Vienna Airport
Noise Charge
According to section 2.4. of the Charges Regulations

Effective October 1st, 2023
2.4 Noise Charges

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 below, the aircraft operator / aircraft holder / airline / aircraft owner, respectively, is required to submit the noise certificate of the individual aircraft to the civil aerodrome operator prior to landing (statistics@viennaairport.com).

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.

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 an substitute noise certificate issued by the airport operator.

In this case the aircraft with the highest average figure of the noise values “approach”, “lateral” and “flyover” which landed at Vienna Airport within the last 12 months will be used as basis for the substitute noise certificate.

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.
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 respective 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** (Noise Value\textsubscript{T})
- **Approach** (Noise Value\textsubscript{A})
- **Sideline / Full Power / Lateral** (Noise Value\textsubscript{S})

All values in EPNdB are rounded to 6 decimal digits, all figures in EUR are rounded to 2 decimal digits.

1. **First Step | Calculation Noise Charge**

The logarithmically averaged individual Noise Value of the Aircraft ([MW\textsubscript{avg}]) is subtracted by the official limits of single sound by night (X). The resulting value is now multiplied with the respective Noise Charge per EPNdB (U).

\[
MW_{\text{avg}} = 10^{-a} \log ((10^{X/10}) + 10^{U/10} + 10^{M/10})/3
\]

**Official limit of single sound by night (X):** 81

**Noise Charge (U):** € 1.00

\[
\text{Noise Charge}_\text{Noise Values} = (MW_{\text{avg}} - X) \times U
\]

This results in the individual Noise Charge\textsubscript{Noise Values} of the Aircraft BEFORE Compensation and WITHOUT Consideration of the Noise Quality (NC\textsubscript{QUAL}).
2. **Second Step | Calculation Chapterfigure CH\_regi**

According to the MTOW and the number of engines of the individual AC the ICAO Noise values are calculated according to following ICAO rules:

<table>
<thead>
<tr>
<th>M = Maximum take-off mass in 1,000 kg</th>
<th>0</th>
<th>20.2</th>
<th>28.6</th>
<th>35</th>
<th>48.1</th>
<th>280</th>
<th>385</th>
<th>400</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lateral full-power noise level (EPNdB)</td>
<td>94</td>
<td>80.87 + 8.51 log M</td>
<td>103</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All aeroplanes</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Approach noise level (EPNdB)</td>
<td>98</td>
<td>86.03 + 7.75 log M</td>
<td>105</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All aeroplanes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flyover noise levels (EPNdB)</td>
<td>2 engines or less</td>
<td>89</td>
<td>66.65 + 13.29 log M</td>
<td>101</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3 engines</td>
<td>89</td>
<td>69.65 + 13.29 log M</td>
<td>104</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4 engines</td>
<td>89</td>
<td>71.65 + 13.29 log M</td>
<td>106</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

The Chapterfigure **CH\_regi** the linear difference between the ICAO noise values and the individual noise values according to the noise certificate in EPNdB.

\[
CH_{\text{regi}} = \text{ICAO(Noise Value}_0 + \text{Noise Value}_a + \text{Noise Value}_n) - \text{AC certificate(Noise Value}_0 + \text{Noise Value}_a + \text{Noise Value}_n)
\]

3. **Third Step | Calculation Noise ChargeQuality**

The Noise ChargeQuality **NC\_QUALI** is calculated as follows

- if \( CH_{\text{regi}} < 1 \), then \( NC_{\text{QUALI}} = \€ 1,000 \)
- if \( CH_{\text{regi}} > 1 \), then \( NC_{\text{QUALI}} = \€ 500 / CH_{\text{regi}} \)

4. **Fourth Step | Bonifications**

Following bonifications for voluntary measures to avoid noise lead to a **15% bonus** of the calculated Noise Charge for the Landing and/or for the Take Off.
⇒ **Bonification technical equipment: e.g. VORTEX**
- ) AC must be equipped with VORTEX
- ) if installed, **15% Bonus from Noise Charge for Landing and for Take Off is deducted**
- ) installation must be proofed by official documents

⇒ **Bonification CURVED APPROACH:**
- ) not implemented yet
- ) information will be received from TANOS-system
- ) if curved approach is flown, **15% Bonus from Noise Charge for Landing is deducted**

**5. Fifth Step | Calculation Noise Charge TOTAL**

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

\[
\text{NC TOTAL} = (\text{NC Noise level} + \text{NC Qual}) - \text{Bonifikation}
\]

**6. Sixth Step | Calculation Noise Charge AFTER Compensation**

Vienna International Airport will calculate the Noise Charges NC TOTAL 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)**

\[
W = \frac{\sum \text{G of all noise charges in the given period}}{\sum \text{of all movements in the given period}}
\]

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

\[
\text{NC FINAL} = \text{NC TOTAL} - W
\]

The given period under consideration of the compensation is at least 6 months.

**The currently applicable Compensation Value (W) as of October 1st, 2023 is € 43.03.**

If you wish to be informed about a change of the Compensation Value please contact airportcharges@viennaairport.com.
Contacts

In case of inquiries regarding Airport Charges please contact:

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Please send the official noise certificates of the AC to

statistics@viennaairport.com
Noise Charge according to the
Airport Charges Regulations
Section 6 of the Civil Aerodrome Conditions of Use
of VIENNA INTERNATIONAL AIRPORT
effective January 1st, 2023

as approved by
Austrian Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and Technology as
per decree GZ: 2022-0.838.003
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

Civil Aerodrome Operator
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THE GERMAN TEXT SHALL PREVAIL