	1500.--	3000.--	6000.--
III	200.--	400.--	800.--	1500.--	3000.--
IV	100.--	200.--	400.--	800.--	1500.--
V	50.--	100.--	200.--	400.--	800.--

Additional night flight noise surcharge for landing in CHF (excl. VAT)						
Class	ATA					
	2200 - 2230 LT	2231 - 2300 LT	2301 - 2330 LT	2331 - 0000 LT	0001 - 0530 LT	0531 - 0600 LT
Any	50.--	100.--	200.--	400.--	800.--	400.--

Art. 16 b) Propeller-driven aircraft

The noise surcharge for aircraft with a maximum take-off mass not exceeding 5.7 tons shall be as follows:

Noise class	Classification rule	Surcharge per ton MTOM or part thereof
A	noise level above limit	7.--
B	0 up to < 2 dB(A) below limit	4.--
C	2 up to < 5 dB(A) below limit	2.--
D	≥ 5 dB(A) below limit	-.--

Aircraft with a MTOM exceeding 5.7 tons are not subject to a noise surcharge.

For all propeller-driven aircraft (irrespective of their weight) the night flight noise surcharge of jet-propelled class V aircraft is applied.

Art. 17 Reimbursement

If the proof required in accordance with Art. 14, paragraph 3 is provided in a timely manner, the airport operator, Unique (Flughafen Zürich AG), shall reimburse the excess surcharge paid during the 60-day period.

C. Emission-related landing charges (with effect from 1st April 2010)

Art. 18 Principle

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

Art. 19 Aircraft with turbofan, turbojet or turboprop engines with emission data available to the FOCA

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

- regulated under the ICAO Annex 16, Volume II, or
- not regulated, but have detailed emission data for the LTO cycle available to the FOCA,

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

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

where:

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

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

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

Art. 20 Aircraft with piston engines, helicopter and aircraft with engines without emission data available to the FOCA

Aircraft, equipped with

- piston engines
- rotary wing engines
- any other engine without emission data available to the FOCA

are also subject to an emission charge. Specifically, they are assigned an emission value derived from the following table 1 and depending on the type, performance and number of engines fitted to the aircraft.

Table 1: FOCA Aircraft Emission Value Matrix

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

Art. 21 Emission tariff

The applicable tariff is CHF 2.50 per Emission Value_{Aircraft}.

D. Parking charges

Art. 22 Principle

A parking charge shall be levied for parking an aircraft between landing and take-off and this charge shall be in accordance with the maximum take-off mass (as specified in Art. 9) and length of the parking period.

The time of landing shall be deemed to be the point at which the aircraft touches down on the runway; the time of take-off shall be deemed to be the point at which the aircraft lifts off the runway. The parking period shall commence on the seventh minute following the time of landing and shall end at the point at which the apron is vacated. In the event that the aircraft is departing from a hangar or is being moved to a hangar, the parking period shall commence the moment the aircraft occupies the apron, i.e. shall end once the aircraft vacates the apron.

In the event that the parking charge is calculated by number of days, the first day shall be deemed to be the period between the time of landing and 1030 LT on the following day; the hour of reference for additional days shall always be the hour of 1030 LT.

Partial tons, days and hours shall be calculated as full tons, days and hours for invoicing purposes.

Art. 23 Charge-free parking period

The period during which the aircraft may park without charge shall be:

- a. four hours for aircraft used in non-commercial traffic;
- b. five hours for aircraft used in scheduled or non-scheduled commercial traffic.

12.4 Charge rates

Art. 24 a. Non-commercial traffic

The parking charge for non-commercial traffic shall be, for an aircraft with a maximum take-off mass of

- a. up to 2 tons CHF 8.-- per day
- b. over 2 tons CHF 4.-- per ton and day.

Art. 25 b. Scheduled and non-scheduled commercial traffic

The parking charge for aircraft used in scheduled and non-scheduled commercial traffic shall be:

- a. provided there is no overnight parking: for the 6th and 7th hours CHF 2.-- per ton and hour; the remaining hours being without charge;
- b. provided there is overnight parking (change of date occurs during the parking period):
 - in the case of take-off before 1030 LT: CHF 2.-- per ton;
 - in the case of take-off after 1030 LT: CHF 4.-- per ton;
- c. provided that there are several nights of overnight parking: up to and including the second last overnight stay CHF 2.-- per ton and night.
last overnight in accordance with sub-paragraph b. hereof.

E. Passenger charge

Art. 26 Principle

Subject to Art. 27, a charge shall be payable for each passenger who is transported in an aircraft which takes off from the airport.

Art. 27 Passengers exempt from charge

No charge shall be levied in the case of:

- a. children under the age of two;
- b. passengers in direct transit;
- c. passengers on sight-seeing flights, except the noise surcharge;
- d. aircraft crew members who, not requiring a ticket, are transported to another airport for the purpose of service on a flight from that airport (dead heading).

12.5 Charges rates

Art. 28 a) Flights departing from LSZH and handled through the General Aviation Centre (GAC) or the Business Aviation Centre (BAC)

The charge per passenger departing on such flights shall be:

	Charges	Passenger	Security	Noise	Total Charge
a.	if the first landing takes place outside Switzerland:	CHF 14.00	CHF 14.50	CHF 3.50	CHF 32.00
b.	if the first landing takes place at a Swiss airport:	CHF 8.00	CHF 14.50	CHF 3.50	CHF 26.00
c.	for passengers on sight-seeing flights:	-	CHF 14.50	CHF 3.50	CHF 18.00

Art. 29 b) All flights departing from LSZH and not covered in Art. 28

The charge per passenger departing on such flights shall be:

	Charges	Passenger	Security	Noise	Total Charge
a.	per local passenger:	CHF 21.00	CHF 14.50	CHF 5.00	CHF 40.50

	Charges	Passenger	Security	Noise	Total Charge
b.	per transfer passenger*:	CHF 8.00	CHF 10.00	CHF 5.00	CHF 23.00
c.	for passengers on sight-seeing flights:	-	CHF 14.50	CHF 3.50	CHF 18.00

*Transfer passengers are passengers, who interrupt their travel by air at Zurich airport and proceed by aircraft with a different flight number on the same day of arrival. The airport of departure and the destination must not be the same.

F. Cargo charge

Art. 30 Principle and amount

A charge of CHF --.06 per kg of cargo shall be payable on all import cargo unloaded from an aircraft or from a motor-vehicle used in substitution for air cargo traffic.

A charge of CHF --.02 per kg of cargo shall be payable on all transfer cargo unloaded from an aircraft or from a motor-vehicle used in substitution for air cargo traffic.

The relevant factor in this regard being the gross weight.

Art. 31 Party liable to pay charge

The cargo charge shall be payable by the air transport carrier that actually effected carriage of the goods (operating carrier).

G. Fuel charge

Art. 32 Principle; Party liable to pay charge

A charge shall be payable for the supply to aircraft of fuel and lubricant in accordance with the amount supplied.

The party liable for the charge shall be any company authorised by the operator of the airport to supply such products.

Art. 33 Charge rates

The charge shall be:

- CHF 8.00 / m³ of petrol, kerosene or other turbine fuel products. (This amount includes a contribution of CHF 3.00 / m³ to the government guarantee fund for the maintenance of compulsory fuel supplies, CARBURA);
- CHF 10.00 / m³ of gasoline;
- CHF --.075 per litre for lubricant.

H. PRM charge

Art. 34 Principle

Passenger-related charge for assistance on airports following REGULATION (EC) No 1107/2006 OF THE EUROPEAN PARLIAMENT AND THE COUNCIL of July 5 2006 concerning the rights of disabled persons and persons with reduced mobility (PRM) when travelling by air.

Art. 35 Passengers exempt from charge

No charge shall be levied in the case of:

- children under the age of two;
- passengers in direct transit;
- dead head crew (DHC);
- passengers on non-commercial flights.

Art. 36 Charge rate

The PRM charge per departing passenger (local and transfer passenger) amounts to CHF 1.00.

Art. 37 Entry into force

These tariff regulations shall enter into force on 01st November 2009 and supersede the previous tariff as per this date.

13. Appendix A

13.1 Noise classification for jet aircraft

Class	Aircraft types
I	B-707 Serie-100 B / -300B / -300C
	B-720 B
	B-727 Serie -100 / -200
	B-727 Serie -200 ADV (JT8D-15/ -17)
	B-737 Serie -100 / -200
	B-737 Serie -200 ADV (JT8D-15/ -17)
	B-747 Serie -100 (F) / -200 (C/B/F)
	B-747 SP
	B-747 Serie -300 SUD
	BAC 1-11 Serie -200/ -300/ -400 / -500 / -539
	DC-8 Serie -50 / -61 / -62 / -63
	DC-9 Serie -20 / -30
	DC-9 Serie -40 (JT8D-11)
	DC-9 Serie -40 ADV (JT8D-15)
	DC-9 Serie -50 / -34
	Fokker F-28 Serie 1-6000
	IL-62 / M
	IL-76 M / T / TD
	IL-86
	SE-210 Serie-10B / -10R / -11R / -12
	TU-134 / A
	TU-154 / A / B / B1 / B2
	Gulfstream II
HS-125 Serie -400 / -600 (RR Viper)	
II	B-727 Serie -200 ADV / Hushkit
	B-737 Serie -200 ADV / Mixer
	B-737 Serie -200 ADV / Hushkit
	B-747 Serie -400
	DC-8 Serie -70
	DC-9 Serie -10 / -20 Hushkit
	MD80 / -81 / -82 / -83
	DC-10 Serie -30 / -30ER
	MD11
	Tristar L-1011 Serie -500
	Yak-42
	Gulfstream III

Class	Aircraft types
III	Airbus A-300 / B2 / B4
	Airbus A-300 Serie -600
	Airbus A-310 Serie -300
	Airbus A-340 Serie -200 / -300 / -500 / -600
	B-767 Serie -200 / -200ER / -300 / -300ER
	DC-9 Serie -40 Hushkit (JT8D-11)
	DC-10 Serie -10 / -40
	Tristar L-1011 Serie 1-100 / -200
	TU-154 M (SOLOVIEV D-30)
	Fokker VFW-614
	Morane MS-760
	Piaggio PD-808
	Yak-40
	IV
Airbus A-330 Serie -200 / -300	
B-777 Serie -200 / -200ER / -300 / -300ER	
MD-87	
IL-96 M / Serie -300	
Falcon Serie -20 / -50 / -900	
Falcon 200 Mystere	
Jetstar L-1329 / II (TFE 731)	
Mitsubishi MU-300 Diamond 1 / BE40	
Sabreliner NA-265 Serie 65-80 (TFE)	
Westwind IAI-1124/ -1125 / AJ25 (TFE)	
V	
	Airbus A-320 Serie -100 / -200
	Airbus A-321
	Antonov AN218 Serie -200 / -300
	AVRO RJ -70 / -85 / -100
	B-717 Serie -200 / -300
	B-737 Serie -300 to -900
	B-757 Serie -200 / -300
	BEA BA-146 Serie -100 / -200
	Canadair CL-600 (ALF 502) / CL-601 (GE-CF)
	Canadair RJ100ER / 700
	Cessna C500 / C525 / C550 / C560 / C650 / C750
	Dornier DO328 Serie -300
	Embraer EMB-145 / ER / 170 / 190
	Corvette SN-601 Serie -100
	Falcon Serie -10 / -2000
	Fokker F70 / F100
	Gulfstream IV / V
	HS-125 Serie -400 to -1000
	Learjet LR Serie 30 / -45 / -50 / -60
	MD90
	TU-204 Serie -100
	TU-330 Freighter
Yak-242	

14. Appendix B

14.1 Noise classification for propeller-driven aircraft without special sound-proofing

This listing contains basic aircraft types. Aircraft which have been re-equipped to reduce noise can be classified, when evidence is shown, into a lower noise class. For Swiss aircraft, the Swiss Aircraft Register classification is applicable.

ICAO designations and identifications	Manufacturers	ACFT types	MTOM kg	Engines	Types	Propellers	Types	Tariff classes
L13S	AEROTECHNIK	L 13 SL "VIVAT"	720	LIMBACH	L 2000 EO1	MT-PROPELLER	MTV-1-A/L 160-03	D
AV68	ALPLA	AVO 68S	685	LIMBACH	SL 1700 E1	HOFFMANN	HO 11-150B 75L	A
AN2	Antonov	AN-2TD	5500	PZL	ASz-62	PZL	AW-2/02	B
PLUS	AUSTER	PLUS D	635	LYCOMING	O-235-C	SENSENICH	76AM6-2-48	C
AUS5	AUSTER	V	840	LYCOMING	O-290-D2	MC.CAULEY	1A170/GM7450	A
AUS5	AUSTER	V/J.1.	840	CIRRUS	MINOR II	FAIREY	FR 32499	B
CP10	AVION MUDRY ET CIE	CAP 10 B	830	LYCOMING	AEIO-360B2F	HOFFMANN	HO29HM 180170	B
CP20	AVION MUDRY ET CIE	CAP 20L/S200	750	LYCOMING	AEIO-360A1B	HARTZELL	HC-C2YK-4	A
CP23	AVION MUDRY ET CIE	CAP 231; -EX	820	LYCOMING	AEIO-540-L1B5D	MT-PROPELLER	MTV-14B-C/C190	A
PUP	BEAGLE	B121	873	LYCOMING	O-320-A2B	SENSENICH	M74DMS-0-60	A
BE23	BEECH	23	1043	LYCOMING	O-320-D2B	SENSENICH	M74DM-0-60	B
BE35	BEECH	35	1160	CONTINENTAL	E-185-11	BEECH	215-107	D
BE36	BEECH	36	1633	CONTINENTAL	IO-520-B	MC.CAULEY	2A36C23	A
BE58	BEECH	58	2449	CONTINENTAL	IO-520-C	HARTZELL	PHC-J3YF-2F	A
BE58	BEECH	58	2494	CONTINENTAL	IO-550-C	HARTZELL	PHC-J3YF-2UF/FC7663-(K)-2R	C
BE60	BEECH	60	3073	LYCOMING	TIO-541-E1A4	HARTZELL	HC-F3YR-2	A
BE65	BEECH	65	3493	LYCOMING	IGSO-480A1A6	HARTZELL	HC-93Z20-2C1	A
BE95	BEECH	95	1814	LYCOMING	O-360-A1A	HARTZELL	HC-92ZK-2B	D
BE10	BEECH	100	4808	PRATT & WHITNEY	PT6A-28	HARTZELL	B3TN-3	B
BE20	BEECH	200	5670	PRATT & WHITNEY	PT6A-41	HARTZELL	HC-B3TN-3G	B
BE20	BEECH	200	5670	PRATT & WHITNEY	PT6A-42	HARTZELL	HC-E4N-3G/D9390SK-1R	D
BE30	BEECH	300	6351	PRATT & WHITNEY	PT6A-60A	HARTZELL	HC-B4MP-3	D
BE30	BEECH	300	6351	PRATT & WHITNEY	PT6A-60A	HARTZELL	HC-B4MP-3	D
BE30	BEECH	300LW	5670	PRATT & WHITNEY	PT6A-60A	HARTZELL	HC-B4MP-3	D
BE35	BEECH	35 S	1497	CONTINENTAL	IO-520-BA	MC.CAULEY	2A36C23	B
BE33	BEECH	35-33	1315	CONTINENTAL	IO-470-J	HARTZELL	BHC-92ZF-1D1	A
BE33	BEECH	35-A33	1360	CONTINENTAL	IO-470-K	HARTZELL	BHC-92ZF-1D1	B
BE33	BEECH	35-B33	1360	CONTINENTAL	IO-470-K	HARTZELL	BHC-92ZF-1D1	B
BE33	BEECH	35-C33	1383	CONTINENTAL	IO-470-K	MC.CAULEY	2A36C23	A
BE33	BEECH	35-C33A	1497	CONTINENTAL	IO-520-B	MC.CAULEY	2A36C23	A
BE56	BEECH	56 TC	2718	LYCOMING	TIO-541-E1B4	HARTZELL	HC-F3YR-2	A
BE58	BEECH	58 A	2263	CONTINENTAL	IO-550-C	MC.CAULEY	3AF32C512	C
BE58	BEECH	58 P	2767	CONTINENTAL	TSIO-520-L	HARTZELL	PHCJ3YF-2F	B
BE9L	BEECH	65-A90	4218	PRATT & WHITNEY	PT6A-20	HARTZELL	HC-B3TN	B
BE76	BEECH	76 "DUCHESS"	1769	LYCOMING	O-360-A1G6D	HARTZELL	HC-M2YR-2CEUF	B
BE77	BEECH	77 "SKIPPER"	760	LYCOMING	O-235-L2C	SENSENICH	72CK512-0-52	C
BE55	BEECH	95-55	2214	CONTINENTAL	IO-470-L	MC.CAULEY	2AF34C55	D
BE55	BEECH	95-A55	2214	CONTINENTAL	IO-470-L	MC.CAULEY	2AF34C55	B
BE55	BEECH	95-B55	2268	CONTINENTAL	IO-470-L	MC.CAULEY	2AF34C55	B
BE55	BEECH	95-D55	2404	CONTINENTAL	IO-520-C	MC.CAULEY	3AF32C75	B
BE23	BEECH	A 23 A	1088	CONTINENTAL	IO-346-A	SENSENICH	M74DC-0-60	B
BE 23	BEECH	A 23-19	998	LYCOMING	O-320-E2C	SENSENICH	M74DM-0-58	B
BE23	BEECH	A 23-24	1156	LYCOMING	IO-360-A2B	MC.CAULEY	1B235/BFA7762	A
BE24	BEECH	A 24 R	1247	LYCOMING	IO-360-A1B	MC.CAULEY	2D34C9-N	B

ICAO designations and identifications	Manufacturers	ACFT types	MTOM kg	Engines	Types	Propellers	Types	Tariff classes
BE35	BEECH	A 35	1200	CONTINENTAL	E-185-8	HARTZELL	HC-A2X20-4A1	D
BE36	BEECH	A 36	1633	CONTINENTAL	IO-520-BA	MC.CAULEY	3A32C76	B
BE36	BEECH	A 36 TC	1656	CONTINENTAL	TSIO-520-U	MC.CAULEY	3A32C76T	B
BE60	BEECH	A 60	3073	LYCOMING	TIO-541-E1A4	HARTZELL	HC-F3YR-2	A
BE35	BEECH	B 35	1200	CONTINENTAL	E-225-8	HARTZELL	HC-A2X20-4A1	D
BE18	BEECH	C 18 S	3561	PRATT & WHITNEY	R985 AN1	HAMILTON	2D30-237	A
BE23	BEECH	C 23	1111	LYCOMING	O-360-A4J	SENSENICH	76EM8S5-0-60	B
BE35	BEECH	C 35	1225	CONTINENTAL	E-185-11	BEECH	215-109	C
BE9L	BEECH	C 90	4377	PRATT & WHITNEY	PT6A-20,-21	HARTZELL	HC-B3TN-3B	B
BE35	BEECH	D 35	1236	CONTINENTAL	E-185-11	BEECH	215-107	C
BE50	BEECH	D 50 E	2858	LYCOMING	GO-480-G2	HARTZELL	HC-83XF-2A	A
BE18	BEECH	E 18S	4581	PRATT & WHITNEY	R985 AN1-14B	HARTZELL	B3R30-2E/R10152-%.5.5PR	C
BE35	BEECH	E 35	1236	CONTINENTAL	E-225-8	BEECH	215-107	C
BE50	BEECH	E 50	3175	LYCOMING	GSO-480B1B6	HARTZELL	HC-93Z20	A
BE55	BEECH	E 55	2404	CONTINENTAL	IO-520-C	HARTZELL	PHC-C3YF-2	B
BE9L	BEECH	E 90	4581	PRATT & WHITNEY	PT6A-28	HARTZELL	HC-B3TN-2B	B
BE95	BEECH	E 95	1906	LYCOMING	IO-360-B1B	HARTZELL	HC-92WK-2B	C
BE33	BEECH	F 33	1383	CONTINENTAL	IO-470-K	MC.CAULEY	3A32C76	A
BE33	BEECH	F 33 A	1542	CONTINENTAL	IO-520-BA	MC.CAULEY	3A32C76	C
BE35	BEECH	F 35	1250	CONTINENTAL	E-225-8	BEECH	215-107	C
BE9T	BEECH	F 90	4967	PRATT & WHITNEY	PT6A-135	HARTZELL	HC-B4TN-2	D
BE35	BEECH	G 35	1259	CONTINENTAL	E-225-8	HARTZELL	HC-A2X20-4A1	D
BE50	BEECH	G 50	3243	LYCOMING	IGSO-480A1A6	HARTZELL	HC-93Z20-2C1	A
BE35	BEECH	H 35	1315	CONTINENTAL	IO-470-G	MC.CAULEY	2A36C23	A
BE35	BEECH	K 35	1338	CONTINENTAL	IO-470-C	BEECH	278-100-7	B
BE35	BEECH	S 35	1497	CONTINENTAL	IO-520-B	HARTZELL	PHC-A3VF-4	A
BE35	BEECH	V 35	1542	CONTINENTAL	TSIO-520-D	MC.CAULEY	3A32C76	B
BE35	BEECH	V 35 B	1542	CONTINENTAL	IO-520-BA	MC.CAULEY	2A36C23	A
CP30	BINDER	CP301S	680	CONTINENTAL	C-90-12F	MC.CAULEY	1B90/CM7150	C
CP30	BINDER	CP301S "SMARAGD"	680	CONTINENTAL	O-200-A	MC.CAULEY	1A100/MCM6758	B
KL07	BOELKOW	207	1200	LYCOMING	O-360-A1A	HARTZELL	HC-92ZK-8D/8447-12A	D
KL07	BOELKOW	207 T	1200	LYCOMING	O-360-A1A	HARTZELL	HC-92ZK-8D/8447-12A	D
JUNR	BOELKOW	BO-208C "JUNIOR"	630	ROLLS-ROYCE LTD.	O-200-A	MC.CAULEY	1A100/MCM6955	C
B209	BOELKOW	BO-209	820	LYCOMING	IO-320-D1A	HARTZELL	HC-C2YL-1B	B
PILO	BOROWSKI	PICCOLO B	297	SOLO	2350BS	TECHNOFLUG GMBH	KS-118-3-S-2	D
JS31	BRITISH AEROSPACE	JETSTREAM 3100	6900	GARRETT	TPE 331-10UR	DOWTY ROTOL	R333/4-82-F/12	D
JS32	BRITISH AEROSPACE	JETSTREAM 3200	7350	GARRETT	TPE 331-12UA	DOWTY ROTOL	R333/4-82-F/12	D
BN2P	BRITTEN NORMAN	BN-2A	2724	LYCOMING	O-540-E	HARTZELL	HC-C2YK-2B	A
TRIS	BRITTEN NORMAN	BN-2A3	2994	LYCOMING	IO-540-K1B5	HARTZELL	HC-C2YK-2CF	A
BU31	BUECKER	131	670	LYCOMING	IO-320-E2A	HOFFMANN	HO-23-188125	B
BU31	BUECKER	131	670	LYCOMING	O-320-E2A	HOFFMANN	HO-23A-188125	C
BU31	BUECKER	131	670	LYCOMING	O-320-E2A	MT-PROPELLER	MT 188R125-3E	C
BU33	BUECKER	133	640	BRAMO	SH-14A4	K+W	D220/S148	D
BU31	C.A.S.A.	1.131-E S.2000	720	TIGRE	G-IV-A(())	EMPRESA	HC-212.111	D
C140	CESSNA	140	660	CONT./ROLLS-ROYCE	O-200-A	MC.CAULEY	1A90/CF7154	A
C152	CESSNA	152	758	LYCOMING	O-235-L2C	MC.CAULEY	1A103/TCM6958	D
C172	CESSNA	172	998	CONTINENTAL	O-300-A	MC.CAULEY	1A170...	B
C175	CESSNA	175	1066	LYCOMING	O-360-A1D	HARTZELL	HC-C2YK-1	B
C180	CESSNA	180	1157	CONTINENTAL	O-470-J	HARTZELL	HC-82XF-1-DB	B
C207	CESSNA	207	1724	CONTINENTAL	IO-520-F	MC.CAULEY	D3A32C90	A

ICAO designations and identifications	Manufacturers	ACFT types	MTOM kg	Engines	Types	Propellers	Types	Tariff classes
C208	CESSNA	208	3629	PRATT & WHITNEY	PT6A-114	MC.CAULEY	3GFR34C(7..)	C
C335	CESSNA	335	2717	CONTINENTAL	TSIO-520-EB	MC.CAULEY	3AF32C87	B
C340	CESSNA	340	2710	CONTINENTAL	TSIO-520-K	MC.CAULEY	3AF32C87	C
C402	CESSNA	401	2858	CONTINENTAL	TSIO-520-E	MC.CAULEY	3AF32C87	C
C404	CESSNA	404	3810	CONTINENTAL	GTSIO-520-M	MC.CAULEY	3FF32C501	B
C411	CESSNA	411	2984	CONTINENTAL	GTSIO-520-C	HARTZELL	HC-A3VF-2D	B
C414	CESSNA	414	2880	CONTINENTAL	TSIO-520-J	MC.CAULEY	3AF32C93	B
C421	CESSNA	421	3084	CONTINENTAL	GSTIO-520-D	MC.CAULEY	3AF34C92	B
C425	CESSNA	425	3720	PRATT & WHITNEY	PT6A-112	MC.CAULEY	3GFR34C701	D
C441	CESSNA	441	4468	GARRETT	TPE 331-8	MC.CAULEY	3GFR34C601	D
C140	CESSNA	140 A	680	CONTINENTAL	C-90-12F	MC.CAULEY	1B90/CM7146	B
C150	CESSNA	150 D	726	CONT./ROLLS-ROYCE	O-200-A	MC.CAULEY	1A100/MCM 6950	C
C150	CESSNA	150 D	726	CONT./ROLLS-ROYCE	O-200-A	SENSENIH	69CK-0-52	C
C170	CESSNA	170 A	998	LYCOMING	O-340-A1A	HARTZELL	HC-82XL-1D	B
C170	CESSNA	170,-A,-B	1000	CONTINENTAL	C-145-2	MC.CAULEY	1A170/DM7653	B
C172	CESSNA	172 Q	1157	LYCOMING	O-360-A4N	MC.CAULEY	1A170/JFA7660	B
C172	CESSNA	172 R	1111	LYCOMING	IO-360-L2A	MC.CAULEY	1C235LFA/7570	D
C72R	CESSNA	172 RG	1202	LYCOMING	O-360-F1A6	MC.CAULEY	B2D34C220	B
C172	CESSNA	172 S	1157	LYCOMING	IO-360-L2A	MC.CAULEY	1A170E/JHA7660B	C
C172	CESSNA	172...	998	LYCOMING	O-360-...	MC.CAULEY	1A170...	B
C77R	CESSNA	177 RG	1270	LYCOMING	IO-360A1B6D	MC.CAULEY	B2D34C207	B
C177	CESSNA	177...	1134	LYCOMING	O-360-A1F6	MC.CAULEY	2D34C202	B
C182	CESSNA	182 E,....	1270	CONTINENTAL	O-470-R	MC.CAULEY	2A34C50	C
C182	CESSNA	182 H,....	1338	CONTINENTAL	O-470-U	MC.CAULEY	C2A34C204	D
C182	CESSNA	182 N,-P	1338	CONTINENTAL	O-470-R,-S	MC.CAULEY	2A34C203	B
C182	CESSNA	182 Q PORSCHE	1338	PORSCHE	PFM 3200 NO3	MT-PROPELLER	MTV-9D/200-1	D
C182	CESSNA	182 Q,R	1338	CONTINENTAL	O-470-U	MC.CAULEY	C2A34C204	D
C182	CESSNA	182 S	1406	LYCOMING	IO-540-AB1A5	MC.CAULEY	B2D34C235/90DKB-8	C
C182	CESSNA	182 S	1406	LYCOMING	IO-540-AB1A5	MC.CAULEY	B3D36C431/80VSA-1	D
C195	CESSNA	195 B	1520	JACOBS SERV.COMP.	755-A2	HAMILTON	DGW-6135A-15	D
C206	CESSNA	206H	1633	LYCOMING	IO-580-130X	MC.CAULEY	B3D36C432/80VSA-1	D
C206	CESSNA	206H	1633	LYCOMING	IO-580-130X	MC.CAULEY	B3D36C432/80VSA-1	A
C07T	CESSNA	207... ,T207...	1814	ALLISON	DDA 250-C20S	HARTZELL	HC-CY3N-5A	D
C210	CESSNA	210 D	1406	CONTINENTAL	IO-520-A	MC.CAULEY	D2A34C58	B
C310	CESSNA	310 C	2191	CONTINENTAL	IO-470-D	HARTZELL	HC-A2XF-2	B
C310	CESSNA	310 R	2495	CONTINENTAL	IO-520-M	MC.CAULEY	3AF32C87	C
C320	CESSNA	320 A,-B	2360	CONTINENTAL	TSIO-470-B	HARTZELL	HC-A2XF-2	B
C337	CESSNA	337 F	2100	CONTINENTAL	IO-360-C	MC.CAULEY	D2AF34C	A
C402	CESSNA	402 B	2858	CONTINENTAL	TSIO-520-E	MC.CAULEY	3AF32C87	B
C421	CESSNA	421 B	3289	CONTINENTAL	GTSIO-520-H	MC.CAULEY	3AF34C92/S90LF-0	D
C421	CESSNA	421 C	3379	CONTINENTAL	GTSIO-520..	MC.CAULEY	3FF32C501/90UMB-0	D
C185	CESSNA	A 185 F	1519	CONTINENTAL	IO-520-D	MC.CAULEY	D3A34C403	D
C188	CESSNA	A 188 B	1497	CONTINENTAL	IO-520-D	MC.CAULEY	D2A34C58	A
C150	CESSNA	F 150 J-RR	726	ROLLS-ROYCE LTD.	O-240-A	MC.CAULEY	1A135/BRM7150	B
C172	CESSNA	F 172 N	1043	LYCOMING	O-320-H2AD	MC.CAULEY	1C160/DTM7557	C
C172	CESSNA	F 172 P	1089	LYCOMING	O-320-D2J	MC.CAULEY	1C160/DTM7557	C
C172	CESSNA	FR 172 G	1157	CONTINENTAL	IO-360-D	MC.CAULEY	D2A34C67	A
C150	CESSNA	FRA 150 L	750	LYCOMING	O-320-A3B	MC.CAULEY	1C172/TM7453	B
C210	CESSNA	P 210 N	1814	CONTINENTAL	TSIO-520-P	HARTZELL	PHC-J3YF-1RF/F7663D-2Q	D
C210	CESSNA	P 210 N	1814	CONTINENTAL	TSIO-520-P	HARTZELL	PHC-J3YF-1RF/F7663DB-2Q	D
C206	CESSNA	T 206H	1633	LYCOMING	TIO-540-AJ1A	MC.CAULEY	B3D36C432/80VSA-1	D

ICAO designations and identifications	Manufacturers	ACFT types	MTOM kg	Engines	Types	Propellers	Types	Tariff classes
C210	CESSNA	T 210 J	1542	CONTINENTAL	TSIO-520-H	MC.CAULEY	D3A32C88	B
C210	CESSNA	T 210 N	1814	CONTINENTAL	TSIO-520-R	HARTZELL	PHC-J3YF-1RF	D
C303	CESSNA	T 303	2336	CONTINENTAL	TSIO-520AE	MC.CAULEY	3AF32C50/82NEB-8	D
C310	CESSNA	T 310 R	2495	CONTINENTAL	TSIO-520-B	MC.CAULEY	3AF32C87/82NC-4	C
C182	CESSNA	TR 182	1406	LYCOMING	O-540-L3C5D	MC.CAULEY	B2D34C217	D
CH7A	CHAMPION	7 BCM	553	CONTINENTAL	C-85-12F	MT-PROPELLER	MT 178R 110-2C	C
CH7A	CHAMPION	7 ECA	748	CONTINENTAL	O-200-A	MC.CAULEY	1A100/ACM6948	A
CH7B	CHAMPION	7 GCAA	749	LYCOMING	O-320-A2B	SENENICH	74AJM6S8-1-5	A
BL8	CHAMPION	8 KCAB	816	LYCOMING	AEIO-360-H1A	HARTZELL	C2YR-4CF/FC7666A-4	C
HUSK	CHRISTEN	A-1 "HUSKY"	816	LYCOMING	O-360-C1G	HARTZELL	HC-C2YK-1BF	C
HUSK	CHRISTEN	A-1 "HUSKY"	816	LYCOMING	O-360-A1P	HARTZELL	HC-C2YK-1BF/F7666A-4	D
WACF	CLASSIC AIRCR.CORP.	WACO YMF (F5C)	1338	JACOBS SERV.COMP.	R755-B2M	SENENICH	W96JB-4-68	C
DH60	DE HAVILLAND	DH 60 C	795	GIPSY	MAJOR I	DE HAVILLAND	5234/HX8	D
DH82	DE HAVILLAND	DH 82 A	828	GIPSY	MAJOR 10MK2	HOFFMANN	HO21-198B140	D
DHC1	DE HAVILLAND	DHC 1MK 20 "Chipmunk"	952	GIPSY	MAJOR 10MK2	OGMA	OGMA	D
DHC1	DE HAVILLAND	DHC 1MK 22	952	GIPSY	MAJOR 10MK2	FAIREY	FR-A-66 753	B
DHC2	DE HAVILLAND	DHC-2 "BEAVER"	2435	PRATT & WHITNEY	R985 AN1	HARTZELL	HC-R10152-2	A
DHC6	DE HAVILLAND	DHC-6-300, 310	5670	PRATT & WHITNEY	PT6A-27	HARTZELL	HC-B3TN-3DY	B
DG40	DG Flugzeugbau GmbH	DG 400	480	BOMBARDIER-ROTAX	505	HOFFMANN	HO-11F-128B8	D
DG50	DG Flugzeugbau GmbH	DG 500 M	825	BOMBARDIER-ROTAX	535C	MT-PROPELLER	MT 158 R 125-1A	D
DG50	DG Flugzeugbau GmbH	DG 500 MB (505 MB)	815	SOLO	2625-02	TECHNOFLUG GMBH	KS1G-160-R-110()-B	D
DG50	DG Flugzeugbau GmbH	DG 505 M	825	BOMBARDIER-ROTAX	535C	MT-PROPELLER	MT 158 R 125-1A	D
DG60	DG Flugzeugbau GmbH	DG 600 M,-18M	525	BOMBARDIER-ROTAX	275	MT-PROPELLER	140L 92-1B	B
DG80	DG Flugzeugbau GmbH	DG-800 A	525	BOMBARDIER-ROTAX	505	MT-PROPELLER	MT 136 R75-1B	C
DG80	DG Flugzeugbau GmbH	DG-800 B	525	SOLO	2625	TECHNOFLUG GMBH	KS-1G-152-R-122	D
DV20	DIAMOND AIRCRAFT IND.	DV 20-A1	730	BOMBARDIER-ROTAX	912F3	HOFFMANN	HO-V352()-()-/89170	D
DIMO	DIAMOND AIRCRAFT IND.	HK 36TC	770	BOMBARDIER-ROTAX	912A2	MT-PROPELLER	MTV-1-A/175-05	D
DIMO	DIAMOND AIRCRAFT IND.	HK 36TC	770	BOMBARDIER-ROTAX	912A2	MT-PROPELLER	MTV-21-A-C-F/C175-05	D
DIMO	DIAMOND AIRCRAFT IND.	HK 36TC100	770	BOMBARDIER-ROTAX	912S	MT-PROPELLER	MTV-21-A-C-F/CF175-05	D
DIMO	DIAMOND AIRCRAFT IND.	HK 36TS	770	BOMBARDIER-ROTAX	912A2	MT-PROPELLER	MTV-1-A/175-05	D
DIMO	DIAMOND AIRCRAFT IND.	HK 36TS	770	BOMBARDIER-ROTAX	912A2	MT-PROPELLER	MTV-21-A-C-F/C175-05	D
DIMO	DIAMOND AIRCRAFT IND.	HK 36TTC	770	BOMBARDIER-ROTAX	914F3	MT-PROPELLER	MTV-21-A-C-F/C175-05	D
DIMO	DIAMOND AIRCRAFT IND.	HK 36TTS	770	BOMBARDIER-ROTAX	914F3	MT-PROPELLER	MTV-21-AA-C-F/C175-05	D
D228	DORNIER	DO 228-100	5700	GARRETT	TPE 331-5252D	HARTZELL	HC-B4TN-5	D
DO27	DORNIER	DO 27-A1,-B1	1570	LYCOMING	GO-480-B1A6	HARTZELL	HC-82X20-1B	D
DO 28	DORNIER	DO 28-A-1	2450	LYCOMING	O-540-A1D	HARTZELL	HC-A2XK-2	B
PK20	EIRIAVION	PIK-20E	470	BOMBARDIER-ROTAX	501	PANKKONEN	EP P127/87	C
E110	EMBRAER	EMB-110...	5670	PRATT & WHITNEY	PT6A-34	HARTZELL	HC-B3TN-3	C
ERCO	ERCOUPE	415 C	572	CONTINENTAL	C-90-12F	MC.CAULEY	1A90/CF7144	A

ICAO designations and identifications	Manufacturers	ACFT types	MTOM kg	Engines	Types	Propellers	Types	Tariff classes
AVID	EXPERIMENTAL	AVID FLYER	413	BOMBARDIER-ROTAX	532LC	PERRY	71-37	D
AVID	EXPERIMENTAL	AVID HAULER	492	BOMBARDIER-ROTAX	582LC	WARP	WARP DRIVE	C
BX2	EXPERIMENTAL	BX-2	550	CONTINENTAL	A-65	BRAENDLI	160/150	D
MC10	EXPERIMENTAL	CRI-CRI MC 15	170	JPX	PUL 212	EIGENBAU	MC/AS 695-200-103	C
MCR1	EXPERIMENTAL	Dyn-Aero MCR-01	450	BOMBARDIER-ROTAX	912UL	MT-PROPELLER	MTV 7-A/152-106	C
GLAS	EXPERIMENTAL	GLASAIR II FT	952	LYCOMING	IO-360-B1E	HARTZELL	HC-C2YK-1	D
GLAS	EXPERIMENTAL	GLASAIR II RG	951	LYCOMING	O-320-D1A	MT-PROPELLER	MTV-12-C	C
GLAS	EXPERIMENTAL	GLASAIR RG	862	LYCOMING	IO-360-B1E	HARTZELL	HC-C2YK-1	B
GLAS	EXPERIMENTAL	GLASAIR RG	862	LYCOMING	IO-320-B1A	MT-PROPELLER	MTV-12-C-173-36	D
FOX	EXPERIMENTAL	KITFOX 3; -4	476	BOMBARDIER-ROTAX	582LC	GSC	TECH III,Holz	D
FOX	EXPERIMENTAL	KITFOX 4	544	BOMBARDIER-ROTAX	582LC	GSC	GSC Prop.68x38	D
FOX	EXPERIMENTAL	KITFOX 4	544	BOMBARDIER-ROTAX	912 UL	IVO	IVO-PROPELLER	D
FOX	EXPERIMENTAL	KITFOX 5	547	BOMBARDIER-ROTAX	912	ARPLAST	175DWAM	D
FOX	EXPERIMENTAL	KITFOX II	431	BOMBARDIER-ROTAX	582LC	WARP	WARP DRIVE	D
LNC2	EXPERIMENTAL	LANCAIR 235	710	LYCOMING	O-235-P2A	MT-PROPELLER	MTV-1-F	B
LNC2	EXPERIMENTAL	LANCAIR 320	765	LYCOMING	O-320-E2A	MT-PROPELLER	MTV-17-C/175-17	C
LGEZ	EXPERIMENTAL	LONG EZE	646	LYCOMING	O-235-L2A	GREAT AMERICAN	62X60	A
MAJR	EXPERIMENTAL	LUTON MAJOR LA5	635	ROLLS-ROYCE LTD.	C90-14F	HOFFMANN	HO-14-183100	C
HM19	EXPERIMENTAL	MIGNET HM19C	530	CONTINENTAL	C-90-12	HOFFMANN	HO 14-178-100	C
HM38	EXPERIMENTAL	MIGNET HM380	590	CONTINENTAL	C-90-14F	HOFFMANN	HO 14-178-115	C
MUST	EXPERIMENTAL	MUSTANG II	680	LYCOMING	O-320-E3H	SENSENIH	74DM6-8-70	B
NE20	EXPERIMENTAL	NEUKOM AN 20B	310	HIRTH	2702R03E	DIVERSE	FALTPROPELLER	D
PKAN	EXPERIMENTAL	PELICAN	575	CONTINENTAL	A-75-9	WARP	WARP DRIVE	C
POLI	EXPERIMENTAL	POLLIWAGEN	612	REVMASER	2100-D	MALOOF	2C 3.9	B
PULS	EXPERIMENTAL	PULSAR XP	477	BOMBARDIER-ROTAX	912	GCS Canada	GCS	C
QUIC	EXPERIMENTAL	QUICKIE	225	ONAN	18 HP	COWLEY	P30 D42	D
RV4	EXPERIMENTAL	RV-4	680	LYCOMING	O-320-A1A	HARTZELL	HC-82VL-1	D
RV4	EXPERIMENTAL	RV-4	680	LYCOMING	O-320-D1A	PRINCE	Q-Tip 68/74PK	C
HB23	EXPERIMENTAL	Scanliner	850	VW	HB-2400 G/2	HBF	VP5-F17-170-160LD	D
D31	EXPERIMENTAL	STARK T. D31	270	VW	1200	ROUSSEAU	ROUSSEAU	C
D31	EXPERIMENTAL	STARK TURBULENT	320	VW	1500	HOFFMANN	HO-FH2/S1113	D
JT2	EXPERIMENTAL	TAYLOR TITCH	460	ROLLS-ROYCE LTD.	O-200-A	HEGI	60X60	C
NIPR	EXPERIMENTAL	TIPSY N. MK II	300	VW	1500	HOFFMANN	HO-11-137B85	D
NIPR	EXPERIMENTAL	TIPSY N. MK3	330	ARDEM	4C02	DRG PROPELLERS	Z3405	B
NIPR	EXPERIMENTAL	TIPSY N. MK3	330	ARDEM	4C02	EVRA	HR 1201	B
VEZE	EXPERIMENTAL	VARI EZE	480	LYCOMING	O-235-C2C	HENDRICKSON	H58G74	B
VP1	EXPERIMENTAL	VP-1	380	VW	1500H	HEGI	8-74	B
CH30	EXPERIMENTAL	Zenair TRI-Z	825	LYCOMING	O-320-A2B	MT-PROPELLER	MT 180R145-3D	C
E230	Extra Flugzeugbau GmbH	EXTRA EA 230	600	LYCOMING	AIO-360	MT-PROPELLER	MTV-22-B-C/174-08	A
E300	Extra Flugzeugbau GmbH	EXTRA EA 300	950	LYCOMING	AEIO-540-L1B5D	MT-PROPELLER	MTV-9B-C/C200-15	A
E400	Extra Flugzeugbau GmbH	EXTRA EA 400	1999	CONTINENTAL	TSIO-550-C	MT-PROPELLER	MTV-14-D/195-30a	D
FA24	FAIRCHILD	24R46A	1162	RANGER	6-440-C5	HOFFMANN	HO-33-214-12	B

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F 8L	FALCO	F8L	750	LYCOMING	O-320-A2B	HARTZELL	HC-A2XL-1	A
AS02	FFA	AS 202	999	LYCOMING	O-320-E2A	MC.CAULEY	1C172/MGM7458	A
AS02	FFA	AS 202/18A1	1050	LYCOMING	AEIO-360B1F	HARTZELL	HC-C2YK-1BF	C
AS2T	FFA	AS 202/32TP	1080	ALLISON	DDA 250-B17D	HARTZELL	HC-BTF-7A/10173N-19R	D
RF4	FOURNIER	RF 4D	390	RECTIMO	4AR-1200	HOFFMANN	HO-11-133S70	D
RF5	FOURNIER	RF 5B	680	LIMBACH	SL 1700 E	HOFFMANN	HO-11-145B80	B
RF6	FOURNIER	RF 6B100	750	ROLLS-ROYCE LTD.	O-200-A	HOFFMANN	HO-14-175-12	B
SUBA	FUJI	FA 200-160	1059	LYCOMING	O-320-D2A	MC.CAULEY	1C172/MGM7456	A
SUBA	FUJI	FA 200-180	1150	LYCOMING	IO-360-B1B	MC.CAULEY	B2D34C53	B
GY20	GARDAN	GY-20	485	CONTINENTAL	A-65	MERVILLE	693 B	C
GY80	GARDAN	GY-80-150	1020	LYCOMING	O-320-A2B	SENENICH	M74DM61	B
G103	GROB	G 103 C TWIN III	710	BOMBARDIER-ROTAX	505A	MT-PROPELLER	MTV-24-M/158-16	D
G109	GROB	G 109	825	LIMBACH	L 2000 EB1	HOFFMANN	HO-V62R/L 160	D
G115	GROB	G 115	850	LYCOMING	O-235-H2C	SENENICH	72CKS6-2-53	D
AA1	GRUMMAN CORP.	AA-1A	680	LYCOMING	O-235-C2C	MC.CAULEY	1A105/SCM7153	A
AA5	GRUMMAN CORP.	AA-5A	998	LYCOMING	O-320-E2G	MC.CAULEY	1C172/BTM7359	B
AA5	GRUMMAN CORP.	AG-5B	1089	LYCOMING	O-360-A4K	SENENICH	76EM8S10-0-61	C
GA7	GRUMMAN CORP.	GA-7	1724	LYCOMING	O-320-D1D	HARTZELL	HC-F2YL-2UF	D
SCO1	GYROFLUG	SCO1 SPEED C.	680	LYCOMING	O-235-P2A	HOFFMANN	HO-V113B-L	B
SCO1	GYROFLUG	SCO1B-160	715	LYCOMING	O-320-D1A	MT-PROPELLER	MTV6C/LD1520	B
HB23	HB AIRCRAFT IND.AG	HB 23/2400	760	VW	VW-HB-240G2	HB AIRCRAFT INDUSTR.AG	SVP3E-170-16	D
HB21	HB AIRCRAFT IND.AG	HB-21	710	VW	1600G	HOFFMANN	HO-14*175117L	B
DV20	HOFFMANN AIRCRAFT	DV 20 KATANA	730	BOMBARDIER-ROTAX	912A3	HOFFMANN	HO-V352((-)-)/89170	D
DIMO	HOFFMANN AIRCRAFT	H 36 "DIMONA"	740	LIMBACH	L 2000 EB1	HOFFMANN	HO-V62R/L 160	D
DIMO	HOFFMANN AIRCRAFT	HK 36 S.-DIMONA	770	BOMBARDIER-ROTAX	912A2	MT-PROPELLER	MTV-1-A/170-08	D
IS28	IAR S.A. Brasov	IS 28 M2/GR	780	BOMBARDIER-ROTAX	912A3	HOFFMANN	HO-V352F-S1/S170FQ	D
IS28	ICA BRASOV	IS 28 M2	745	LIMBACH	SL 1700 E1	HOFFMANN	HO-V62R/L 160	A
D11	JODEL	D11	550	CONTINENTAL	A-65	INFANGER	INFANGER	D
D11	JODEL	D112	550	CONTINENTAL	A-65	DIVERSE	FESTPROP.	D
D11	JODEL	D117	620	CONTINENTAL	C-90-14F	DIVERSE	FESTPROP.	D
D11	JODEL	D120	650	CONTINENTAL	C-90-12F	DIVERSE	FESTPROP.	D
D140	JODEL	D140	1200	LYCOMING	O-360-A1A	SENENICH	M76EM8-0-62	B
DR10	JODEL	DR 1050	750	CONTINENTAL	O-200-A	DIVERSE	HOLZPROP.	B
DR10	JODEL	DR 1051	750	POTEZ	4-E-20	DIVERSE	HOLZPROP.	C
DR10	JODEL	DR 105A	750	CONTINENTAL	O-200-A	DIVERSE	METALLPROP.	C
DR22	JODEL	DR 220	780	CONTINENTAL	O-200-A	DIVERSE	FESTPROP.	A
D250	JODEL	DR 250	920	LYCOMING	O-320-E2A	HOFFMANN	F-H2/LC23	B
D250	JODEL	DR 250-160	960	LYCOMING	O-320-D2A	SENENICH	74DM6S5-2-66	D
D11	JODEL	U2V	700	CONTINENTAL	O-200-A	HOFFMANN	HO-14-183-11	A
KL35	KLEMM	35	780	HIRTH	HM 504-A2	HOFFMANN	185-123	A
LA4	LAKE	LA-4-200	1220	LYCOMING	IO-360-A1B	HARTZELL	HC-C2YK-1BLF	C
L8	LUSCOMBE	8A	751	CONTINENTAL	A-65-8F	MC.CAULEY	1B90/CM7447	D
MD3	M.DAETWYLER & CO.	MD3-160	920	LYCOMING	O-320-D2A	MC.CAULEY	1C172/AGM7462	D
MD3	M.DAETWYLER & CO.	MD3-160	920	LYCOMING	O-320-D2A	SENENICH	74DM6S8-0-62	C
M4	MAULE	M-4-220C	1043	FRANKLIN	6A-350-C1	MC.CAULEY	2A31C21	A
M5	MAULE	M-5-210TC	1043	LYCOMING	TO-360-F1A6D	HARTZELL	HC-E2YR-1BF	B
M7	MAULE	M-7-235	1134	LYCOMING	O-540-J1A5D	HARTZELL	HC-C2YR-1BF	B
M7	MAULE	M-7-235	553	CONTINENTAL	C-85-12F	MT-PROPELLER	MT 178R 110-2C	C
M7	MAULE	MX-7-235	1134	LYCOMING	O-540-J1A5D	HARTZELL	HC-C2YR-1BF	D
FL55	METEOR	FL 55 CM	900	LYCOMING	O-360-A1A	MC.CAULEY	2D36C14-B	C

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M U2	mitsubishi	MU-2B-26A	4749	GARRETT	TPE 331-5252M	HARTZELL	HC-B4TN-5DL	C
M20P	MOONEY	M 20	1110	LYCOMING	O-320-A1A	HARTZELL	HC-82XG-1	B
M20P	MOONEY	M 20 A	1110	LYCOMING	O-360-A1A	MC.CAULEY	2D36C14/78KM-4	B
M20P	MOONEY	M 20 C	1168	LYCOMING	O-360-A1D	MC.CAULEY	2D34C53A	B
M20P	MOONEY	M 20 E	1168	LYCOMING	IO-360-A1A	HARTZELL	HC-C2YK-1A	C
M20P	MOONEY	M 20 F	1243	LYCOMING	IO-360-A1A	HARTZELL	HC-C2YK-1B	B
M20P	MOONEY	M 20 J	1243	LYCOMING	IO-360-A3B6D	HARTZELL	HC-C2YK-1BF	C
M20P	MOONEY	M 20 J	1315	LYCOMING	IO-360-A3B6D	MT-PROPELLER	MTV-12-B/180-17	D
M20T	MOONEY	M 20 K	1315	CONTINENTAL	TSIO-360-GB	MC.CAULEY	2A34C216	B
M20P	MOONEY	M 20 L	1315	PORSCHE	PFM 3200 NO3	HARTZELL	BHC-J2YF-1C	D
M20T	MOONEY	M 20 M	1452	LYCOMING	TIO-540-AF1A	MC.CAULEY	B3D32C417	D
M20P	MOONEY	M 20 R	1528	CONTINENTAL	IO-550-G5B	MC.CAULEY	3A32C418/G-82NRC-9	D
M20P	MOONEY	M 20 S	1452	CONTINENTAL	IO-550-G	MC.CAULEY	2A34C239/90DMC-15	D
M22	MOONEY	M 22	1669	LYCOMING	TIO-541-A1A	HARTZELL	HC-C2YK-1B	B
L200	MORAVAN INC.	L-200-A	1950	LETECKE ZAVODY NP	M337-SH	AVIA	V506	D
L40	MORAVAN INC.	L-40	950	LETECKE ZAVODY NP	M332	AVIA	V-410-1/1850	A
Z43	MORAVAN INC.	Z 143 L	1350	LYCOMING	O-540-J3A5	MT-PROPELLER	MTV-9B/195-45	D
Z26	MORAVAN INC.	Z 326	975	LETECKE ZAVODY NP	Walter Minor 6-III	MORAVAN	Z 326 641	D
Z26	MORAVAN INC.	Z 381	800	LETECKE ZAVODY NP	Walter Minor 4-III	MORAVAN	T 122-801	C
Z26	MORAVAN INC.	Z 526	975	LETECKE ZAVODY NP	Walter Minor M6-III	AVIA	V-506	C
Z26	MORAVAN INC.	Z 526 F	975	LETECKE ZAVODY NP	Walter M 137 A	AERO	V-503A	A
NAVI	NAVION	(L-17A)	1247	CONTINENTAL	E-185-3	HARTZELL	HC-12V20-5	D
NAVI	NAVION	A	1247	CONTINENTAL	E-185-9	HARTZELL	HC-12X20-7C	A
NOMA	NOMAD	N24A	4264	ALLISON	DDA 250-B17B	HARTZELL	HC-A3VF-7	C
N120	NORECRIN	II	1050	REGNIER	4L00	CHAUVIERE	HL-6044-2632	B
P68T	PARTENAVIA	AP.68TP-300	2600	ALLISON	DDA 250-B17C	HARTZELL	HC-B3TF-7	D
OSCR	PARTENAVIA	P 64 B	1150	LYCOMING	IO-360-A1B	HARTZELL	HC-C2YK-1BF	B
OSCR	PARTENAVIA	P 66 B-100	820	LYCOMING	O-235-C1B	SENSENICH	76AM6-2-48	C
OSCR	PARTENAVIA	P 66 B-150	930	LYCOMING	O-320-E2A	SENSENICH	74DM6S5-2-6	A
P68	PARTENAVIA	P 68	1860	LYCOMING	IO-360-A1B	HARTZELL	HC-C2YK-2C	D
P68	PARTENAVIA	P 68 C	1990	LYCOMING	IO-360-A1B6	HARTZELL	HC-C2YK-2	C
P68	PARTENAVIA	P 68 TC	1960	LYCOMING	TIO-360-C1A6D	HARTZELL	HC-C2YK-2CFU	D
P180	PIAGGIO	P.180 AVANTI	5239	PRATT & WHITNEY	PT6A-66	HARTZELL	HC-E5N-3/HE8218	C
P149	PIAGGIO	P149	1680	LYCOMING	GO-435-C2	PIAGGIO	P1033G3D	B
P66T	PIAGGIO	P166-DL3	4300	LYCOMING	LTP 101-600	HARTZELL	HC-B3TN-3DL	B
CP30	PIEL	CP 301 A	610	CONTINENTAL	C-90-14F	HOFFMANN	F-H2/LC14	B
PP2	PILATUS	P2-05/06	1920	WALTER MOTOREN	AS-410-A2	ARGUS	L22	D
PP3	PILATUS	P3-03,-05	1575	LYCOMING	GO-435-C2A	HARTZELL	HC-83V20-2C1	D
PC12	PILATUS	PC-12	4100	PRATT & WHITNEY	PT6A-67B	HARTZELL	HC-E4A-3D/E10477K	D
PC12	PILATUS	PC-12/45	4500	PRATT & WHITNEY	PT6A-67B	HARTZELL	HC-E4A-3D/E10477K	D
PC6T	PILATUS	PC-6/B1-H2	2200	PRATT & WHITNEY	PT6A-20	HARTZELL	HC-B3TN-3/T10178CN	A
PC6T	PILATUS	PC-6/B1-H2	2200	PRATT & WHITNEY	PT6A-20	HARTZELL	HC-B3TN-3C	B
PC6T	PILATUS	PC-6/B2-H4	2800	PRATT & WHITNEY	PT6A-27	HARTZELL	HC-B3TN-2,-3,-5,-7	D
PC6P	PILATUS	PC-6/H2	2200	LYCOMING	GSO-480B1A6	HARTZELL	HC-83X20-1B	D

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PC7	PILATUS	PC-7	1900	PRATT & WHITNEY	PT6A-25A	HARTZELL	HC-B3TN-2	D
PC9	PILATUS	PC-9*	2200	PRATT & WHITNEY	PT6A-62	HARTZELL	HC-D4N-2A	D
J3	PIPER	J3C	550	CONTINENTAL	A-65	DIVERSE	FESTPROP.	B
PA12	PIPER	PA-12	795	LYCOMING	O-290-D2	SENSENICH	M74DM	B
PA16	PIPER	PA-16	750	LYCOMING	O-235-C1	MC.CAULEY	1C90/CM7252	C
PA18	PIPER	PA-18	680	CONTINENTAL	C-90-8F	SENSENICH	M76-AK	C
PA18	PIPER	PA-18-150	794	LYCOMING	O-320-A2B	SENSENICH	M74DM56	D
PA18	PIPER	PA-18-180	794	LYCOMING	O-360-A2A	SENSENICH	76EM8S5-0-55	B
PA19	PIPER	PA-19	680	CONTINENTAL	C-90-8F	SENSENICH	M76AK2	B
PA22	PIPER	PA-22-108	750	LYCOMING	O-235-C1B	SENSENICH	M76-AM2	B
PA22	PIPER	PA-22-135	885	LYCOMING	O-290-D2	SENSENICH	M74DM	D
PA22	PIPER	PA-22-150	907	LYCOMING	O-320-A	SENSENICH	M74DM	B
PA23	PIPER	PA-23-160	1724	LYCOMING	O-320-B1A	HARTZELL	HC-82XG-2B	D
PA24	PIPER	PA-24-250	1361	LYCOMING	O-540-A1C5	HARTZELL	HC-A2VK-1	D
PA24	PIPER	PA-24-250	1315	LYCOMING	O-540-A1D5	HARTZELL	HC-A2XK-1	D
PA24	PIPER	PA-24-260	1315	LYCOMING	IO-540-N1A5*	HARTZELL	HC-E2YR-1B/8467-7R	D
PA25	PIPER	PA-25-235	1315	LYCOMING	O-540-B2C5	MC.CAULEY	1A200/FA8456	A
P28A	PIPER	PA-28-140	975	LYCOMING	O-320-E2A	SENSENICH	M74DM6-0-58	B
P28A	PIPER	PA-28-151	1056	LYCOMING	O-320-E2A	SENSENICH	74DM6-0-58	A
P28A	PIPER	PA-28-161	1055	LYCOMING	O-320-D3G	SENSENICH	74DM6-0-60	B
P28A	PIPER	PA-28-180	1111	LYCOMING	O-360-A4A	SENSENICH	76EM8S5-0-60	A
P28A	PIPER	PA-28-181	1157	LYCOMING	O-360-A4M	SENSENICH	76EM8S14-0-62	B
P28A	PIPER	PA-28-181	1157	LYCOMING	O-360-A4M	SENSENICH	76EM8S14-0-62	D
P28A	PIPER	PA-28-181	1157	LYCOMING	O-360-A4M	SENSENICH	76EM8S5-0-60	B
P28B	PIPER	PA-28-235	1360	LYCOMING	O-540-B3B5	HARTZELL	HC-C2YK-1	B
P28B	PIPER	PA-28-236	1361	LYCOMING	O-540-J3A5D	HARTZELL	HC-F2YR-1	D
P28R	PIPER	PA-28R-180	1134	LYCOMING	IO-360-B1E	HARTZELL	HC-C2YK-1	B
P28R	PIPER	PA-28R-200	1179	LYCOMING	IO-360-C1C	MC.CAULEY	C3D36C(415)/82NGA-8	B
P28R	PIPER	PA-28R-201T	1315	CONTINENTAL	TSIO-360-F1	HARTZELL	BHC-C2YF-1BF	D
P28R	PIPER	PA-28R-201T	1315	CONTINENTAL	TSIO-360-FB1A	HARTZELL	BHC-C2YF-1BF/F8449A	C
P28T	PIPER	PA-28RT-201	1247	LYCOMING	IO-360-C1C6	MC.CAULEY	2D34C215	B
P28T	PIPER	PA-28RT-201T	1315	CONTINENTAL	TSIO-360-FB	HARTZELL	HC-C2YF-1BF	D
PA30	PIPER	PA-30	1633	LYCOMING	IO-320-B1A	HARTZELL	HC-E2YL-2B	D
PA31	PIPER	PA-31	2948	LYCOMING	TIO-540-A1A	HARTZELL	HC-E2YK-2B	A
PA31	PIPER	PA-31	2948	LYCOMING	TIO-540-A2C	HARTZELL	HC-E3YR-2A	B
PA31	PIPER	PA-31-325	2948	LYCOMING	TIO-540-F2BD	HARTZELL	HC-E3YR-2AF	A
PA31	PIPER	PA-31-350	3178	LYCOMING	TIO-540-J2BD	HARTZELL	HC-E3YR-2AF	A
PA31	PIPER	PA-31P	3538	LYCOMING	TIGO-541-E1A	HARTZELL	HC-C3YN-2L	A
P31T	PIPER	PA-31T	4082	PRATT & WHITNEY	PT6A-28	HARTZELL	HC-B3TN-3B	B
P31T	PIPER	PA-31T1	3946	PRATT & WHITNEY	PT6A-11	HARTZELL	HC-B3TN-3B	D
P31T	PIPER	PA-31T2	4297	PRATT & WHITNEY	PT6A-135	HARTZELL	HC-B3TN-3B	D
PA32	PIPER	PA-32-260	1542	LYCOMING	O-540-E4B5	HARTZELL	HC-C2YK-1B	A
PA32	PIPER	PA-32-300	1542	LYCOMING	IO-540-K1A5	HARTZELL	HC-C2YK-1B	B
PA32	PIPER	PA-32-301T	1633	LYCOMING	TIO-540-S1AD	HARTZELL	HC-E2YR-1BF	D
P32R	PIPER	PA-32R-301	1633	LYCOMING	IO-540-K1G5D	HARTZELL	HC-C3YR-1	A
P32R	PIPER	PA-32R-301	1633	LYCOMING	IO-540-K1G5D	HARTZELL	HC-C3YR-1	B
P32R	PIPER	PA-32R-301 HP	1633	LYCOMING	IO-540-K1G5D	HARTZELL	HC-I3YR-1BF/F7663DR	C
P32R	PIPER	PA-32R-301T	1633	LYCOMING	TIO-540-S1AD	HARTZELL	HC-E3YR-1	D
P32T	PIPER	PA-32RT-300	1633	LYCOMING	IO-540-K1A5D	HARTZELL	HC-C2YK-1F	A
P32T	PIPER	PA-32RT-300T	1633	LYCOMING	TIO-540-S1AD	HARTZELL	HC-E2YR-1F	C

ICAO designations and identifications	Manufacturers	ACFT types	MTOM kg	Engines	Types	Propellers	Types	Tariff classes
PA34	PIPER	PA-34-200	1905	LYCOMING	IO-360-C1E6	HARTZELL	HC-C2YK-2	D
PA34	PIPER	PA-34-200T	1999	CONTINENTAL	TSIO-360-E	MC.CAULEY	3AF34C502/503	D
PA36	PIPER	PA-36-285	1769	CONTINENTAL	6-285-B	HARTZELL	HC-C3YF-1R	D
PA 38	PIPER	PA-38-112	758	LYCOMING	O-235-L2C	SENSENICH	72CK-0-56	B
PA42	PIPER	PA-42	5080	PRATT & WHITNEY	PT6A-41	HARTZELL	HC-B3TN-3	C
PA44	PIPER	PA-44-180	1724	LYCOMING	O-360-E1A6D	HARTZELL	HC-C2YK-2CEU	D
PA46	PIPER	PA-46-310P	1860	CONTINENTAL	TSIO-520-BE	HARTZELL	BHC-C2YF-1BF	D
PA46	PIPER	PA-46-350P	1950	LYCOMING	TIO-540-AE2A	HARTZELL	HC-I2YR-1	D
PA46	PIPER	PA-46-500TP	2200	PRATT & WHITNEY	PT6A-42A	HARTZELL	HC-E4N-3Q/E8501B-3.5	D
PA60	PIPER	PA-60-601	2585	LYCOMING	IO-540-P1A5	HARTZELL	HC-C3YR/C846	A
PTS1	PITTS	S1S	522	LYCOMING	AEIO-360B4A	SENSENICH	76EM8-0-56	B
PTS2	PITTS	S2S	714	LYCOMING	AEIO-540D4A5	HARTZELL	HC-C2YK-4	B
PICO	PROCAER	F 15	1030	LYCOMING	O-320-B2A	HARTZELL	HC-82XL-1D	B
PICO	PROCAER	F 15 B	1120	LYCOMING	O-360-A1A	HARTZELL	HC-92ZK-8D	B
PZ04	PZL	104 WILGA 35 A; 80	1300	PZL-KALISZ	AI-14 RM	WSK	US-122000	D
PZ04	PZL	PZL-104	1350	WSK	A1-14-RA	WSK	US-122000	C
SZ45	PZL	SZD-45A	700	LIMBACH	SL 1700 EC	HOFFMANN	HO-11*145B75	B
ATL	ROBIN	ATL "LIMBACH"	580	LIMBACH	L 2000 DA2	MT-PROPELLER	MT 155 L80-1A	A
ATL	ROBIN	ATL "S"	580	SOCIETE JPX	JPX 4T60/A	EVRA	160-81-11	C
DR22	ROBIN	DR 221	840	LYCOMING	O-235-C2A	EVRA	88.75.34 F	D
DR30	ROBIN	DR 300/108	840	LYCOMING	O-235-C2A	MC.CAULEY	1A105/BCM7056	B
DR30	ROBIN	DR 300/180 R	1000	LYCOMING	O-360-A	HOFFMANN	HO-4-27HM-170	D
DR30	ROBIN	DR 340	1000	LYCOMING	O-360-E2A	SENSENICH	74DM6S5-2-64	B
DR30	ROBIN	DR 380	1070	LYCOMING	O-360-A3A	SENSENICH	76EM8S5-0-64	A
DR40	ROBIN	DR 400/120	900	LYCOMING	O-235-L2A	SENSENICH	72CKS6-0-56	A
DR40	ROBIN	DR 400/120D	900	LYCOMING	O-235-L2A	SENSENICH	72CKS6-0-56	B
DR40	ROBIN	DR 400/140B	1000	LYCOMING	O-320-D2A	SENSENICH	74DM6S5-2-64	D
DR40	ROBIN	DR 400/160D	1000	LYCOMING	O-320-D2A	SENSENICH	74DM6S5-2-64	C
DR40	ROBIN	DR 400/180	1100	LYCOMING	O-360-A3A	HOFFMANN	HO-27HM-180	A
DR40	ROBIN	DR 400/180	1100	LYCOMING	O-360-A3A	SENSENICH	76EM8S5-0-64	D
DR40	ROBIN	DR 400/180R	1000	LYCOMING	O-360-A2A	SENSENICH	76EM8S5-0-58	B
DR40	ROBIN	DR 400/200R	1100	LYCOMING	IO-360-A1B6	HARTZELL	HC-C2YK-1BF/7666A-2	D
DR40	ROBIN	DR 400/500	1150	LYCOMING	IO-360-A1B6	HARTZELL	HC-C2YK-1BF/F7666A-2	C
DR40	ROBIN	DR 400/500	1150	LYCOMING	IO-360-A1B6	SENSENICH	74RMS5-0-64	D
DR40	ROBIN	DR 400/RP	1100	PORSCHE	PFM 3200 NO1	HOFFMANN	HO-V123FL200	D
HR10	ROBIN	HR 100/200	1200	LYCOMING	IO-360-A1D6	HARTZELL	HC-F2YR-1	B
HR10	ROBIN	HR 100/210 D	1250	CONTINENTAL	IO-360-D	HARTZELL	BHC-J2Y-F1	A
HR10	ROBIN	HR 100/250TR	1400	LYCOMING	IO-540-C4B5	HARTZELL	HC-C2YK-1BF	C
HR10	ROBIN	HR 100/285	1450	CONTINENTAL	6-285-B	HOFFMANN	HO-V123F	D
HR20	ROBIN	HR 200/120	780	LYCOMING	O-235-J2A	MC.CAULEY	1A135/JCM7154	A
HR20	ROBIN	HR 200/160	800	LYCOMING	O-320-D2A	SENSENICH	74DM6S5-2-66	D
R100	ROBIN	R 1180 T	1150	LYCOMING	O-360-A3A	HOFFMANN	HO-27HM-18016	B
R100	ROBIN	R 1180 TD	1150	LYCOMING	O-360-A	SENSENICH	76EM8S5-0-64	D
R200	ROBIN	R 2100A	775	LYCOMING	O-235-H2C	MC.CAULEY	1A105/BCM7056	B
R200	ROBIN	R 2160	800	LYCOMING	O-320-D	SENSENICH	74DM6S5-2-64	A
R300	ROBIN	R 3000/120 D	900	LYCOMING	O-235-L2A	SENSENICH	72CKS6-0-52	C
R300	ROBIN	R 3000/160	1150	LYCOMING	O-360-A3A	SENSENICH	76EM8S5-0-64	D
AC6L	ROCKWELL	680	3175	LYCOMING	GSO-480-B1A6	HARTZELL	HC-83X20-2C	A
AC68	ROCKWELL	685	4082	CONTINENTAL	GTSIO-520-K	HARTZELL	HC-H3YN-2F	B
AC95	ROCKWELL	695	4683	GARRETT	TPE 331-10-501K	DOWTY ROTOL	(C) R306/382F	D
AC11	ROCKWELL	112, -A	1202	LYCOMING	IO-360-C1D6	HARTZELL	HC-E2YR-1BF	C
AC56	ROCKWELL	560 E	2948	LYCOMING	GO-480-C1B6	HARTZELL	HC-83X20-2C1	A

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AC6L	ROCKWELL	680 FL	3856	LYCOMING	IGSO-540-B1A	HARTZELL	HC-B3Z30-2B	B
AC90	ROCKWELL	690 A	4649	GARRETT	TPE 331-5-251K	HARTZELL	HC-B3TN-5	D
AC 11	ROCKWELL	C 114	1425	LYCOMING	IO-540-T4A5D	HARTZELL	HC-C2YR-1BF	B
AC11	ROCKWELL	C 114 A,-B	1474	LYCOMING	IO-540-T4B5D1A	MC.CAULEY	B3B32C419C; B3D....	C
EP31	ROESGEN	EPR 301	400	CONTINENTAL	A-65-8F	HOFFMANN	HO 14-178-100	B
R90R	RUSCHMEYER	R 90-230 RG	1350	LYCOMING	IO-540 C4D5	MT-PROPELLER	MTV-14B/190-17	D
KZ7	S.A.I.	KZ VII	860	CONTINENTAL	O-300-A	HOFFMANN	HO-30-190-12	A
SB91	SAAB	91 D	1205	LYCOMING	O-360-A1A	MC.CAULEY	2D36C14/78KM-4	A
SF25	SCHEIBE	SF 25 A	485	HIRTH	F10A	HOFFMANN	F-H2/HG02-16	B
SF25	SCHEIBE	SF 25 B	540	STAMO	MS 1500	HOFFMANN	F-H2/P11-150	D
SF25	SCHEIBE	SF 25 B	555	Sauer	SE 1800 E1S	MT-PROPELLER	MT 150L-90-1A	D
SF25	SCHEIBE	SF 25 C	610	LIMBACH	L 2000 EA	MT-PROPELLER	MT 150L 75-1	D
SF25	SCHEIBE	SF 25 E	650	LIMBACH	SL 1700 EA-I	HOFFMANN	HO-V62-L150A	C
SF28	SCHEIBE	SF 28 A	590	LIMBACH	SL 1700 EA-1	HOFFMANN	HO-V62/L150	C
DISC	SCHEMPP-HIRTH	DISCUS 2T	450	SOLO	2350	OELER	OE-FL 5.83/83a5, v92	D
DISC	SCHEMPP-HIRTH	DISCUS bT	430	SOLO	2350	OELER	OE-FL 5.83/83	D
DISC	SCHEMPP-HIRTH	DISCUS bT	450	SOLO	2350	OELER	OE-FL 5.83/83a5, v92	D
DISC	SCHEMPP-HIRTH	DISCUS cT	430	SOLO	2350	OELER	OE-FL 5.83/83	D
NIMB	SCHEMPP-HIRTH	NIMBUS-3DM	820	BOMBARDIER-ROTAX	535C	MT-PROPELLER	MT 158 R 125-1A	D
NIMB	SCHEMPP-HIRTH	NIMBUS-4DM	820	BOMBARDIER-ROTAX	535C	TECHNOFLUG GMBH	KS1G-160-R-98	D
NIMB	SCHEMPP-HIRTH	NIMBUS-4M	800	BOMBARDIER-ROTAX	505A	TECHNOFLUG GMBH	KS1C-158-R-108	D
VENT	SCHEMPP-HIRTH	VENTUS bT	430	SOLO	2350	OELER	OEE-FL 5.83/83	D
AS20	SCHLEICHER	20 BL TOP	414	F+E	F+E TOP	FISCHER+ENTWICKL.	F+E TOP 1	D
AS25	SCHLEICHER	ASH 25E	750	BOMBARDIER-ROTAX	275	MT-PROPELLER	MT 130 L95-1B	D
AS25	SCHLEICHER	ASH 25M	790	MID-WEST AERO ENG	MWAE50R	TECHNOFLUG GMBH	KS-1C-154-R110	D
AS26	SCHLEICHER	ASH 26E	526	MID-WEST AERO ENG	MWAE50R	TECHNOFLUG GMBH	KS 1C 154 R 108	D
AS14	SCHLEICHER	ASK 14	360	HIRTH	F10K 1A	HOFFMANN	HOCO V 42/48	D
AS16	SCHLEICHER	ASK 16	750	LIMBACH	L 2000 EB1	HOFFMANN	HO-V62R	D
AS20	SCHLEICHER	ASW 20 TOP	454	F+E	F+E TOP	FISCHER+ENTWICKL.	F+E TOP 1.3M	D
AS22	SCHLEICHER	ASW 22BE	810	BOMBARDIER-ROTAX	505A	KARAI	KS-1C-158-R-108	D
AS24	SCHLEICHER	ASW 24 TOP	415	KOENIG	SC430	FISCHER+ENTWICKL.	F+E TOP 1.3m	D
AS24	SCHLEICHER	ASW 24 TOP	415	F+E	F+E TOP (König SC 430)	FISCHER+ENTWICKL.	F+E TOP 1.3m	D
CP13	SCINTEX	CP 1310 C3	700	ROLLS-ROYCE LTD.	O-200-A	HOFFMANN	HO 14 175B	B
F260	SIAI MARCHETTI	F-260	1102	LYCOMING	O-540-E4A5	HARTZELL	HC-C2YK-1B	A
F260	SIAI MARCHETTI	F-260 C	1102	LYCOMING	IO-540-D4A5	MT-PROPELLER	MTV-9-B/188-50	D
F260	SIAI MARCHETTI	F-260 C	1102	LYCOMING	AEIO-540-D4A5	MT-PROPELLER	MTV-9-B/188-50	D
F260	SIAI MARCHETTI	F-260 C	1102	LYCOMING	O-540-E4A5	MT-PROPELLER	MTV-9-B/188-50	D
S05F	SIAI MARCHETTI	S-205-18F	1200	LYCOMING	O-360-A1A	HARTZELL	HC-C2YK-1B	C
S05R	SIAI MARCHETTI	S-205-22/R	1350	FRANKLIN	6A-350-C1	HARTZELL	HC-C2YK-1B	A
S208	SIAI MARCHETTI	S-208	1350	LYCOMING	O-540-E4A5	HARTZELL	HC-C2YK-1B	B
S223	SIBEL ATG	SIAT 223	1050	LYCOMING	IO-360-C1B	HARTZELL	HC-C2YK-1B	B
S223	SIBEL ATG	SIAT 223 K	1050	LYCOMING	AIO-360-A1A	HARTZELL	HC-C2YK-1B	B

ICAO designations and identifications	Manufacturers	ACFT types	MTOM kg	Engines	Types	Propellers	Types	Tariff classes
S223	SIBEL ATG	SIAT 223 T1	1050	LYCOMING	TO-360C1A6D	HARTZELL	HC-E2YR-1BF	B
S223	SIBEL ATG	SIAT 223 V	1050	LYCOMING	IO-360-C1D6	HARTZELL	HC-C2YK-1BF	B
S900	SIPA	903	670	CONTINENTAL	C-90-14F	EVRA	D11-28-1B	C
FOX	SKYFOX AVIATION	GAZELLE CA-25N	520	BOMBARDIER-ROTAX	912A	HOLFORD PROPULSION	CHP1-1	C
FOX	SKYFOX AVIATION	SKYFOX CA-25	520	BOMBARDIER-ROTAX	912A	HOLFORD PROPULSION	CHP1-1	C
RF6	SLINGSBY	T-67M	907	LYCOMING	AEIO-320D1B	HOFFMANN	HO-V72L-V	B
S V4	SNCAN	STAMPE SV4A	770	RENAULT	4P05	HOFFMANN	HO 34HM-L98S	A
RALL	SOCATA	100 S	750	ROLLS-ROYCE LTD.	O-200-A	MC.CAULEY	1A101/DCM6948	B
RALL	SOCATA	180 TS	950	LYCOMING	O-360-A3A	SENENICH	76EM8-0-54	D
MS23	SOCATA	235 E	1200	LYCOMING	O-540-B4B5	HARTZELL	HC-C2YK-1BF	B
MS31	SOCATA	MS 317	1100	CONTINENTAL	W670-6A	EVRA	120 55 B7	C
F156	SOCATA	MS 505	1590	JACOBS SERV.COMP.	R-755A2	EVRA	130-38-29	D
MS73	SOCATA	MS 733	1800	POTEZ	600	HARTZELL	HC-B3Z22-7	B
RALL	SOCATA	MS 880 B	770	CONTINENTAL	O-200-A	MC.CAULEY	1A101/DCM6948	A
RALL	SOCATA	MS 883 A	825	LYCOMING	O-235-C2A	SENENICH	76 AKS 6244	C
RALL	SOCATA	MS 885	850	CONTINENTAL	O-300-A	MC.CAULEY	1C172/MDM7653	A
RALL	SOCATA	MS 893A,-E	1050	LYCOMING	O-360-A	HARTZELL	HC-C2YK-1B	B
RALL	SOCATA	MS 894A	1100	FRANKLIN	6A-350-C1	HARTZELL	HC-C2YF-1B	A
TOBA	SOCATA	TB 10	1150	LYCOMING	O-360-A1AD	HARTZELL	HC-C2YK-1BF	C
TRIN	SOCATA	TB 20	1335	LYCOMING	IO-540-C4D5	HARTZELL	HC-C2YK-1	C
TOBA	SOCATA	TB 200	1150	LYCOMING	IO-360-A1B6	HARTZELL	HC-C2YK-1	C
TRIN	SOCATA	TB 21	1400	LYCOMING	TIO-540-AB1A	HARTZELL	HC-C2YK-1BF	C
TAMP	SOCATA	TB 9	1060	LYCOMING	O-320-D2A	SENENICH	74DM6S8-0-61	B
TBM7	SOCATA	TBM 700	2984	PRATT & WHITNEY	PT6A-64	HARTZELL	HC-D4N/D9083XK	D
TBM7	SOCATA	TBM 700	2835	PRATT & WHITNEY	PT6A-64	HARTZELL	HC-D4N/D9083XK	D
RS18	SPORTAVIA	RS 180	1100	LYCOMING	O-360-A3A	HOFFMANN	HO-27HM-180	C
D31	STARK TURBULENT	D	330	STAMO	1400	HOFFMANN	HO-FH2/S1113	D
S10S	STEMME	S10	850	LIMBACH	L 2400 EB1	STEMME	10 AP-N	D
S10S	STEMME	S10-V	850	LIMBACH	L 2400 EB1.AD	STEMME	10 AP-VB	D
S10S	STEMME	S10-VT	850	BOMBARDIER-ROTAX	914F2/S1	STEMME	11AP-V/20038/0796	D
S108	STINSON	108-2	1012	FRANKLIN	6A4-165-B3	SENENICH	M74DR56	A
TBEE	STOL AIRCRAFT CO.	UC-1 TWIN BEE	1724	LYCOMING	IO-360-B1D	HARTZELL	HC-C2YK-2RB	D
SU26	SUKHOI	SU-26 M	960	VEDENEYEV	M-14P	VITCH (YAKOVLEV)	V530TA-D35	A
SU26	SUKHOI	SU-26MX	1050	VEDENEYEV	M-14P	MT-PROPELLER	MTV-3-B-C/L250-21/3	D
SU29	SUKHOI	SU-29	1187	VEDENEYEV	M-14P	MT-PROPELLER	MTV-9B-C/CL250-27	D
SW4	SWEARINGEN	SA 226-T(B)	5670	GARRETT	TPE 331-10U	HARTZELL	HC-B4TN-5EL	D
SW4	SWEARINGEN	SA 226-TC	5670	GARRETT	TPE 331-10UA	HARTZELL	HC-B3TN-5G	B
SW4	SWEARINGEN	SA 227 AC	6350	GARRETT	TPE 331-11U	DOWTY ROTOL	(C)R321/4/82	D
ECHO	TECNAM Constr.Aeron.	P92-J	535	BOMBARDIER-ROTAX	912A	TONINI	GT-2/166/145-FW101SRTC	D
PKAN	UETZ	U3M PELIKAN	870	LYCOMING	O-290-D2B	SENENICH	M74DM56	B
PKAN	UETZ	U4M PELIKAN	1000	LYCOMING	O-320-A2B	MC.CAULEY	1C172/MGM7460	A
KIWI	VALENTIN	KIWI	380	F+E	F+E TOP (König SC 430)	FISCHER+ENT WICKL.	F+E TOP 1.3m	D
KIWI	VALENTIN	KIWI	380	F+E	F+E TOP (König SC 430)	FISCHER+ENT WICKL.	F+E TOP 1.3m	D
TFUN	VALENTIN	TAIFUN 17E	820	LIMBACH	L 2000 EB1.B	HOFFMANN	HO-V62R	D
MOR2	VARGA	2180	824	LYCOMING	O-360-A4D	SENENICH	76EM8-0-60	B
MOR2	VARGA	2150A	824	LYCOMING	O-320-A2C	SENENICH	74DM6-0-58	B

ICAO designations and identifications	Manufacturers	ACFT types	MTOM kg	Engines	Types	Propellers	Types	Tariff classes
WA42	WASSMER	4/21	1410	LYCOMING	IO-540-C4B5	HARTZELL	HC-C2YK-1BF/8477B-4	D
WA42	WASSMER	4/21/250	1410	LYCOMING	IO-540-C4B5	HARTZELL	HC-C2YK-1B	A
WA40	WASSMER	WA 40	1200	LYCOMING	O-360-A1A	MC.CAULEY	2D36C14	D
WA50	WASSMER	WA 51,51A	1040	LYCOMING	O-320-E2	SENENICH	74DM6S5-0-60	B
WA50	WASSMER	WA 52	1060	LYCOMING	O-320-D	HARTZELL	HC-C2YL-1B	C
WA50	WASSMER	WA 54	1130	LYCOMING	O-360-A	MC.CAULEY	2D36C14	D
HI27	WOLF HIRTH	HI-27 MK II	700	FRANKLIN	6A-350-C1	HARTZELL	HC-C2YF-4	A

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