

Airport Charges Regulation for Zurich Airport

VERSION 3.9 – VALID FROM 1 OCTOBER 2026



Contents

Definitions.....	4
1. General	5
1.1. General provisions	5
1.2. Precedence over AIP Publication.....	5
1.3. Liability	5
1.4. Offsetting	5
1.5. Collection of Airport Charges	6
2. Flight operations charges	6
2.1. General provisions for flight operations charges	6
2.2. Aircraft movement related charges	8
2.3. Passenger related charges	12
2.4. Freight and/or mail-related charges	13
3. User fees	15
3.1. General provisions for user fees	15
3.2. User fee for provision of infrastructure	16
3.3. User fee for aircraft energy and air conditioning supply.....	17
3.4. User fee check-in.....	18
3.5. User fee for ground handling equipment parking areas.....	19
3.6. User fee for aircraft noise protection hangar	19
3.7. User fee aircraft toilet waste disposal.....	19
3.8. User fee for Airport Operational Systems (AOS)	20
4. Access fees.....	21
4.1. General provisions for access fees	21
4.2. Individual yearly access fees	21
5. Other fees not regulated by the OAC	22
5.1. Approach charges.....	22
5.2. Slot Service Fee	22
6. Annex.....	23
A.1. Overview of MTOM classes	23
A.2. Overview of noise classes for jet aircraft.....	24
A.3. Overview of noise classes for propeller aircraft.....	26

A.4. Essential regulations with regard to flight operations charges, user and access fees.....27

Definitions

ABT	Airborne Time
ATA	Actual Time of Arrival
ATD	Actual Time of Depature
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 flight 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) with the same aircraft (same registration) (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 and user fees:

- 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). Where value added tax is required by law, it shall be charged in addition to the stated rates.

2.1.4. Invoicing and payment

Airport Charges are invoiced in CHF and must therefore be paid in CHF. If invoices are paid in other currencies, any exchange fees shall be borne by the debtor.

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 in advance of the arrival of the aircraft.

- aircraft registration
- aircraft manufacturer, incl. model and seat capacity
- MTOM according to Noise Certificate, Basic Section on Weight Limitation
- engine type & engine UID

The required data must be made available electronically via a data platform designated by FZAG (status as of Oct. 2026: LOOP: operator managed). The documentation must be accompanied by the Noise Certificate. Users are obliged to notify FZAG immediately via data platform in the event of any changes to the data. If the required documentation to substantiate the MTOM is not provided in a timely manner, the highest known MTOM of the respective aircraft type shall be applied for charging purposes. Any retroactive complaints regarding MTOM will not be considered.

In justified cases, an alternative transmission method may be requested (direct dispatch to FZAG).

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, passenger reconciliation list) 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 adjustments to the flight operations charges in accordance with the agreement dated 12 February 2026 will be implemented as of 1 October 2026.

FZAG will initiate the next procedure for adjusting the flight operations charges in accordance with Art. 20 et seq. OAC by providing the information on the procedure in accordance with Art. 20a OAC.

2.2. Aircraft movement related charges

2.2.1. Landing charge

MTOM class ¹	
Class 1-3	84.00
Class 4	159.00
Class 5	423.00
Class 6	777.00
Class 7	1'495.00
Class 8	2'490.00
Class 9	4'117.00

Table 1 Landing charge per landing

The landing charge is levied per landing.

2.2.2. Aircraft noise charge

Jet aircraft

The noise classification² is based on noise levels measured in the vicinity of Zurich Airport. Aircraft noise charges are levied based on the touch down time (TDT) and airborne time (ABT).

¹ See A.1: Overview of MTOM classes

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

Daytime noise charges per landing:

Daytime noise charges per landing	1	2	3	4	5
Charge	800.00	400.00	200.00	100.00	0.00

Table 2 Daytime noise charges per landing

Shoulder and night hours surcharges per take-off:

Shoulder and night hours surcharges per take-off	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 23:00:01-23:15:00 LT	8'000.00	4'000.00	2'000.00	1'000.00	400.00
ABT 23:15:01-23:30:00 LT	10'000.00	5'000.00	2'500.00	1'200.00	600.00
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

Shoulder and night hours surcharges per landing:

Shoulder and night hours surcharges per landing	
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 23:00:01-23:15:00 LT	400.00
TDT 23:15:01-23:30:00 LT	600.00
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

Propeller aircraft

The following noise charges per noise class are valid for propeller driven aircraft with a MTOM of up to 8.7t ³:

Daytime noise charges, per landing and per tonne MTOM:

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

Table 5 Daytime noise charges, per landing and per tonne MTOM

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

The MTOM according to the Noise Certificate 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:

EmissionCharge = EmissionValueAircraft * Emission tariff

whereas

Emission Tariff	2.50
-----------------	------

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

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.

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

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

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

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

Table 6 Certification values for LTO hydrocarbon emissions

fuelflow = fuel flow per mode in kg/second

NOx_{EmissionFactor}: 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 7 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. The aircraft parking charges are calculated according to the actual time of arrival (ATA) and actual time of departure (ATD).

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 an aircraft is parked at a non-chargeable stand, the counting of parking time will likewise be suspended.

MTOM class ⁴	Hourly rate
Cl. 1– 3	7.00
Cl. 4	12.00
Cl. 5	42.00
Cl. 6	70.00
Cl. 7	116.00
Cl. 8	162.00
Cl. 9	209.00

Table 8 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.

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 an aircraft is parked at a non-chargeable stand, the counting of parking time will likewise be suspended.

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

⁴ See A.1: Overview of MTOM classes.

2.3.2. Passenger charge

Charge per departing passenger	
Local passenger	18.20
Transfer passenger	7.00
GA/BA passenger	3.70

Table 9 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	11.30
Transfer passenger	6.10
GA/BA passenger	11.30

Table 10 Security charge per departing passenger

2.3.4. PRM charge

Commercial passenger	0.90
Non-commercial passenger	0.00

Table 11 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 12 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.

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. Where value added tax is required by law, it shall be charged in addition to the stated rates.

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 provision of infrastructure

3.2.1. Provision of infrastructure per take off

MTOM class ⁵	per take off
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 13 Rates for provision of infrastructure per take off usage fee

The debtor of provision of infrastructure per take off usage fee is the respective ground handling company.

3.2.2. De-icing throughput

Fee per litre throughput	1.15
---------------------------------	------

Table 14 Rates for de-icing throughput per litre of fluid

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

⁵ See A.1: Overview of MTOM classes.

3.3. User fee for aircraft energy and air conditioning supply

The respective ground handling company is liable for the usage fee for aircraft energy and climate supply.

3.3.1. Aircraft energy supply

The power supply is charged by a time-dependent hourly rate. The fee is charged by the minute from the moment the system is turned on.

MTOM class⁶	Hourly rate
Class 1 – 3	2.55
Class 4	4.10
Class 5	7.65
Class 6	12.75
Class 7	21.95
Class 8	29.60
Class 9	38.25

Table 15 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. The fee continues 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 class⁷	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 16 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.

⁶ See A.1: Overview of MTOM classes.

⁷ See A.1: Overview of MTOM classes.

3.4. User fee check-in

Check-In infrastructure

The debtor for the user fee for check-in infrastructure is the handling agent responsible for handling the respective flight.

MTOM class⁸	per take off
Class 1-3	0.30
Class 4	0.50
Class 5	1.00
Class 6	1.70
Class 7	2.80
Class 8	3.80
Class 9	5.00

Table 17 Rates for check-in infrastructure per take off

Handling counters

The debtor for the user fee for the handling desks is the handling agent that is allocated the respective desk.⁹

Check-in counter, flexible use (per counter and minute)	0.16
Check-in counter, fixed use (per counter and day)	105.00
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 18 Rates for check-in counters

Self-tagging machines & Self-service bag drop (SBD)

The usage of the self-tagging machines as well as Common Use Self Service Bag Drops are free of charge.

The ground handling companies are considered the debtors of the usage fee for Dedicated Self Service Bag Drops.

Dedicated SBD (per month and unit)	7'200.00
---	----------

Table 19 Rates for SBD

⁸ See A.1: Overview of MTOM classes.

⁹ The allocation and use of counters is based on the Handling Desks Operating Regulations.

3.5. 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.¹⁰ The space allocation and usage is determined by the User Regulation Ground Handling Parking Space.

Fee per m² per month	3.30
--	------

Table 20 Rates for handling apron areas

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

3.6. 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.¹¹

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

Table 21 Rates for aircraft engine testing

3.7. 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
------------------------------	-------

Table 22 Rates for aircraft toilet disposal system

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

¹⁰ The space allocation and usage is determined by the User Regulation Ground Handling Parking Space.

¹¹ The noise protection hangar for aircraft engine testing is used in accordance with the Noise Protection Hangar Operating Regulations.

3.8. User fee for Airport Operational Systems (AOS)¹²

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 23 Rates for AOS

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

¹² 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.

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.

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 24 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 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 for IFR flights.

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

Aircrafts that land at Zurich Airport will be classified based on their individual MTOM (data collection according to 2.1.5.).

Weight	MTOM class
> 0 t and ≤ 15 t	1-3
> 15 t and ≤ 25 t	4
> 25 t and ≤ 51 t	5
> 51 t and ≤ 100 t	6
> 100 t and ≤ 200 t	7
> 200 t and ≤ 400 t	8
> 400 t	9

Table 25 Categorisation of MTOM in 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 average noise level (dB(A)) of the aircraft type in question from the 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 26 Noise Classification

Noise class categorisation

Noise Class I

A333	B744	MD11	MD83	GLF3
A124	B772	MD81	IL76	
B722	B773	MD82	GLF2	

Noise Class II

A306	A343	B763	FA50	YK40
A310	A345	B764	G150	YK42
A321	A346	B77L	BE40	
A332	A388	B77W	IL96	
A342	B762	MD87	T154	

Noise Class III

A320	B734	B753	E75L	GLF4
A21N (GTF)	B738	GL7T	E195	T204
B712	B739	C650	FA20	WW23
ASTR	B39M	E170	F900	WW24
B733	B752	E75S	FA7X	

Noise Class IV

A318	B737	CL35	FA10	HA4T
A319	B38M	CRJ7	F2TH	LJ31
A20N (GTF)	B788	CRJ9	F70	LJ35
A21N (LEAP)	B789	CRJX	F100	LJ55
A359	PRM1	MD90	GALX	BE4W
A35K	GL5T	J328	G280	
B735	GLEX	E35L (650)	GLF5	
B736	CL30	E55P	GLF6	

Noise Class V

BCS1	CRJ2	C560	E295	FA8X
BCS3	C25A	C56X	H25A	GA5C
A19N	C25B	C680	H25B	GA6C
A20N (LEAP)	C25C	C68A	H25C	GA7C
RJ1H	C25M	C700	LJ45	HDJT
RJ70	C500	C750	LJ60	LJ40
RJ85	C501	E135	LJ70	PC24
B461	C510	E35L (600)	LJ75	SF50
B462	C525	E145	E545	SU95
B463	C550	E50P	E550	
CL60	C551	E275	EA50	
CRJ1	C55B	E290	FA6X	

New aircraft types are initially assigned provisionally to a noise class on the basis of their Noise Certificate and are classified definitively once a sufficient number of measurement data are available.

Propeller-driven aircraft with a maximum take-off mass (MTOM) exceeding 8,618 kg shall be treated as equivalent to jet aircraft in noise class V.

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

List of tables

Table 1 Landing charge per landing	8
Table 2 Daytime noise charges per landing	9
Table 3 Shoulder and night hours surcharges per take-off	9
Table 4 Shoulder and night hours surcharges per landing	9
Table 5 Daytime noise charges, per landing and per tonne MTOM	10
Table 6 Certification values for LTO hydrocarbon emissions	11
Table 7 Emission charges for propeller planes, helicopters and others	11
Table 8 Parking charges (per hour) for S/C	12
Table 9 Passenger charge per departing passenger	13
Table 10 Security charge per departing passenger	13
Table 11 PRM charge per departing passenger	13
Table 12 Freight charges	14
Table 13 Rates for provision of infrastructure per take off usage fee	16
Table 14 Rates for de-icing throughput per litre of fluid	16
Table 15 Rates for the aircraft power supply system	17
Table 16 Rates for air conditioning supply	17
Table 17 Rates for check-in infrastructure per take off	18
Table 18 Rates for check-in counters	18
Table 19 Rates for SBD	18
Table 20 Rates for handling apron areas	19
Table 21 Rates for aircraft engine testing	19
Table 22 Rates for aircraft toilet disposal system	19
Table 23 Rates for AOS	20
Table 24 Rates for access fees	22
Table 25 Categorisation of MTOM in MTOM classes	23
Table 26 Noise Classification	24

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
3.9	1. Oct.2026	Adjustment in line with the agreement on flight operation charges dated 12 February 2026

Contact

Flughafen Zürich AG

Finance & Services

P.O. Box 8058 Zurich Airport