

Art. 9 Terms of payment of the charges

The AP charges must be paid prior to TKOF, at the latest; Lugano AP Authority is, however, entitled to demand payment at any time after the ACFT has landed.

Lugano AP Authority may invoice the charges to regular AP users monthly, provided they have their domicile or head office in Switzerland and can furnish valid financial guarantees.

The payment shall be settled within 30 days of the date of the invoice, unless other agreements have been made.

Art. 10 Currency

The charges are payable in Swiss Francs (CHF).

Art. 11 Value added tax

The charge rates do not include VAT.

Art. 12 Collection

Lugano AP Authority may delegate an authorised dispatch office to levy the charges.

II. Individual charges

Landing charges (based on MTOM)

Art. 13 Obligation

For each LDG, there shall be a charge payable in accordance with the MTOM of the ACFT.

Missed APCHs, during which the ACFT may or may not touch the ground, shall also be considered as LDG unless the APCH was required for safety reasons or performed at or above the circuit ALT.

Art. 14 Basis of calculation

The MTOM shall correspond to the information contained in the ACFT's Airworthiness Certificate.

Art. 15 Charge rates

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

Art. 16 Charge reduction

The LDG charge applied in accordance with **Art. 13** and **15** is reduced by 33.33% (up to class 5 by 50%) if the ACFT, directly prior to the LDG which is subject of this charge, took off from another Swiss AP (Bâle-Mulhouse included).

The same charge reduction is applicable to local FLT's.

Noise surcharge on landing charge

Art. 17 Obligation

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

Noise classes

Art. 18 a) Jet-engine aircraft

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

Art. 19 Noise surcharge rates

The amount of the noise surcharge is:

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

Art. 20 b) Propeller-driven aircraft not exceeding 8618 kg MTOM

The assignment of propeller-driven ACFT with a MTOM not exceeding 8618 kg into one of the noise classes A to D corresponds to the classification established by FOCA. The decisive factor in this regard is the difference between the mandatory noise level limits in accordance with ICAO Annex 16 and the measured noise level of the ACFT type corrected using the PER correction factor.

Art. 21 Assignments to the noise classes

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

Art. 22 Noise surcharge rates

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

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

Art. 23 Surcharge on Saturday, Sundays and local holidays

For LDGs on SAT, SUN and local HOL, the noise surcharge is increased by 50% for all ACFT.

Art. 24 New and modified aircraft

In the event that a party liable to pay the charges submits a claim for a more advantageous classification, it shall provide evidence to Lugano AP Authority by submitting appropriate documentation within 60 days of the date on which the claim is made.

Art. 25 Refund

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

Emission-related landing charges (WEF 01 APR 2010)**Art. 26 Principle**

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

Art. 27 Aircraft with turbofan, turbojet or turboprop engines with emission data available to FOCA

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

- regulated under the ICAO Annex 16, Volume II, or
- not regulated, but have detailed EM data for the LDG-TKOF (LTO) cycle AVBL to FOCA,

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

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

where:

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

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

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

Art. 28 Aircraft with piston engines, helicopter and aircraft with engines without emission data available to FOCA

ACFT equipped with:

- piston engines
- rotary wing engines
- any other engine without EM data AVBL to FOCA

are also subject to an EM charge. Specifically, they are assigned an EM value derived from the type, PER and number of engines fitted to the ACFT, as detailed in Table1.

Table 1: FOCA Aircraft Emission Value Matrix

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

Art. 29 Emission tariff

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

Passenger charge

Art.30 Obligation

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

Art. 31 Passenger charge rates

	Charges	Passenger	Security	Noise	PRM	Total Charge
a.	for general aviation traffic per passenger	CHF 12	-	CHF 1	-	CHF 13.00
b.	for scheduled and charter traffic per passenger	CHF 24	CHF 9	CHF 1	CHF 1	CHF 35.00
c.	for transit scheduled and charter traffic per passenger	CHF 9.50	CHF 5.50	CHF 1	-	CHF 16.00

Art. 32 Exemptions

No charge shall be levied in the cases of:

- infants up to the age of two
- passengers in direct transit
- passengers on local FLTs
- ACFT crew members who, not requiring a ticket, are transported to another AP for purpose of service on a FLT from that AP (dead heading)

Parking charge**Art. 33 Obligation**

A parking charge shall be levied for an ACFT parking between LDG and TKOF. This charge shall be in accordance with the MTOM and the sector occupied (grass or hard SFC), after a free parking period has elapsed.

Art. 34 Basis of calculation

Basis of calculation of the charges is:

- MTOM (according to [Art. 14 Basis of calculation](#))
- occupied sector (grass or hard SFC)
- DUR of the parking period

Partial tonnes, days and HR shall be calculated as full tonnes, days and HR.

Art. 35 Parking rates

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

Art. 36 Assignment of the parking positions

Lugano AP Authority assigns the parking PSN based on an assumed DUR, which must be communicated in advance, and on availability of space.

Lugano AP Authority may determine a MAX period for parking.

Lugano AP Authority may delegate the management of parking to third parties.

Cargo charges**Art. 37 Obligation**

This charge is levied for cargo:

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

The determining factor for cargo charges is the gross WT.

The charges have to be paid by the air transport carrier to Lugano AP Authority.

Art. 38 Arriving cargo charge (import)

The charge amounts to CHF -.05 per kg or part of it.

Art. 39 Cargo transportation charge

The charge amounts to CHF -.07 per kg of cargo transported by the staff of Lugano AP Authority from an ACFT to another (transit), or respectively from an ACFT to the zone reserved for the deposit of goods and vice versa (import-export).

Art. 40 Cargo storage charge

A charge for the storage of cargo is levied in accordance with a tariff published separately by the cargo agent.

Operating time surcharge**Art. 41 Obligation**

For each movement (LDG or TKOF), a special charge is levied according to the operating time.

Art. 42 Rates

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

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

Lugano AP Authority does not levy any charges on fuel, as it is the supplier. The official prices are published separately and adapted monthly to reflect the variations in purchasing prices.

Ground handling charges - basic handling

a) Scheduled and charter flights

Art. 44 Obligation

The operator of an ACFT of scheduled or charter traffic is obliged to pay a charge for the services rendered by Lugano AP Authority for every rotation (one ARR and one DEP or vice versa). Movements for instruction or technical reasons, or ferry FLT's are exempt from this charge.

Art. 45 Rates

The list of handling rates is published on the Lugano AP Internet site: <http://www.luganoairport.ch>. Refer to the current document: "Scheduled and Charter Traffic Tariffs".

Art. 46 List of main services

Ground handling consists of the following main services:

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

b) General aviation flights

Art. 47 Obligation

The operator of a commercial or private traffic ACFT over 3000 kg MTOM is due to pay a charge for the services rendered by Lugano Airport SA or the Handling Agent for every rotation (one ARR and one DEP or vice versa).

Art. 48 Rates

The amount of the base handling flat rate charge for ACFT, relating to its MTOM, is published on the Lugano AP Internet site: <http://www.luganoairport.ch>. Refer to the current document: "General Aviation Handling Tariff".

III. Special charges

Art. 49 Ground handling charges - special handling on demand

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

Art. 50 Hangar parking

In case of AVBL space in hangar, Lugano AP Authority gives priority to ACFT operators with annual contracts and successively to those that normally have their ACFT stationed on the AP area.

Lugano AP Authority may allow other competent organisations to handle ACFT parking.

IV. Concluding provisions

Art. 51 Date of validity

These tariff regulations are valid as from 19 SEP 2013.

[GEN 4.1 - Annex 1](#)

List of the LDG charges

[GEN 4.1 - Annex 2](#)

List of the parking charges

[GEN 4.1 - Annex 3](#)

List of the operating time surcharge charges

Annex 1

Annex 1				
Landing charge based on the MTOM of aircraft				
Class	Maximum Take-Off Mass kg			National CHF
0	up to	1000		8.80
1	from	1001 to	1500	13.25
2	from	1501 to	2000	17.65
3	from	2001 to	3000	25.00
4	from	3001 to	4000	32.35
5	from	4001 to	5000	38.20
6	from	5001 to	6000	56.85
7	from	6001 to	7000	64.70
8	from	7001 to	8000	70.55
9	from	8001 to	9000	78.40
10	from	9001 to	10000	84.30
11	from	10001 to	11000	92.10
12	from	11001 to	12000	98.00
13	from	12001 to	13000	110.20
14	from	13001 to	14000	111.70
15	from	14001 to	15000	119.55
16	from	15001 to	16000	125.45
17	from	16001 to	17000	133.30
18	from	17001 to	18000	141.10
19	from	18001 to	19000	148.95
20	from	19001 to	20000	156.80
21	from	20001 to	21000	164.65
22	from	21001 to	22000	172.50
23	from	22001 to	23000	180.30
24	from	23001 to	24000	188.15
25	from	24001 to	25000	196.00
26	from	25001 to	26000	203.85
27	from	26001 to	27000	211.70
28	from	27001 to	28000	219.50
29	from	28001 to	29000	227.35
30	from	29001 to	30000	235.20
31	from	30001 to	31000	243.05
32	from	31001 to	32000	250.90
33	from	32001 to	33000	258.70
34	from	33001 to	34000	266.55

Annex 1					
Landing charge based on the MTOM of aircraft					
Class	Maximum Take-Off Mass kg				National CHF
				International CHF	
35	from	34001	to	35000	411.60
36	from	35001	to	36000	423.35
37	from	36001	to	37000	435.10
38	from	37001	to	38000	446.90
39	from	38001	to	39000	458.65
40	from	39001	to	40000	470.40
41	from	40001	to	41000	482.15
42	from	41001	to	42000	493.90
43	from	42001	to	43000	505.70
44	from	43001	to	44000	517.45
45	from	44001	to	45000	529.20
46	from	45001	to	46000	540.95
47	from	46001	to	47000	552.70
48	from	47001	to	48000	564.50
49	from	48001	to	49000	576.25
50	from	49001	to	50000	588.00
51	from	50001	to	51000	599.75
52	from	51001	to	52000	611.50
53	from	52001	to	53000	623.25
54	from	53001	to	54000	635.00
55	from	54001	to	55000	646.75
56	from	55001	to	56000	658.50
57	from	56001	to	57000	670.25
58	from	57001	to	58000	682.00
59	from	58001	to	59000	693.75
60	from	59001	to	60000	705.50

Annex 2

Annex 2							
Parking charge based on the MTOM of Aircraft							
Class	Maximum Take-Off Mass kg			Grass Parking		Hard Surface	
				CHF / hr ¹⁾	CHF / day	CHF / hr ¹⁾	CHF / day
				(excl. VAT)			
0	up to		1000	1.00	6.00	2.00	30.00
1	from	1001	to 1500	1.00	7.00	2.00	30.00
2	from	1501	to 2000	1.00	8.00	2.00	30.00
3	from	2001	to 3000	1.00	10.00	2.00	30.00
4	from	3001	to 4000	1.00	12.00	2.00	30.00
5	from	4001	to 5000	1.00	14.00	2.00	30.00
6 - 10	from	5001	to 10000	--	--	6.00	80.00
11 - 15	from	10001	to 15000	--	--	8.00	100.00
16 - 20	from	15001	to 20000	--	--	10.00	120.00
21 - 25	from	20001	to 25000	--	--	12.00	140.00
26 - 30	from	25001	to 30000	--	--	14.00	160.00
31 - 35	from	30001	to 35000	--	--	16.00	180.00
36 - 40	from	35001	to 40000	--	--	18.00	200.00
41 - 45	from	40001	to 45000	--	--	20.00	220.00
46 - 50	from	45001	to 50000	--	--	22.00	240.00
51 - 55	from	50001	to 55000	--	--	24.00	260.00
56 - 60	from	55001	to 60000	--	--	26.00	280.00
Free parking time				5 hrs		1 hr	
RMK:1)	Applied the first day until 2300 (2200) on amounts smaller than the daily charge for one day.						

Annex 3

Annex 3					
Operating time surcharge					
Class	Maximum Take-Off Mass kg			Type (A)	Type (B)
				0601 - 0700 (0501 - 0600) 1901 - 2100 (1801 - 2000) CHF	2101 - 0600 (2001 - 0500) CHF
0 - 2	up to 2000			144.--	240.--
3 - 5	from 2001 to 5000			180.--	300.--
6 - 10	from 5001 to 10000			240.--	400.--
11 - 30	from 10001 to 30000			300.--	500.--
31 - 50	from 30001 to 50000			360.--	600.--
> 50	from 50001			420.--	700.--
RMK:	If landing and departure are not separated by more than one hour the charge is reduced by 25%.				

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