

AIRPORT CHARGES REGULATIONS

effective from January 1, 2018



Airport Charges Regulations

Section 6 of the Civil Aerodrome Conditions of Use
of VIENNA INTERNATIONAL AIRPORT
effective **January 1st, 2018**

as approved by

the Federal Ministry for Transport, Innovation and Technology of Austria, Department of Civil Aviation,
as per decree GZ.BMVIT-43.432/0002-IV/L1/2017 dated 04.10.2017

in pursuance of FEG (Airport Charges Act), BGBl. 41/2012 and

in pursuance of Luftfahrtsicherheitsgesetz (Aviation Security Act), BGBl. I,111/2010 and

in pursuance of EU-PRM-VO Nr. 1107/2006

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THE GERMAN TEXT SHALL PREVAIL

Disclosure according to Art. 14 HGB: Public Limited Company (plc), registered in KORNEUBURG, FN 42984 n

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ABBREVIATIONS

ABGB	Allgemein Bürgerliches Gesetzbuch
LFG	Luftfahrtgesetz 1957, BGBl.253/1957, idgF. (Austrian Aviation Act 1957)
LSG	Luftfahrtsicherheitsgesetz 2011 (Aviation Security Act 2011)
ZFBO	Zivilflugplatz-Betriebsordnung, BGBl.72/1962, idgF. (Ordinance on Civil Aerodrome Operations 1962)
FBG	Flughafen-Bodenabfertigungsgesetz 1998, BGBl.97/1998, idgF (Airport – Ground Handling Act)
FEG	Flughafenentgeltegesetz, BGBl.41/2012 (Airport – Charges Act)
BGBL	Bundesgesetzblatt (Federal Law Gazette)
FlugAbgG	Flugabgabegesetz (Air Transport Levy-Act), idgF
A/C	Aircraft
UGB	Unternehmensgesetzbuch (Enterprises Act)
ZARV	Zivilluftfahrzeug-Ambulanz- und Rettungsflugverordnung idgF (Ordinance on Ambulance and Rescue Flights carried out with Civil Aircraft)
EU-VO 1107/2006	Regulation No 1107/2006 of the European Parliament and of the Council of 5 July 2006 concerning the rights of disabled persons and persons with reduced mobility when travelling by air
EU-VO 1008/2008	Regulation No 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the community (Recast)
EU-VO 1178/2011	Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council Text
kg	kilogram
to	metric ton = 1.000 kg
VAT	value added tax
EUR	EURO
MTOW	<u>M</u>aximum <u>T</u>ake-<u>O</u>ff <u>W</u>eight
LF	<u>L</u>anding <u>F</u>ee
PSC	<u>P</u>assenger <u>S</u>ervice <u>C</u>harge
PC	<u>P</u>arking <u>C</u>harge
IC (ICA)	<u>I</u>nfrast<u>C</u>harge – <u>A</u>IRSIDE
PRM	<u>P</u>assenger with <u>R</u>educed <u>M</u>obility

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1. GENERAL PROVISIONS

1.1. Binding Force of Tariff Regulations

In pursuance of Art. 15 of the Zivilflugplatzbetriebsordnung - ZFBO, BGBl. No. 1962/72 - any User of the facilities and installations of the Airport shall be subject to the present Airport Charges Regulations as Section 6 of the Civil Aerodrome Conditions of Use.

1.2. Definition of Terms

"Maximum take-off weight" (MTOW) = Maximum take-off weight of the A/C according to the Noise Certificate of the aircraft. If a Noise Certificate is not available the MTOW means the Maximum structural take-off weight of the A/C according to the certificate of airworthiness.

The terms **"passenger"**, **"baggage"**, **"cargo"** and **"mail"** used in the present Tariff Regulations shall include all those persons and goods that are to be transported in the a/c of the a/c holder and air carrier, respectively.

"A/C whose Holder is the Republic of Austria" mean all those a/c of the Austrian Army and other Austrian Federal Authorities and Agencies that are registered as such in the register of a/c.

"Flight number" shall be the designation for a flight which is composed of the (three) two-letter-code (ICAO) and/or which additionally is followed by a figure or letter combination.

A **"Technical landing"** shall be a landing where no physical change of load occurs neither after the landing nor before the subsequent take-off.

In case of a technical landing ballast is not considered as load.

A **"Return Landing"** occurs when after take-off there is no landing at any other airport, but instead a return to and landing at the departure airport.

"Change of loads": shall be the on/off loading or redistribution of loads (passenger, baggage, cargo, mail, etc.).

An **"Emergency Case"** shall be a landing in case of a relevant event (e.g. illness or death of a passenger, technical defect at the a/c etc.) or threat of violence.

A **"Route experience landing"** shall be a landing for the purpose of technically testing the a/c or familiarising the crew.

"Air transportation companies" shall be air traffic companies for the commercial transportation of persons and goods by aircraft (§ 101 LFG).

"Passenger" shall be all persons transported by an a/c with the exception of crew members.

"Transit-Passengers" shall be passengers whose flight does not change the flight number during its ground stop.

"Training flights" shall be flights for training purpose under Commission Regulation (EU) No 1178/2011, respectively under the supervision of a flight instructor.

"Work flights" shall be flights in the course of which a working process is carried out which does not consist in a transportation or the performance of the flight itself.

Among them shall be in particular: aero-tow flights, spreading and spraying flights and other crop dusting flights, flights for the dropping of parachutists, photo flights, aerial surveying flights as well as workshop and hangar flights (see also under "Test- and Trial flights").

"Test flights" shall be flights for the testing of a/c before certification or after the carrying out of maintenance works.

"Trial flights" shall be flights for the stating of the airworthiness of the a/c or the operation fitness of pieces of equipment.

"Ambulance flights" shall be flights for the transportation of seriously ill or seriously injured persons who have already received medical treatment or of emergency patients from one hospital to another (under Article 2, Zivilluftfahrzeug-, Ambulanz- und Rettungsflugverordnung - ZARV 1985 Civil Aircraft Ambulance and Rescue Flight Decree).

"Rescue flights" shall be flights for the rescue of persons from immediately imminent danger to their life or health (under Article 2 lit. a) - d), ZARV).

"Cargo aircraft": any aircraft other than a passenger aircraft, carrying goods or property.

"Passenger aircraft" means an aircraft that carries any person other than a crew member, an operator's employee in an official duty, an authorised representative of an appropriate national authority or a person accompanying a consignment.

"Wide-body aircraft" means a high capacity aircraft with double aisles in the passenger cabin and seating configuration exceeding 6-abreast.

"Load" means passenger, baggage, cargo, mail, ballast.

"Code-Sharing-Flight": various types of operational or commercial arrangements between two or more airlines, whereby the actual flight is operated by only one of these airlines.

"General Aviation" means flights not operating as regular scheduled or charter flights with flight number.

"Business Aviation" means commercial flights -not operating as regular scheduled or charter flights with flight number - by enterprises licensed by EU-Regulation Nr. 1008/2008 for transportation of passengers or cargo for the purpose of business transactions. These flights are generally not accessible for the public.

1.3. Payment of fees/charges

Debtors of all charges are as joint debtors

- a) the airline carrying out the respective flight in scheduled and non-scheduled traffic according to the flight number or according to the indications
- b) the further airlines carrying out the respective flight with their airline codes/flight numbers (code sharing); in the ATC-flight plan. Any resulting reimbursement between the code sharing operating airlines is up to the code sharing operating airlines.
- c) the a/c holder under Article 13 LFG. If the a/c operator is not known the a/c owner shall be regarded as a/c holder until he has proven who is or was the a/c holder.
- d) the natural or legal person using the aircraft without being holder of the aircraft or owner
- e) any other company who applies for the invoicing of airport charges on one's behalf or in the name of the company

Debtors of the infrastructure charge „fuelling“ are the companies supplying Vienna Airport with aviation fuel either through the tank farm or by other adequate means (e.g. tank vehicles or underground fuelling system).

All fees/charges are net exclusive of value added tax (V.A.T.).

The fees/charges shall be due immediately and payable in all currencies listed at the Vienna Stock Exchange or by credit card.

The fees/charges can be invoiced at agreed billing intervals if the debtor provides the agreed advance payments for airport fees/charges incurred or appropriate securities such as e.g. payment guarantees, cash deposits or assumptions of liability. The Civil Aerodrome Operator is not obliged to pay interest on cash deposits or to invest it separately from its other assets.

All expenses incurred in connection with payment shall be charged to the debtor.

The airport managing body is entitled to deny either certain services or all services - including side services – to any user in case of failure of performing payment (including proof of payment) for fees/charges to the airport managing body. This applies especially to airlines.

In case the due date agreed upon is not complied with, default interest shall be payable by the debtor according to the applicable law (currently § 456 UGB), but at least in the amount of 12%. Furthermore all encashment charges according to § 1333 (2) ABGB of the airport operator are payable by the debtor irrespective of any additional indemnity claims.

Balancing of the debtor's claims against VIE's claims shall be excluded unless

- a) VIE becomes insolvent and a counter-claim would become part of the bankruptcy assets,
- b) there exists a legally binding judgement on the counter-claim,

- c) VIE has recognised the counter-claim.

The Civil Aerodrome Operator shall be entitled to determine the debtor according to para 1.1 and/or to correct errors of calculation, if any, retroactively.

1.4. Place of performance

The place of performance shall be Vienna - Schwechat Airport. Jurisdiction shall be the competent court for Vienna I 'Innere Stadt'.

In case of mutual legal relationships resulting from these Charges Regulations, exclusively the law in force in the Federal Republic of Austria as well as the Regulations of the EU shall be applied.

Conditions differing from those mentioned below shall be subject to the written approval of the Civil Aerodrome Operator.

1.5. Miscellaneous

For exemptions and reductions see also section 6.

The Annex to Section 2.4., 2.5. 2.6. and 3.5. list of "Centralised Infrastructures, part 1" and the "Services included in landing fee (LF), passenger service charge (PSC) and parking charge (PC), part 2" shall be an integral part of these Charges Regulations.

The above provisions shall be applied to all Sections of the present Tariff Regulations.

The charges for **Single Services** are shown in a separate "Catalogue and Pricelist of Services".

1.6. Notice to Terminal Navigation Charge

For inquiries concerning Terminal Navigation Charge please contact

Austro Control
Österreichische Gesellschaft für Zivilluftfahrt mbH
A - 1030 Wien, Schnirchgasse 11
Tel: + 43 5 1703 9417
info@austrocontrol.at

The Terminal Navigation Charge is no part of the Charges Regulations of Vienna Airport plc and will be charged by the above mentioned „**Austro Control**“. In case a cash payment is required by Vienna Airport, the latter will also collect the ATC charges for the account of "**Austro Control**".

1.7. Notice to „Schedule Coordination Service Fee“

Under the "Federal Law on Aviation", in the version of Federal Law Gazette 98/2005 from August, 11th 2005 a „Schedule Coordination Service Fee“ was approved by the Ministry for Transport, Innovation and Technology, which each air transport company or aircraft holder has to pay for the coordination or facilitation of airport slots.

The levy of this fee is done on behalf and for the account of SCA Slot Coordination Austria by Vienna Airport plc and is to be paid over by the airport operator to SCA Slot Coordination Austria.

The payment of the "Schedule Coordination Service Fee" to Vienna Airport plc is subject to the conditions as laid down in section 1. GENERAL PROVISIONS, paragraph 1.3. "Payment of fees/charges" of the Charges Regulations of Vienna Airport plc as valid at the time.

For inquiries concerning the „Schedule Coordination Service Fee“ please contact:

SCA Schedule Coordination Austria GmbH
Office Park I / B 08/04
A - 1300 Vienna Airport
Tel: +43 1 7007 23600; Fax: +43 1 7007 23615
Email: office@slots-austria.com
For slot requests: viexp@slots-austria.com
www.slots-austria.com

The „Schedule Coordination Service Fee“ is no part of the Charges Regulations of Vienna Airport.

1.8. Notice to the „Air Transport Levy“

On the basis of the Budget Accompanying Act (Budgetbegleitgesetz 2011), most recently amended by the Tax Code Amendment Act (Abgabenänderungsgesetz 2012), which introduced inter alia an air transport levy (Air Transport Levy Act, Flugabgabegesetz), every aircraft owner is required to pay an air transport levy to the competent tax office (Finanzamt für Gebühren, Verkehrsteuern und Glücksspiel) in Austria for passengers departing from Austrian airports, unless an exemption from liability for air transport levy applies.

For further information kindly refer to the website of the Austrian Ministry of Finances:

<http://www.bmf.gv.at/steuern/a-z/flugabgabegesetz/flugabgabe.html>

In addition Vienna Airport is providing the following websites:

1) General Information:

<http://viennaairport.com/jart/prj3/va/main.jart?rel=en&content-id=1303083821728&reserve-mode=active>

2) Data submission:

<https://departuretax.viennaairport.com/>

All Weblinks as of August, 31st 2017

2. SCHEDULED AND NON - SCHEDULED AVIATION

2.1. LANDING FEE

2.1.1. General

A fee shall be payable for the use of the landing facilities and installations (including lighting facilities and installations), for the use of a/c parking positions within the free parking time and for the marshalling in and out of the a/c.

The basic claim of the Civil Aerodrome Operator to this fee shall arise from the moment the a/c touches the ground on this Civil Aerodrome. For approaches (also with the purpose of instruction or training) this charge shall apply even if no touch down takes place at Vienna - Schwechat Airport.

It is the responsibility of the airline or the aircraft operator / holder / owner to inform the airport operator of the basis for assessment as mentioned in Section 2.1.2 - which is the MTOW – by means of the official noise certificate of the aircraft, if a noise certificate is not available by means of an official document issued by the regulatory authority. If the MTOW is not sufficiently documented or in instances where an aircraft is certified for several MTOWs, the highest known MTOW for this aircraft type will be used for tariff calculations. Increases of the MTOW for every aircraft are to be made known and documented to the airport operator immediately.

The airport operator reserves the right to apply subsequent billing to movements in which the aircraft was certified with a higher MTOW. Reductions of the MTOW for every aircraft are to be made known and documented to the airport operator immediately. The airport operator will consider the reduction as soon as they are known and documented. Subsequent billing does not apply to MTOW reductions.

2.1.2. Basis of Assessment and Rates

The assessment basis for the landing fee is grouped as follows:

The MTOW of the A/C will be rounded up to the next full 1.000 kg
(e.g. 4.001 kg = 5.000 kg/ = 5 tons)

Irrespective of the maximum take-off weight (MTOW) of the A/C a Minimum Landing Fee for all A/C will be charged per landing (fixed part of the landing fee):

in the amount of
and of

€ 219,29 for passenger flights
€ 279,98 for cargo flights

- b) For aircraft with a MTOW above 45 tons a variable part per ton MTOW is payable in addition to the fixed part per landing.

PASSENGERFLIGHTS:

MTOW (e.g. 4.001 kg = 5 t)

MTOW-group per ton or part thereof	Fixed part Per landing	variable part per each ton MTOW *)
up to 45 t MTOW	€ 219,29	0,00
Above 45 t MTOW	€ 219,29	€ 5,98

*) means total MTOW of the A/C

CARGOFLIGHTS:

MTOW (e.g. 4.001 kg = 5 t)

MTOW-group per ton or part thereof	Fixed part Per landing	variable part per each ton MTOW *)
up to 45 t MTOW	€ 279,98	0,00
Above 45 t MTOW	€ 279,98	€ 6,30

*) means total MTOW of the A/C

In addition to the approved tariff regulations (Chapter 5. INCENTIVES) and by concluding a written agreement with the airport operator regarding the detailed conditions and terms, a **growth incentive for airlines can be claimed within the framework of the „Incentive-Folder of Vienna Airport plc“.**

2.2. PASSENGER SERVICE CHARGE

2.2.1. General

For the use of the passenger terminal buildings including all their facilities and installations by departing passengers and for the implementation of environmental measures a charge shall be payable.

The provision of Passenger Handling Counters is not included in this charge.

The basic claim of the Civil Aerodrome Operator to this charge shall arise with the acceptance for transportation.

For determining the basis of assessment stated under item 2.2.2. the flight operator or the a/c holder or the air carrier or the a/c owner shall have to provide the Civil Aerodrome Operator with adequate data.

2.2.2. Basis of Assessment and Rates

The basis of assessment for the passenger service charge to be paid shall be the number of departing passengers.

For passengers, who use the **terminal building**

the charge shall be per passenger **€ 17,32**

in connection with the infrastructure charge "PASSENGER"

(see item 2.4.2.) and the PRM – Charge (see item 2.7.) therefore **€ 18,69**

Not included in the basis of assessment are:

- A. Children under two years.
- B. Transit passengers who are using the terminal building including its facilities and installations in the course of a technical a/c failure connected with a change of a/c.
- C. Transit Passengers who use the passenger terminal building during the transit-stop of the flight.
- D. Persons having government request status connected with a 100 % exemption from the air fare.
- E. Persons whose presence aboard an a/c is absolutely necessary during Training-, Work-, Test- and Trial flights.
- F. Parachutists when departing for bailing out.
- G. Persons whose presence aboard an a/c is absolutely necessary during flight rescue and flight ambulance operations in performing their medical tasks (e.g. doctors, medical personnel).
- H. Persons whose presence aboard an a/c is absolutely necessary during sorties.

In addition to the approved tariff regulations (Chapter 5. INCENTIVES) and by concluding a written agreement with the airport operator regarding the detailed conditions and terms, a **transfer incentive for airlines** can be claimed within the framework of the „Incentive-Folder of Vienna Airport plc“

2.3. PARKING CHARGE

2.3.1. General

A charge shall be payable for the use by an a/c of the parking area of the Civil Aerodrome Operator.

The claim of the Civil Aerodrome Operator to that charge shall accrue from the moment the a/c has been parked or is being moved to the parking position.

2.3.2. Basis of Assessment and Rates

After expiration of the free parking period (= 4 hours) the charge per 24-hour-period or part thereof (calculated per actual block-to-block time) shall be **15% of the applicable landing fee.**

No parking charge between 22.00 hrs and 06.00 hrs. The times before 22.00 hrs and after 06.00 hrs are added up.

2.4. INFRASTRUCTURE CHARGE „PASSENGER“

2.4.1. General

For the allocation to and utilisation of infrastructural facilities and installations (passenger-handling-counters) by an airline respectively its handling agent (airline/supplier of ground handling services) for the supply of passenger-handling services according to FBG and for the utilisation of these installations by the passenger, a charge is payable.

The basic claim of the Civil Aerodrome Operator to this charge shall arise from accepting the passenger for transport respectively from the allocation of the handling-facilities to an airline respectively its handling agent (airline/supplier of ground handling services).

2.4.2. Basis of Assessment and Rates

The assessment basis for the infrastructure charge „PASSENGER“ is the number of the departing passengers and shall be collected in connection with the PASSENGER SERVICE CHARGE. (See Section 2.2. Passenger Service Charge)

The charge shall be per departing passenger

€ 0,91

2.5. INFRASTRUCTURE CHARGE „RAMP“

2.5.1. General

For the provision and utilisation of infrastructural facilities and installations which are used for the supply of ground handling services according to FBG, a charge is payable.

The basic claim of the Civil Aerodrome Operator to this charge shall arise from positioning the aircraft on the main apron at Vienna Schwechat Airport.

The charge which is connected directly with the subsequent supply of ground handling services will be applied.

Aircraft which, after landing, are allocated a pier-stand, are subject to the infrastructure-charge „PIER“.

Aircraft which, after landing, are allocated an open apron-stand on the main apron are subject to the infrastructure charge „MAIN APRON“.

The allocation into the applicable infrastructure charge-group (1-6) depends on the aircraft type/model.

2.5.2. Basis of Assessment and Rates

The assessment basis for the infrastructure charge “RAMP” is the provision and utilization of infrastructures for an aircraft within the scope of the supply of ground handling services according to FBG.

This charge is not applicable for cargo A/C, and also not for A/C in General Aviation operation which are handled on GAC-apron.

The charge shall be according to allocated aircraft stand:

INFRA Group	Aircraft types (including all derived models and versions)	POSITION PIER	POSITION APRON
1	A380, A330, A340, A350, An-124, An-22, 747, 777, L5 Galaxy, L1011 Tristar, DC-10, MD-11	€ 434,10	€ 300,01
2	A300, A310, 767, 787, Il-62, Il-86, Il-96, L141 Starlifter	€ 354,01	€ 256,19
3	A320, A321, 707, 727, 737-800/900, 757, Il-76, DC-8, MD-90, Tu-154, Tu-204, Tu-214	€ 286,62	€ 199,64
4	A319, An-12, 737-300/400/700, CS300, Il-18, L100/L382 Hercules, MD-80 (all Series)	€ 210,52	€ 156,89
5	A318, An148, An158, Avro RJ70/85/100, BAC1-11, BAe ATP, BAe146, 717, 737-100/200/500/600, CRJ-900/1000, CS100, E170/175/190/195, F28, F70, F100, Il-114, L188 Electra, DC-6, DC-9 (all up to Series 50), Tu-134, Yak-42	€ 131,96	€ 95,72
6	An-24, An-26, An-72, An-74, An-140, ATR42, ATR72, BAe31/32/41, CRJ-100/200/700, Dash7, Dash8, Do228, Do328, Emb-110, Emb-120, ERJ-135, ERJ-145, F27, F50, L-410, L-610, Saab 340, Saab 2000, Swearingen Metro/Merlin, Yak-40; BAe125, BAe1000, Beechcraft (Props und Turboprops), Cessna (Props and Turboprops), Cessna Citation (all Series), Canadair Challenger, Dassault Falcon (all Series), Gulfstream (Turboprops and Jets), Learjet (all Series), Lockheed Constellation, Piper (all Series), Rockwell Commander	not applicable	€ 68,86

2.6. INFRASTRUCTURE CHARGE „FUELLING“

2.6.1. General

For the provision and utilisation of infrastructural facilities and installations which are used for the ground handling services “fuel and oil handling” according to FBG, a charge is payable.

Debtors of the infrastructure charge „fuelling“ are the companies supplying Vienna Airport with aviation fuel either through the tank farm or by other adequate means (e.g. tank vehicles or underground fuelling system).

The basic claim of the Civil Aerodrome Operator to this charge shall arise with the supply of aviation fuel to Vienna Airport for the provision of the ground handling service „Fuel and oil handling“ according to the annex of the FBG.

2.6.2. Basis of Assessment and Rate

The assessment basis of the infrastructure charge „fuelling“ is the provision and utilisation of infrastructural facilities and installations within the scope of the supply of the ground handling service „fuelling“.

The charge shall be per uplifted cubic metre fuel € 3,13

2.7. PRM - Charge

2.7.1. General

According to article 8 (1) of the EU – Regulation 1107/2006 the managing body of an airport is responsible for ensuring the provision of assistance specified in Annex I to disabled persons and persons with reduced mobility. For the purpose of funding this assistance a charge on airport users is levied.

The basic claim of the Civil Aerodrome Operator to this charge shall arise with the acceptance for transportation.

2.7.2. Basis of Assessment and Rates

The assessment basis for the PRM - Tariff is the number of the departing passengers and shall be collected in connection with the PASSENGER SERVICE CHARGE (See Section 2.2. Passenger Service Charge, page 8)

The charge shall be per departing passenger € 0,46

2.8. NOISE CHARGES

2.8.1. General

Calculation of the Noise charge is based on objective individual values of the respective aircraft.

For the determination of the basis for assessment as mentioned under section 2.8.2., the aircraft operator / aircraft holder / airline / aircraft owner, respectively, is required to submit the necessary documentation to the civil aerodrome operator.

The basic claim of the Civil Aerodrome Operator to this fee shall arise from the moment the a/c touches the ground on this Civil Aerodrome. For approaches (also with the purpose of instruction or training) this charge shall apply even if no touch down takes place at Vienna - Schwechat Airport.

The basic claim of the Civil Aerodrome Operator to this fee shall arise from the moment the a/c touches the ground on this Civil Aerodrome. For approaches with the purpose of instruction or training this charge shall apply even if no touch down takes place at Vienna - Schwechat Airport.

If the necessary documentation is not submitted prior to or at the time of landing in VIE to the civil aerodrome operator by the aircraft operator / aircraft holder / airline / aircraft owner, respectively, the aircraft will be classified according to the ICAO maximum noise values. The airport operator will consider reductions of the noise values according to certificates as soon as they are known and documented. Subsequent billing does not apply to noise value reductions.

2.8.2. Basis for Assessment and Values

The basis for assessment and the resulting **noise charge per movement** are divided as follows:

The individual noise values of the aircraft according to the noise certificate (noted in EPNdB) as well as the ICAO-noise limit for the according aircraft type are the initial values for the calculation of the noise charges. The individual noise values of an aircraft consist of

Take Off / Fly Over (K)

Approach (L)

Sideline / Full Power / Lateral (M)

First Step | Calculation Noise Values

Both the individual **Noise Values of the Aircraft (A)** and the **ICAO Maximum Noise Values (B)** are averaged logarithmically according to the following formula:

$$A = 10 * \text{LOG} ((10^{(K/10)} + 10^{(L/10)} + 10^{(M/10)})/3)$$

$$B = 10 * \text{LOG} ((10^{(K/10)} + 10^{(L/10)} + 10^{(M/10)})/3)$$

Second Step | Calculation Noise Charge BEFORE Compensation

The logarithmically averaged individual **Noise Value of the Aircraft (A)** is subtracted by the specified **Target Value Noise (X)**. The resulting value is now multiplied with the respective **Noise Charge per dB (U)**. This results in the individual **Noise Charge of the Aircraft BEFORE Compensation and WITHOUT Consideration of the Noise Quality (F)**.

$$F = (A - X) * U$$

Noise Charge (U): € 2,--

Target Value Noise (X): 80

Third Step | Consideration of Noise Quality

If the individual aircraft undercuts or exceeds the maximum noise levels of ICAO, a **Reduction / an Increase of the Noise Charge (C)**, respectively, is applied according to noise performance.

$$C = B - A \text{ expressed in percent}$$

In combination with the **Factor Noise Quality (Y)**, the noise charge BEFORE compensation is reduced or increased.

$$Y = 8$$

This results in the following **Noise Charge BEFORE Compensation and WITH Consideration of the Noise Quality (G)** for an aircraft:

$$G = F - (F * C * Y)$$

Fourth Step | Calculation Noise Charge AFTER Compensation

Vienna International Airport will calculate the Noise Charges BEFORE Compensation for all considered aircraft movements according to the described model. The average Noise Charge per movement is calculated from the sum of all noise charges and forms the **Compensation Value (W)**.

$$W = (\sum G \text{ of all movements in the given period}) / \sum \text{ of all movements in the given period}$$

The resulting and payable **Noise Charge after Compensation (H)** is calculated as follows:

$$H = G - W$$

The given period under consideration of the compensation is at least 6 months. The currently applicable **Compensation Value (W)** can be found on the homepage www.viennaairport.com and will be amended when necessary.

2.8.3 Noise Category II

If the aircraft is part of Noise Category II, the noise charge BEFORE compensation (G), as calculated in the third step, will be multiplied with the factor V. The remaining calculations continue as in the fourth step.

Factor Noise Charge for Aircraft in Noise Category II (V): 5

The following aircraft types are included in Noise Category II:

An-26, An-124, An-225, 707, 727, 737-100/-200, 747-100/-200/-300/SP, BAC 1-11, II-62, II-76, II-86, L1011/-15, DC-8, DC-9, DC-10, MD-81/82/83, Tu-134, Tu-154, Yak-40, Yak-42

3. GENERAL AVIATION/BUSINESS AVIATION

The General Aviation Centre is used for handling of aircraft and passengers of General Aviation and Business Aviation. Exemptions have to be agreed with the Civil Aerodrome Operator.

3.1. Landing Fee

3.1.1. General

A fee shall be payable for the use of the landing facilities and installations (including lighting facilities and installations), for the use of a/c parking positions within the free parking time and for the marshalling in and out of the a/c.

The basic claim of the Civil Aerodrome Operator to this fee shall arise from the moment the a/c touches the ground on this Civil Aerodrome. For approaches (also with the purpose of instruction or training) this charge shall apply even if no touch down takes place at Vienna - Schwechat Airport.

It is the responsibility of the airline or the aircraft operator / holder / owner to inform the airport operator of the basis for assessment as mentioned in Section 3.1.2 - which is the MTOW – by means of the official noise certificate of the aircraft, if a noise certificate is not available by means of an official document issued by the regulatory authority. Additionally all regulations of Chapter 2.1.1. will apply.

3.1.2. Basis of Assessment and Rates

The assessment basis for the landing fee is grouped as follows:

The MTOW of the A/C will be rounded up to the next full 1.000 kg

(e.g. 4.001 kg = 5.000 kg = 5 tons)

- a) The Landing Fee for **General Aviation and Business Aviation aircraft**, which are **parked** or rather serviced **on the General Aviation apron**, shall be as follows:

MTOW (e.g. 7.001 kg = 8 t)

MTOW-group per ton or part thereof	Fixed part per landing	variable part per each ton MTOW *)
up to 4 t MTOW	€ 118,07	
above 4 t up to 10 t MTOW	€ 80,80	€ 7,46
above 10 t up to 15 t MTOW	€ 121,22	€ 7,46
above 15 t up to 25 t MTOW	€ 235,76	€ 7,46
above 25 t MTOW	€ 395,86	€ 7,80

*) means total MTOW of the A/C

Irrespective of the maximum take-off weight (MTOW) of the A/C a Landing Fee for helicopters will be charged per landing in the amount of € 72,02.

b) Peak hour-surcharge

For General Aviation and Business Aviation aircraft up to 15 tons MTOW a **surcharge** in the **amount of 30 %** to the applicable landing fee (3.1.2.a) is levied when landing takes place during the following times (blocks on time):

08.00 – 10.00 lt; 11.00 – 13.30 lt; 15.00 – 17.00 and 17.30 – 20.00 lt

3.2. Passenger Service Charge**3.2.1. General**

For the use of the passenger terminal buildings of the General Aviation Centre including all their facilities and installations by departing passengers of the General Aviation and Business Aviation and for the implementation of environmental measures a charge shall be payable.

The basic claim of the Civil Aerodrome Operator to this charge shall arise with the acceptance for transportation.

For determining the Basis of Assessment stated under item 3.2.2. the flight operator or the a/c holder or the air carrier or the a/c owner shall have to provide the Civil Aerodrome Operator with adequate data.

3.2.2. Basis of Assessment and Rates

The basis of assessment for the passenger service charge to be paid shall be the number of departing passengers.

For passengers, who use the **General Aviation Centre (GAC)**

the **charge shall be per passenger** **€ 17,32**

in connection with the PRM-tariff (see item 3.5.) **€ 17,78**

3.3. Parking Charge**3.3.1. General**

A charge shall be payable for the use by an a/c of the parking area of the Civil Aerodrome Operator.

The claim of the Civil Aerodrome Operator to that charge shall accrue from the moment the a/c has been parked or is being moved to the parking position.

3.3.2. Basis of Assessment and Rates

After expiration of the free parking period (= 4 hours) the charge per 24-hour-period or part thereof (calculated per actual block-to-block time) shall be:

Parking fee for an aircraft with a MTOW	percentage of applicable landing fee acc. 3.1.2.a)
up to 10.000 kg	28 % = 1 per diem rate
from 10.001 kg to 15.000 kg	23 % = 1 per diem rate
from 15.001 kg to 25.000 kg	16 % = 1 per diem rate
Above 25.000 kg	12% = 1 per diem rate

3.4. Infrastructure Charge „FUELLING”

For the provision and utilization of infrastructural facilities and installations which are used for the ground handling services “fuel and oil handling” according to FBG, a charge is payable.

The Infrastructure Charge “Fuelling” as described in chapter 2.6. applies to all General Aviation and Business Aviation flights.

3.5. PRM – Charge

According to article 8 (1) of the EU – Regulation 1107/2006 the managing body of an airport is responsible for ensuring the provision of assistance specified in Annex I of above mentioned EU-Regulation to disabled persons and persons with reduced mobility. For the purpose of funding this assistance a tariff on airport users is levied.

The PRM - Tariff as described in chapter 2.7. applies to all General Aviation and Business Aviation flights.

3.6 Noise Charges

Noise charges as described in chapter 2.8 apply to all General Aviation Aircraft and Business Aviation Aircraft with a MTOW of over 45 tons.

4. SECURITY CHARGE

According to the Austrian Aviation Security Law (“Bundesgesetz mit dem Bestimmungen über Sicherheitsmaßnahmen im Bereich der Zivilluftfahrt getroffen werden” – LSG 2011), and for security measures according to EU-Directive Nr. 300/2008 and Nr. 1998/2015, a Security charge is levied, unless there exists an exceptional provision in line with section 2.2.2. The basic claim of the Civil Aerodrome Operator to this charge shall arise with the acceptance for transportation. The assessment basis for the Security Charge is the number of the departing passengers:

For locally departing passengers:	€ 8,40
For departing transfer passengers:	€ 8,40

The payment of the “Security Charge” to Vienna Airport is subject to the conditions as laid down in section 1. GENERAL PROVISIONS, paragraph 1.3. “Payment of fees/charges” of the Airport Charges Regulations of Vienna Airport as valid at the time.

5. INCENTIVES

In case particular conditions apply, the airport operator reserves the right to grant incentives. Basic eligibility of users (Air Traffic Company or a/c holder) for receiving an incentive for landing charges payable results from concluding a written agreement with the airport operator for receiving an incentive and by proving that the respective incentive conditions have been fulfilled.

6. EXEMPTIONS AND REDUCTIONS

6.1. General

For the kinds of fees and charges listed under sections 2. - 3. the following exemptions or reductions shall be applicable under certain conditions.

The basic claim of a user (Air Traffic Company or a/c holder) to an exemption from and/or reduction on the fee/charge to be paid shall arise when it is proved that the condition tied to the respective fee/charge in question prevails.

A reduction can be claimed only for one reason and not for several ones per kind of fee/charge and this reduction shall be valid only for the fee/charge it is intended for.

6.2. Basis of Assessment and Rates

The rate of exemption (= 100 % reduction) or reduction shall be calculated for each kind of fee/charge

- **Landing Fee = LF**
- **Passenger Service Charge = PSC**, connected with **ICL (Infrastructure Charge – Landside)** the **PRM – Charge** and the **SC Security-Charge**
- **Parking Charge = PC**
- **Infrastructure Charge - AIRSIDE = ICA**

in a rate of percentage as reduction on the calculated sum of fees/charges.

The reductions under items 2., 3. and 4.3. through 4.6. shall be only applicable if flights have been expressly registered as such with the Civil Aerodrome Operations Controller prior to or, at the latest, immediately after occurrence of the event and if, particularly for the purpose of settling of accounts, the Civil Aerodrome Operator has been notified of the flight type quoted under item 3. and of the data relevant for the training (air transportation company, a/c, flight instructor and student pilot). The rates of reduction listed under item 3. shall be applicable only if the flights serve the sole purpose of instruction and/or training of an aircraft crew.

Special arrangements can be made with the Civil Aerodrome Operator for instruction and training programmes extending over a lengthy period of time as well as in case an air traffic company carries out its instruction and training flights exclusively at this Civil Aerodrome.

Those kinds of fees/charges which are to be paid in full shall be indicated by "0" and those for which no fee/charge is applicable in this weight category by "-".

The rate of reduction per kind of fee/charge shall be:

Conditions of exemption or reduction	Rate of reduction in percent			
	LF	PSC	PC	ICA
1. AC whose holder is the Republic of Austria	0	0	0	0
2. Rescue flights	0	0	-	0
3. A/C of commercial air carriers for the purpose of training for route experience flights, instruction and training flights	50	0	0	-
4. A/C with flight number in the event of				
4.1. Emergency cases	50	50	0	50
4.2. Bomb threat	50	50	0	50
4.3. Technical landing	50	-	0	50
4.4. Return landing within 1 hour	100	100	0	50
4.5. Return landing after more than 1 hour	0	0	0	50
4.6. Return landing and re-loading into the relief A/C:				
4.6.1. A/C returned within 1 hour	100	-	0	100
4.6.2. A/C returned after more than 1 hour	0	-	0	100
4.6.3. Landed relief A/C	0	0	0	50
4.7. Cargo A/C	0	-	0	-
5. A/C in General Aviation/Business Aviation operation (excl. pt. 1 to 3 and handling on GAC-apron).	0	0	0	-

ANNEX

PART 1

**Centralised Infrastructures
included in the infrastructure charge (IC)
used for the supply of ground handling services**

PART 2

**Services
included in landing fee (LF) , passenger service charge (PSC)
and parking charge (PC)**

PART 1

The centralised infrastructures in the area of passenger handling, section 2.4., which are used for the supply of ground handling services according to FBG include the following

Position :	Check in - Counter
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Description:

- Provision of check-in-facilities including the necessary communications-, weighing- and conveyer-technique for the check-in of passengers and baggage.

Contents:

- conveyer-belt including weighing installations
- Single wire connections for telephone and network access
- CUPPS installations
- CUSS installations
- Space for one passenger in front of the counter (1,5 sqm)
- Inscription above the counter

Position:	Transfer - Counter
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Description:

- Provision of transfer-facilities including the necessary communications-technique for the check-in of passengers.

Contents:

- Single wire connections for telephone and network access
- Basic cabling for telephone and IT-connections
- CUPPS installations
- CUSS installations
- Space for one passenger in front of the counter (1,5 sqm)
- Inscription above the counter

The centralised infrastructures in the area of ramp handling, section 2.5., which are used for the supply of ground handling services according to FBG include the following

Position:	400 Hz – installation
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Description:

- Provision of fixed ground power unit (stationary facilities) for the supply of the necessary electrical power at pier-positions.

Note: Mobile ground power units for are provided by the supplier of ground handling services.

Contents:

- Supply of the installation including connection to the electric mains.

Position:	Air bridges
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Description:

- Provision of air bridges at pier-positions;
(the handling of the air bridges is done by the supplier of ground handling services)

Note: Crew-stairs are included in the handling charge.

Contents:

- Provision of air bridges including the necessary additional facilities like security-and communications systems etc.
- Servicing and maintenance

Position:	Baggage sorting area
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Description:

- Provision of equipment and facilities (baggage sorting belts) for:
Proper sorting of incoming and outgoing baggage
Handling of transfer-baggage

Contents:

- Operation, technical supervision and control of the total baggage sorting facilities including feeding-, transfer- and delivery devices, sorter, reading-stations, delivery-boxes etc; provision of adequate handling-areas;
- Handling of baggage which was checked-in at Vienna, the barcode of which cannot be identified by an automatic reading-station,
- Provision of facilities for the acceptance / delivery of bulky luggage
- Personnel necessary for the operation, servicing and maintenance of the installation;
- Adequate space and rooms as are required by the installation respectively by the handling-personnel operating these facilities;

Position:	Infrastructure for A/C - De-icing and sewage disposal (de-icing fluid)
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Description:

- Provision of adequate de-icing positions;
- Provision of the required disposal facilities (airside);

Notes: Equipment for de-icing and de-icing fluids is in the property of the handling agent

Space for the parking of the equipment and for the storage of the de-icing fluid must be rented.

The provision of adequate de-icing positions is included in the landing fee.

- **Contents:**

- Provision of aircraft-parking positions, on which aircraft de-icing may be carried out by the supplier of handling services;
- Provision of necessary facilities like office-containers, communications-systems and temperature - indication;
- Provision of facilities and equipment which is necessary to ecologically dispose of used de-icing fluid draining off the aircraft (underground-container including drainage-system; airside);

- Position:	Waste disposal
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- **Description:**

- Facilities and installations for the collection of garbage

- **Note:**

Fresh- and waste-water, fecal-carts, provision of the facilities, filling and drainage, are not included in the infrastructure-fee „Ramp“.

- **Contents:**

- Provision of adequate installations for discharging of the refuse carts in accordance with the waste separation system of Vienna Airport plc;
- Facilities and installations for the cleaning of the refuse carts;

Position:	Environmental control
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Description:

- Vienna Airport plc has installed a waste separation concept. Spot checks on aircraft with regard to correct waste separation are an integral part of it and are therefore part of the „centralised infrastructures“.

The centralised infrastructures in the area of “fuelling and oil handling”, section 2.6. and section 3.5., which are used for the supply of ground handling services according to FBG include the following:

Position:	Infrastructural facilities and installations
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Description:

- Provision, service, maintenance and utilisation of infrastructural facilities and installations which are used for the ground handling services “fuel and oil handling”

Contents:

- Pro rata costs for reconstruction and expansion regarding the infrastructural facilities and installations for the ground handling services “fuel and oil handling”, as well as service and maintenance for the respective surfaces and facilities

PART 2

Table of services according IATA-GHA (STANDARD GROUND HANDLING AGREEMENT) 2008
within the scope of
Landing Fee, Passenger Service Charge and Parking Charge

Section 1 Representation and Accommodation

PSC 1.1.4. Inform all interested parties concerning movements of the Carrier's aircraft.

Section 2 Passengers and Baggage

PSC 2.1.1. Inform passengers and/or public about time of arrival and/or departure of Carrier's aircraft.

Section 3 Ramp**3.2. MARSHALLING**

LF 3.2.1. a) Provide or
 b) Arrange for
 marshalling at arrival and/or departure.

Section 7 Security**7.4. AIRCRAFT; RAMP AND OTHER DESIGNATED AREAS**

LF 7.4.1. a) Provide or
 b) Arrange for
 control of access to
 1) designated areas.
 2) aircraft.

LF 7.4.3. a) Provide or
 b) Arrange for
 security during transport of loads to/from the aircraft.

Section 8 Aircraft Maintenance**8.4. PARKING AND HANGAR SPACE**

PC 8.4.1. a) Provide or
 b) Arrange for
 suitable parking space.