

Airport Charges Regulation for Zurich Airport

VALID FROM 1 SEPTEMBER 2016

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Definitions

ABT	Airborne Time
AOS	Airport Operational Systems
FOCA	Federal Office of Civil Aviation
CHF	Swiss francs
EASA	European Aviation Safety Agency
OAC	Ordinance on Airport Charges, SR 748.131.3
FZAG	Flughafen Zürich AG
GA/BA	General Aviation / Business Aviation: GA/BA flights are flights transporting a maximum of 24 passengers and a maximum of 200 kg of freight and that do not need any terminal infrastructure (e.g. Check-In, connection to IT systems, baggage sorting system) for handling and flights with such character (e.g. technical flights that are GA/BA flights in normal operations)
Commercial passenger	Passenger on a flight which is offered to the general public for payment of a fee either separately or as part of a package tour.
HCC Dp/Foo	Certified LTO hydrocarbon emissions per axial thrust
ICAO	International Civil Aviation Organization
S/C	Scheduled/Charter: commercial flights that require terminal infrastructure for their handling, and flights of this nature (e.g. technical flights which are operated as scheduled/charter flights in normal operations).
Local passenger	A passenger whose flight journey begins by departing from Zurich Airport or ends by arriving at Zurich Airport, and who is not a transfer or transit passenger
LT	Local time
LTO cycle	Landing and take-off cycle
MTOM	Maximum take-off mass
VAT	Value added tax
PRM	Passenger with reduced mobility in accordance with Regulation (EC) 1107/2006
RFS	Road feeder service
t	tonne
TDT	Touchdown time
Transfer passenger	A passenger whose journey makes a stop at Zurich Airport and continues within 24 hours of arrival (scheduled time of arrival) with another aircraft under a different flight number (scheduled time of departure); the place of departure and the destination may not be the same.
Transit passenger	A passenger whose journey makes a stop at Zurich Airport and continues within 24 hours of arrival (scheduled time of arrival) under the same flight number (scheduled time of departure); the place of departure and the destination may not be the same.

1. General

1.1. General provisions

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

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

The place of performance is Zurich Airport.

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

1.2. Precedence over AIP Publication

The tariffs in line with these charging regulations are also published in the Aeronautical Information Publication (AIP). The airport charges regulation in their current valid version in German takes precedence over the AIP and the English translation.

1.3. Liability

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

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

1.4. Offsetting

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

1.5. Collection of Airport Charges

FZAG may commission third parties with the collection of airport charges.

2. Flight operations charges

2.1. General provisions for flight operations charges

2.1.1. Debtor

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

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

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

2.1.2. Exemptions

The following users are exempt from flight operations charges:

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

2.1.3. Rates

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

2.1.4. Invoicing and payment

Airport Charges are invoiced in CHF.

The flight operations charges are due after FZAG has provided the respective service and prior to departure of the aircraft from Zurich Airport.

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

- whose headquarters or subsidiary branch is based in Switzerland or

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

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

If payments are overdue, FZAG reserves the right

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

2.1.5. Documentation requirements

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

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

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

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

The documentation is also used to calculate the approach charges, which FZAG collects on behalf of Skyguide Ltd. (see section 5.1).

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

2.1.6. Entry into force and duration

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

FZAG will initiate next proceedings for adjusting flight operations charges in accordance with Art. 20 et seq. OAC with the information about the proceedings in accordance with Art. 20a OAC at a point in time at which, based on the last available Annual Report of FZAG, the cumulative result (economic value added, EVA) plus

the result of the last financial year supplemented by the change in result from the year before last to last year.¹ in the regulated segments (Art. 19 para. 1 lit. a to e OAC) since 1 July 2016 is equal or positive for the first time, but at the earliest once the financial statements for 2020 become available, and at the latest by 1 April 2025.

2.2. Aircraft movement related charges

2.2.1. Landing charge

MTOM class²	
Class 1-3	96.50
Class 4	183.30
Class 5	309.00
Class 6	567.40
Class 7	1'091.10
Class 8	1'817.80
Class 9	3'005.00

Table 1 Landing charge per landing

The landing charge is levied per landing (also for “touch and go” landings and “missed approaches”).

2.2.2. Aircraft noise charge

Jet aircraft

The noise classification³ is based on noise levels measured in the vicinity of Zurich Airport. Aircraft noise charges are imposed based on touch-down time (TDT) and airborne time (ABT).

Aircraft noise charges are levied based on the touch down time (TDT) and airborne time (ABT).

¹ As such, the revenue and costs in the current financial year, including the change compared to the previous year, are deliberately rated twice in order to take into account the costs and revenue during the fee-setting process.

² See A.1: Overview of MTOM classes

³ See A.2: Overview of noise classes for jet aircraft

Noise class	1	2	3	4	5
Charge	2'000.00	400.00	40.00	10.00	0.00

Table 2 Daytime noise charges per landing

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

Table 3 Shoulder and night hours surcharges per take-off

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

Table 4 Shoulder and night hours surcharges per landing

Incentive payment for jet aircraft

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

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

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

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

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

Relief mechanism for jet aircraft

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

- The Airline operates passenger flights (CATY10) during shoulder and night hours at Zurich Airport. Scheduled and actual time of departure have to be between 21:00:01 and 07:00:00 LT.
- The non-stop flight distance of the flight in question must be at least 5,000 km.
- the average seat load factor (SLF) of the Airline during shoulder and night hours is higher than the average SLF of all airlines at Zurich Airport during these times

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

The refund will only apply to flights with scheduled and actual time of departure (respectively arrival) between 21:00:01 and 23:00:00 or 06:00:01 and 07:00:00 LT.

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

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

Table 5 Shoulder and night hours surcharges per take-off (as of 31 December 2014)

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

Table 6 Shoulder and night hours surcharges per landing (as of 31 December 2014)

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

Propeller aircraft

The following noise charges per noise class are valid for propeller driven aircraft with a MTOM of up to 8.7t ⁴:

Class	
Class A	7.00
Class B	4.00
Class C	2.00
Class D	0.00

Table 7 Daytime noise charges, per landing and per tonne MTOM

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

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

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

2.2.3. Emission charge

Jet aircraft

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

⁴ See A.3: Overview of noise classes for propeller planes.

EmissionCharge = EmissionValueAircraft * Emission tariff

whereas

Emission Tariff	2.50
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$$EmissionValue(aircraft) = a * \#engines * \sum_{LTO-modes} \left(\frac{60 * time * fuelflow * NOxEmissionfactor}{1000} \right)$$

whereas

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

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

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

Mode	Time
Take-off	0.7 mins.
Climbout	2.2 mins.
Approach	4.0 mins.
Taxi/idle	26.0 mins.

Table 8 Certification values for LTO hydrocarbon emissions

fuelflow = fuel flow per mode in kg/second

NOxEmissionFactor: Measured NOx emission factor per mode in g/kg of fuel

Other aircraft

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

# Engines	1	2	3	4
Piston engines: turbo diesel, micro-light and eco-light	0.1	0.2	-	-
Conventional piston engines ≤ 200 hp	0.2	0.4	0.6	0.8
Conventional piston engines > 200, ≤ 400 hp	0.4	0.8	1.2	1.6
Conventional piston engines > 400 hp	0.5	1.0	1.5	2.0
Helicopter < 1000 shp	0.2	0.4	-	-
Helicopter > 1000 shp	0.7	1.4	2.1	2.8
Jets < 16 kN	0.5	1.0	1.5	-
Jets >16, < 26.7 kN	1.0	2.0	3.0	-
Turboprops	0.8	1.6	2.4	3.2

Table 9 Emission charges for propeller planes, helicopters and others

2.2.4. Aircraft parking charge

Scheduled/Charter (S/C)

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

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

Aircraft parking charges are not levied between 23:00:01 and 06:00:00 LT. During this time, the calculation of parking time is suspended. If a parking procedure at the high rate tariff is interrupted by the fee-free parking period, the high rate tariff will continue once the fee-free parking period has expired. If a parking procedure at the low rate tariff is interrupted, the low rate tariff will continue once the fee-free parking period has expired. If a parking procedure is interrupted during the initial fee-free period, the fee-free period will continue to apply afterwards.

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

MTOM class ⁵	High rate tariff	Low rate tariff
CI. 1– 3	29.00	7.00
CI. 4	48.30	11.60
CI. 5	87.00	20.80
CI. 6	145.00	34.70
CI. 7	241.70	57.80
CI. 8	338.30	80.90
CI. 9	435.00	104.00

Table 10 Parking charges (per hour) for S/C

Aircraft parking charges for GA/BA

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

Aircraft parking charges are not levied between 23:00:01 and 06:00:00 LT. During this time, the calculation of parking time is suspended.

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

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

2.3. Passenger-related charges

2.3.1. General Provisions

Passenger-related charges are levied per departing passenger.

The following are exempt from the passenger-related charges:

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

⁵ See A.1: Overview of MTOM classes.

2.3.2. Passenger charge

Charge per departing passenger	
Local passenger	21.00
Transfer passenger	8.00
GA/BA passenger	4.30

Table 11 Passenger charge per departing passenger

Discount on passenger charges

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

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

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

2.3.3. Passenger security charge

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

Table 12 Security charge per departing passenger

2.3.4. PRM charge

Commercial passenger	1.00
Non-commercial passenger	0.00

Table 13 PRM charge per departing passenger

2.4. Freight and/or mail-related charges

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

Transfer freight charges are invoiced to the incoming carrier.

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

The freight charge is levied per kg of freight (gross weight, off loaded), according to the airway bill (AWB).

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

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

Table 14 Freight charges

3. User fees

3.1. General provisions for user fees

3.1.1. Applicability

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

3.1.2. Debtor

If not provided otherwise, the definition of a debtor in accordance with section 2.1.1 applies.

3.1.3. Rates

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

3.1.4. Invoicing and payment

User fees are invoiced in CHF.

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

FZAG reserves the right

- to demand assurances from the debtor in the form of (direct or indirect) guarantees from a bank headquartered in Switzerland, cash deposits or advance payments and

- to charge default interest at the rate of 5% in the event of late payments.

If the debtor is an airline or an aircraft operator, section 2.1.4 applies to invoice issuing and payment.

3.1.5. Liability

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

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

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

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

3.2. User fee for de-icing

3.2.1. De-icing per landing

MTOM class⁶	per landing
Class 1-3	5.80
Class 4	11.64
Class 5	22.10
Class 6	43.60
Class 7	87.20
Class 8	174.40
Class 9	290.65

Table 15: Rates for de-icing fees per landing

3.2.2. De-icing throughput

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

Fee per litre throughput	1.15
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Table 16 Rates for de-icing throughput per litre of fluid

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

3.3. User fee for aircraft energy and air conditioning supply

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

3.3.1. Aircraft energy supply

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

⁶ See A.1: Overview of MTOM classes.

MTOM class ⁷	Basic rate	Hourly rate	Fee-free period (minutes)
Class 1 – 3	3.75	3.75	120
Class 4	5.65	6.00	120
Class 5	11.25	11.25	120
Class 6	18.75	18.75	120
Class 7	31.90	32.25	180
Class 8	43.15	43.50	240
Class 9	59.25	56.25	240

Table 17 Rates for the aircraft power supply system

User fees for the aircraft power supply system are not levied between 00:00:01 and 05:00:00 LT. During this time, the calculation of usage time is suspended. Basic and hourly rates continue to apply after this suspension.

3.3.2. Aircraft Air conditioning supply

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

MTOM class ⁸	Hourly rate
Class 1 – 3	7.50
Class 4	11.25
Class 5	22.50
Class 6	37.50
Class 7	63.75
Class 8	86.25
Class 9	112.50

Table 18 Rates for air conditioning supply

User fees for aircraft air conditioning supply are not levied between 00:00:01 and 05:00:00 LT. During this time, the calculation of usage time is suspended. The fee continues to apply after this suspension.

3.4. User fee for baggage sorting system

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

⁷ See A.1: Overview of MTOM classes.

⁸ See A.1: Overview of MTOM classes.

MTOM class⁹	per departure
Class 1 – 3	97.00
Class 4	145.00
Class 5	291.00
Class 6	484.00
Class 7	824.00
Class 8	1'114.00
Class 9	1'453.00

Table 19 Rates for user fee for baggage sorting per start

3.5. User fee check-in

Handling counters

The debtor for the user fee for the handling desks is the handling agent that is allocated the respective desk.¹⁰

Check-in counter, flexible use (per counter and minute)	0.15
Check-in counter, fixed use (per counter and day)	90.00
Check-in counter in connection with self-tagging machines, flexible use (per counter and minute)	0.19
Check-in counter in connection with self-tagging machines, fixed use (per counter and day)	114.00
Supervisor counter, supervisor support counter, flexible use (per counter and minute)	0.05
Supervisor counter, supervisor support counter, fixed use (per counter and day)	22.50

Table 20 Rates for check-in counters

Self-service bag drop (SBD)

The debtor for the user fee SBD is the airline, in accordance with section 2.1.1, respectively the airline occupying dedicated SBD units.

Common use SBD (per item of baggage processed)	0.80
Dedicated SBD (per month and unit)	7'200.00

Table 21 Rates for SBD

⁹ See A.1: Overview of MTOM classes.

¹⁰ The allocation and use of counters is based on the Handling Desks Operating Regulations.

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

3.6. User fee for ground handling equipment parking areas

The debtor for the user fee for the ground handling parking areas is the handling agent that is allocated the respective area.¹¹ The space allocation and usage is determined by the User Regulation Ground Handling Parking Space.

Fee per m² per month	3.30
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Table 22 Rates for handling apron areas

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

3.7. User fee for aircraft noise protection hangar

The debtor for the user fee for aircraft engine testing facility is the respective user of the facility for aircraft engine testing.¹²

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

Table 23 Rates for aircraft engine testing

3.8. User fee aircraft toilet waste disposal

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

Fee per m³	58.45
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Table 24 Rates for aircraft toilet disposal system

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

¹¹ The space allocation and usage is determined by the User Regulation Ground Handling Parking Space.

¹² The noise protection hangar for aircraft engine testing is used in accordance with the Noise Protection Hangar Operating Regulations.

3.9. User fee for Airport Operational Systems (AOS)¹³

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

Number of flight movements per airline and month	Fee per master flight	Fee per slave flight
0 – 1'500	7.50	2.50
1'501 – 3'000	6.75	2.25
3'001 – 4'500	6.00	2.00
4'501 – 6'000	5.25	1.75
6'001 – 7'500	4.50	1.50
7'501 – 9'000	3.75	1.25
9'001 – 10'500	3.38	1.13
> 10'501	3.00	1.00

Table 25 Rates for AOS

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

4. Access fees

4.1. General provisions for access fees

4.1.1. Debtor

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

4.1.2. Rates

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

4.1.3. Invoicing and payment

Access fees are invoiced in CHF.

¹³ AOS are used in accordance with the AOS-AODB Operating Regulations; additional supplementary services to AOS can be obtained in line with the ICT service catalogue from FZAG.

The tariff for Airport ID Badges is an annual fee for each ordered or active Badge. Access fees become payable when the relevant ID is ordered. Driving permits and vehicle registrations are charged per order or renewal. The fee is due when ordering in question.

The customer is not entitled to any reimbursement of access fees. This also applies if an ordered ID is not issued or claimed.

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

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

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

4.2. Individual yearly access fees

The following fees are levied:

- The airport ID badge fee is levied for all airport ID badges, including winter service ID badges.
- The driving permit fee is levied for all airside driving permits.
- The vehicle registration fee is levied for all airside vehicle registrations.

Order and renewal rates are as follows:

Fee per airport ID badge	60.00
Fee for driving permit	50.00
Fee for vehicle registration	40.00

Table 26 Rates for access fees

5. Other fees not regulated by the OAC

5.1. Approach charges

FZAG is commissioned by Skyguide Ltd. to collect approach charges.

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

Sections 1.4 to 2.1.5 apply analogously.

Specifically, airlines are required to provide proper documentation in accordance with Section 2.1.5

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

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

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

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

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

5.2. Slot Service Fee

FZAG is commissioned by Slot Coordination Switzerland to invoice the slot service fee. The fee due by the air carrier amounts to CHF 1.00 per movement.

The fees for slot coordination are published in the AIP Switzerland, GEN 4.1. Sections 1.4 to 2.1.5 apply analogously.

6. Annex

A.1. Overview of MTOM classes

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

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

Table 27 Categorisation of MTOM in MTOM classes

MTOM classes

MTOM Klasse 1

A210	BX2	CH7B	EAGL	GX	M7	PA24	RV7
AA5	C10T	COL3	EC12	GY80	M7T	PA25	RV8
AAT3	C140	COL4	EC20	H269	MCR1	PA28	S05F
AC11	C150	CP10	ECHO	H500	MCR4	PA30	S05R
AC4	C152	CP23	EDGE	HMNY	MD50	PA32	S10
AR15	C170	CRUZ	EN28	HR10	MD52	PA34	S208
AS02	C172	D11	EN48	HR20	MD60	PA38	S22T
AS16	C175	D140	ERCO	HUSK	MOR2	PA44	S330
AS2T	C177	D250	EV97	J3	O1	PA46	SC01
ATL	C180	D253	EVOT	JB15	P06T	PTS2	SF25
B06	C182	DA20	F156	JUNR	P149	PUP	SIRA
B209	C185	DA40	F260	KL07	P208	PZ04	SLG2
B47G	C195	DA42	F8L	L200	P210	R100	SR20
BE23	C206	DA50	FDCT	L8	P28A	R200	SR22
BE24	C210	DAL4	FOX	LA25	P28B	R22	ST75
BE33	C240	DIMO	G109	LAMA	P28R	R300	SUBA
BE35	C42	DO27	G115	LGEZ	P28T	R44	TAMP
BE36	C700	DR10	G120	LNC2	P28U	R66	TB20
BE76	C72R	DR30	G2CA	LNC4	P32R	R90R	TB21
BE77	C77R	DR40	GA7	M20J	P68	RALL	TBEE
BE95	C82R	DV20	GA8	M20P	P68T	RANG	TFUN
BL8	CE43	E230	GAZL	M20T	PA11	RF6	TOBA
BREZ	CH60	E300	GC1	M4	PA18	RV4	TRIN
BU31	CH7A	E400	GLAS	M6	PA22	RV6	TWEN

ULAC	VEZE	WA40	XA42	YK18	Z43	
VELO	VM1	WT9	Y18T	YK52	Z50	

MTOM Klasse 2

A109	B212	BE9L	C404	DOVE	KMAX	PC12	TBM9
A119	B222	BE9T	C411	E50P	KODI	PC21	TEX2
A169	B230	BK17	C414	EA50	L39	PC6T	TRIS
AC68	B407	BN2P	C421	EC30	MU2	PC7	UH1
AC90	B427	C208	C425	EC35	NOMA	PC9	VTOR
AC95	B429	C25M	C441	EC45	P46T	S76	YAK3
AEST	B430	C303	C510	EC55	P750	SF50	
ALO2	BE10	C310	C525	EPIC	PA23	SPIT	
ALO3	BE18	C320	DA62	EXPL	PA27	SYCA	
AS50	BE55	C335	DH3T	F406	PA31	T28	
AS55	BE58	C337	DHC2	FA24	PAY1	T6	
AS65	BE60	C340	DHC6	G44	PAY2	TBM7	
B105	BE65	C402	DO28	HDJT	PAY3	TBM8	

MTOM Klasse 3

A139	C25B	DC3	HUNT	MI8	SH33
AN2	C25C	E110	JS31	MU30	SH36
AN28	C500	E120	JS32	N260	SJ30
AN38	C501	E121	JS41	P180	STAR
AS32	C550	E55P	JU52	P51	SW2
ASTR	C551	FA10	L410	PAY4	SW3
B190	C55B	FA20	LJ25	PC24	SW4
B350	C560	G150	LJ31	PRM1	TBM
B412	C56X	GAA	LJ35	PUMA	WW24
BE20	C650	H25A	LJ40	S601	
BE30	C680	H25B	LJ45	S92	
BE40	C68A	H25C	LJ55	SBR1	
BE99	D228	H60	LJ60	SC7	
C25A	D328	HUCO	LJ75	SF34	

MTOM Klasse 4

A140	AT44	B25	CRJ1	E145	F2TH	G280	L29B
A748	AT45	C295	CRJ2	E35L	F50	GALX	SB20
AN24	AT72	C750	DH8A	E45X	F60	H47	VF14
AN26	AT73	CL30	DH8B	E545	F900	H53	
AN30	AT75	CL35	DH8C	E550	FA50	HA4T	
AN32	AT76	CL60	DHC7	F18	G159	IL14	
AT43	ATP	CN35	E135	F27	G250	J328	

MTOM Klasse 5

A148	C160	CVLT	DH8D	F100	GA6C	GLF5	T134
AN72	C27J	DC4	E170	F28	GL5T	GLF6	YK40
B461	CONI	DC6	E190	F70	GLEK	RJ1H	
B462	CRJ7	DC91	E275	FA7X	GLF2	RJ70	
B463	CRJ9	DC92	E75L	FA8X	GLF3	RJ85	
BA11	CRJX	DC93	E75S	GA5C	GLF4	SU95	

MTOM Klasse 6

A19N	A321	B721	B735	BCS3	E290	MD82	S210
A20N	AN12	B722	B736	C130	E295	MD83	T334
A21N	B37M	B731	B737	C30J	GL7T	MD87	YK42
A318	B38M	B732	B738	DC94	IL18	MD88	
A319	B39M	B733	B739	DC95	L188	MD90	
A320	B712	B734	BCS1	E195	MD81	R721	

MTOM Klasse 7

A306	A3ST	B752	B763	DC86	IL76	T204
A30B	B703	B753	C141	DC87	K35R	
A310	B720	B762	DC85	IL62	T154	

MTOM Klasse 8

A124	A343	A35K	B744	B773	B789	IL86
A332	A345	AN22	B74R	B779	B78X	IL96
A333	A346	B741	B74S	B77L	C17	L101
A339	A358	B742	B764	B77W	C5	MD11
A342	A359	B743	B772	B788	DC10	

MTOM Klasse 9

A225	A388	B748
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Table 28 MTOM classes

A.2. Overview of noise classes for jet aircraft

The aircraft types are divided into the noise classes in accordance with the deviation of the annual average noise level (dB(A)) of the aircraft type in question from the annual average noise level of all aircraft at Zurich Airport.

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

Table 29 Noise Classification

Noise class categorisation

Noise Class I	
<ul style="list-style-type: none"> • Antonov An124 • Boeing B707 Serie -100B/ -300B/ -300 • Boeing B727 Serie -100/ -200/ -200 ADV/ -200 Hushkit • Boeing B737 Serie -200/ -200 ADV • Boeing B747 Serie -100/ -200/ -SP/ -300 SUD/ -400 • Boeing B777 Serie -200ER/ -300 • Douglas DC8 Serie -50/ -61/ -62/ -63 • Douglas DC10 Serie -10/ -30/ -30ER/ -40 • McDonnell Douglas MD11 	<ul style="list-style-type: none"> • McDonnell Douglas MD80/ -81/ -82/ -83 • Fokker F28 -1000/ -2000/ -3000/ -4000/ -5000/ -6000 • Iljuschin IL62/ -62M • Iljuschin IL76 M/ T/ TD • Iljuschin IL86 • Tupolew TU134 A • Tupolew TU154/ A/ B/ B1/ B2 • Gulfstream GLF I/ II • Hawker Siddeley HS 125 Serie -400/ -600
Noise Class II	
<ul style="list-style-type: none"> • Airbus A300 B2-100/ -200/ -300/ B4-100/ B4-200/ C4 • Airbus A300 Serie -600 • Airbus A310 Serie -200/ -300 • Airbus A330 Serie -200/ -300 • Airbus A340 Serie -200/ -300/ -500/ -600 • Airbus A380 Serie -800 • Boeing B767 Serie -200/ -200ER/ -300/ -300ER/ -400ER 	<ul style="list-style-type: none"> • Boeing B777 Serie -200LR/ -300ER • Douglas DC8 Serie -70 • McDonnell Douglas MD87 • Iljuschin IL96 M Serie -300 • Tupolew TU154 M • Yakovlev Yak 40/ -42 • Falcon FA50
Noise Class III	
<ul style="list-style-type: none"> • Airbus A321 • Boeing B737 Serie -300/ -400/ -800/ -900 • Boeing B757 Serie -200/ -300 • Boeing B777 Serie -200 • Cessna C650 Citation III, VI, VII 	<ul style="list-style-type: none"> • Falcon FA Serie -20/ -900/ 7X/ -200 • Mitsubishi MU-300 • Sabreliner SAB NA-265 Serie 65 / 70 / 80 • Westwind IAI-1124 / -1125 / AJ25 • Tupolew TU204 Serie -100/ -200

Noise Class IV	
<ul style="list-style-type: none"> • Airbus A318 • Airbus A319 • Airbus A320 • Airbus A20N / A21N (GTF) • Airbus A350 Serie -900/ -1000 • Boeing B717 Serie -200 • Boeing B737 Serie -500/ -600/ -700 • Boeing B787 Serie -8/ -9 • Bombardier BD700 Global Express 6000/ -6500 (GLEX) 	<ul style="list-style-type: none"> • Bombardier BD700 Global 5000/ 5500 • Bombardier CL30 / CL35 • Canadair CRJ 700/ -900/ -1000 • Embraer ERJ 170/ -175/ -190/ -195 • McDonnell Douglas MD90 • Fokker F70/ F100 • Falcon FA Serie -10/ -2000 • Gulfstream G150/G200/ G IV/ G V/ G VI (G650/G280) • Learjet LR Serie -50
Noise Class V	
<ul style="list-style-type: none"> • Airbus A20N / A21N (LEAP) • BEA BA-146 Serie -100/ -200/ -300 • Beechcraft Premier 1 • Airbus A221 / A223 • Cessna C500, C510, C525, C550, C560, C680, C700, C750 • Canadair CL601/ CL604/ CL605/ CL650 • Dornier DO328 Serie -300 	<ul style="list-style-type: none"> • Embraer EMB 135/ -145ER • Embraer Phenom 100 / 300 • Hawker Siddeley HS125 Serie -700/ -800/ -900/ -1000 • Embraer E290 • Learjet LR Serie -30/ -45/ -60/ -70/ -75 • AVRO RJ -70/ -85/ -100 • Canadair RJ100/ RJ200/ ER/ LR

Table 30 Noise Classes

A.3. Overview of noise classes for propeller aircraft

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

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

A.4. Essential regulations with regard to flight operations charges, user and access fees

The current versions of the following regulations in particular must be observed:

- General Terms and Conditions ICT
- Handling Desks Operating Regulations
- AOS-AODB Operating Regulations
- Handling Apron Areas Operating Regulations
- Operating Regulations for Zurich Airport
- Third-party and Self-handling Authorisation
- Freight Regulations
- ICT service level agreement
- Terminal Regulation

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List of versions

No.	Date	Additions and changes
1.0	Sep. 2016	Revision regarding new charges to be introduced as of 1 September 2016
1.01	6 Oct. 2016	Annex A.2: Addition of B737-800/-900 to noise class 4
1.02	7 Nov. 2016	Addition of fee for slot coordination
1.03	23 May 2017	Addition of A319 to noise class 4 Addition of CS100 to noise class 5
1.04	15 June 2017	Removal of footnote concerning suspension of freight-related charges on mail
1.05	22 March 2018	New aircraft in noise classes
1.06	2 Oct. 2018	New aircraft in noise classes
1.07	1 Jan. 2019	New Carbura rate
1.08	23 May 2019	Due date of access fees
2.0	1 Aug. 2019	Adjustment to definition of debtor Adjustment to noise charges Addition of self-service bag drop fees Update to slot service charge
2.01	11 Oct. 2019	Update to MTOM classes
2.02	1 Jan. 2020	Adjustment to Carbura rate, update to MTOM classes, new aircraft in noise classes
2.03	1 Jul. 2020	Update to slot service charge
3.0	1 Apr. 2021	Adjustment in Section 1.2 and 2 in line with the agreement on flight operation charges dated 15 July 2020. Wording adjustment in Section 3.9
3.1	1. Jul. 2021	Adjustment of User Fees as per AIC-Publication as of 22 April 2021 Amendment of Aircraft Codes A221 for CS10, A223 for CS30 and E295 Adjustment and Amendment of Aircrafts in Noise Classification
3.2	1. Feb. 2022	Adjustment of SBD-Rates as per AIC published on 3. December 2021
3.3	10. Feb. 2022	Amendment (no changes) of MTOM-Classes
3.4	1. Apr 2022	Reduction of Slot Service Fee
3.5	1. Apr 2023	Adjustment of Airport Access Fee Reduction of Slot Service Fee
3.6	1. Jan. 2024	Adjustment of User Fee for Check-In as per AIC 15 June 2023 Adjustment of User Fee for Baggage Sorting System as per AIC 30 November 2023 Adjustment Parking charge für GA/BA in line with the agreement on flight operation charges dated 15 July 2020 Incorporation MTOM-Classes 1+2 in line with the agreement on flight operation charges dated 15 July 2020
3.7	1. Apr 2024	Adjustment Slot Service Fee
3.8	1. Jan. 2025	Adjustment in line with the agreement on flight operation charges dated 15 July 2020 Wording adjustment in Section 2.4

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