

1. LSZB - BERN-BELP AIRPORT - Aerodrome charges**TARIFF REGULATIONS AT BERN-BELP AIRPORT**
(Of 25 APR 2019)**1.1 General provisions****1.1.1 Legal basis**

The legal basis of the tariff regulations are Art. 39 of the Swiss Aviation Act SR 748.0 and the Ordinance on Airport Charges (SR 748.131.3).

1.1.2 Jurisdiction

These tariff regulations are applicable to the use of Bern-Belp AP.

1.1.3 Airport charges

The AP charges applied are the following:

- LDG charges (mass-related)
- Noise charges
- EM-related LDG charges
- Passenger charges (transfer passengers incl.)
- Parking charges
- Freight charges
- Fuel charges
- Handling charges
- Charges for particular services

According to article 39 of the Air Navigation Law (SR 748.0 LFG) of 18 JUN 1993, the AP charges are subject to the supervision of FOCA. They are published in the AIP Switzerland (ground service charge excluded).

All published charge rates are to be considered without VAT.

1.1.4 Indemnity for special services

For special services, the AP operator may make additional charges, independent of the AP charges.

1.1.5 Other charges

With the AP charges, an Approach charge (AFS) is levied.

1.1.6 Charges debtor

AP charges have to be paid by the ACFT operator. If the ACFT operator is not known, the ACFT owner is considered as ACFT operator, as long as the latter is not able to prove that this status falls to another person.

Debtors of the fuel charges are the fuel companies authorised at the AP.

1.1.7 Charge maturity

The charges are to be paid before TKOF, at the latest. The AP operator may claim the payment at any time. If the AP is used regularly, the AP operator may open a current account. Special conditions are reserved.

1.1.8 Currency

The charges are due in Swiss Francs (CHF).

1.1.9 Collection

The AP operator may delegate the collection of charges to an authorised organization.

1.1.10 Flat rates

For special users groups and/or categories of use, the AP may, in agreement with the users concerned, levy charges in the form of flat rates (e.g. PERM rental contract for parking places through an agreement with the Bernese Gliding Group).

1.2 Landing charges (mass related)

1.2.1 Charge duty

For an APCH with subsequent LDG, a charge is levied depending on the ACFT mass.
For each "Touch-and-go" or "Go-around", the same charge is applicable.

1.2.1.1 Charge determination

The mass-related charge depends on the MTOM of the ACFT, as stated in the Airworthiness Certificate, in the Aircraft Flight Manual or any other equivalent official document.

1.2.1.2 Charge rates

| Landing charges (as from 01 APR 2001) | | | |
|--|------------------------------|-------------------------|-------------------------------|
| MTOM kg | International flights | National flights | VFR training flights * |
| | CHF | CHF | CHF |
| - 1000 | 18.90 | 12.30 | 12.30 |
| 1001 - 1500 | 25.20 | 16.40 | 16.40 |
| 1501 - 2000 | 34.65 | 22.50 | 22.50 |
| 2001 - 3000 | 48.30 | 31.40 | 31.40 |
| 3001 - 4000 | 61.95 | 40.25 | 40.25 |
| 4001 - 5000 | 75.60 | 49.15 | 49.15 |
| 5001 - 6000 | 89.25 | 58.00 | 58.00 |
| 6001 - 7000 | 96.40 | 62.65 | 62.65 |
| 7001 - 8000 | 103.95 | 67.55 | 67.55 |
| 8001 - 9000 | 111.30 | 72.35 | 72.35 |
| 9001 - 10000 | 118.65 | 77.10 | 77.10 |
| 10001 - 11000 | 123.90 | 80.55 | 80.55 |
| 11001 - 12000 | 132.30 | 86.00 | 86.00 |
| 12001 - 13000 | 140.70 | 91.45 | 91.45 |
| 13001 - 14000 | 149.10 | 96.90 | 96.90 |
| 14001 - 15000 | 159.60 | 103.75 | 103.75 |
| 15001 - 16000 | 170.10 | 110.55 | 110.55 |
| 16001 - 17000 | 180.60 | 117.40 | 117.40 |
| 17001 - 18000 | 191.10 | 124.20 | 124.20 |
| 18001 - 19000 | 201.60 | 131.05 | 131.05 |
| 19001 - 20000 | 212.10 | 137.85 | 137.85 |
| 20001 - 21000 | 224.70 | 146.05 | 146.05 |
| 21001 - 22000 | 237.30 | 154.25 | 154.25 |
| 22001 - 23000 | 249.90 | 162.45 | 162.45 |
| 23001 - 24000 | 262.50 | 170.65 | 170.65 |
| 24001 - 25000 | 275.10 | 178.80 | 178.80 |
| 25001 - 26000 | 287.70 | 187.00 | 187.00 |
| 26001 - 27000 | 300.30 | 195.20 | 195.20 |
| 27001 - 28000 | 312.90 | 203.40 | 203.40 |
| 28001 - 29000 | 325.50 | 211.60 | 211.60 |
| 29001 - 30000 | 338.10 | 219.75 | 219.75 |
| 30001 - 31000 | 350.70 | 227.95 | -- |

| Landing charges (as from 01 APR 2001) | | | |
|---------------------------------------|-----------------------|------------------|------------------------|
| MTOM kg | International flights | National flights | VFR training flights * |
| | CHF | CHF | CHF |
| 31001 - 32000 | 363.30 | 236.15 | -- |
| 32001 - 33000 | 375.90 | 244.35 | -- |
| 33001 - 34000 | 388.50 | 252.55 | -- |
| 34001 - 35000 | 401.10 | 260.70 | -- |
| 35001 - 36000 | 413.70 | 268.90 | -- |
| 36001 - 37000 | 426.30 | 277.10 | -- |
| 37001 - 38000 | 438.90 | 285.30 | -- |
| 38001 - 39000 | 451.50 | 293.50 | -- |
| 39001 - 40000 | 464.10 | 301.65 | -- |

For each additional tonne or part thereof, the charge is increased by CHF 14.70 for international traffic and by CHF 9.55 for national traffic.
For Approach charges see [GEN 4.2 AIR NAVIGATION SERVICES CHARGES](#)

***Definition of VFR training FLTs**
- Training FLTs must be attended or supervised by a FLT instructor or inspector;
- Training FLTs are neither to be used for commercial purposes nor for the carriage of passengers or goods.

1.2.1.3 Helicopters

For HEL, the same rates are applicable.

1.2.1.4 Special cases

For the FLTs mentioned hereafter, the AP management may apply a reduced charge:

- technical check FLTs;
- FLTs of resident pilots who follow the formation courses and apply the noise-relevant instructions given by Bern Airport AG;
- training and check FLTs under the supervision of a FLT instructor or of an examination expert who has followed the formation courses of Bern Airport AG;
- activities for the improvement of the safety of the air traffic.

1.2.2 Noise charges

1.2.2.1 Charge duty

For an APCH and subsequent LDG, a charge is levied depending on the noise classification of each ACFT. For each "Touch-and-go" and "Go-around", the same charge is levied.

1.2.2.2 New or modified aircraft

If an operator proposes a more advantageous classification for his ACFT, he has to provide evidence by means of appropriate documentation within 60 days after the application. On condition of timely submitted evidence, the noise charges paid during this period will be reimbursed.

1.2.2.3 Jet aircraft

1.2.2.3.1 Noise class determination

Jet ACFT are classified according to the TKOF noise, as measured by the ACFT noise-measuring equipment at Zurich AP. For the classification, the difference between the energetic mean value of the noise level of an ACFT type and the energetic mean value of the noise level measured for all ACFT types is used.

1.2.2.3.2 Noise classification assignment

The assignment of each ACFT to the existing noise classes is given in [GEN 4.1 - Appendix A](#) (Noise classification for jet aircraft).

1.2.2.3.3 Charge rates

The noise-related charge is as follows:

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

1.2.2.4 Propeller-driven airplanes up to 8618 kg MTOM

1.2.2.4.1 Noise classification assignment

The noise charge depends on the airplane assignment to one of the classes A-D. For the assignment of Swiss ACFT, the classification list of the Swiss ACFT register is applicable. For foreign ACFT, the classification list of ACFT types [GEN 4.1 - Appendix B](#) (Noise classification for propeller-driven aircraft without special sound-proofing) applies.

1.2.2.4.2 Charge rates

The noise charge per tonne MTOM, or part thereof, is as follows:

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

1.2.2.5 Helicopters and propeller-driven airplanes of more than 8618 kg MTOM

For HEL, as well as propeller-driven airplanes of more than 8618 kg MTOM, no noise charge will be levied until a relevant noise classification model is submitted.

1.2.3 Weekend surcharge (valid for all classified aircraft)

For FLT on SUN and on public HOL, double the noise-related charge is due.

1.2.4 Approaches without subsequent landing

The noise charges are also due when APCHs, without subsequent LDG, are executed for training purposes.

1.2.5 Emission-related landing charges

(WEF 01 APR 2010)

1.2.5.1 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).

1.2.5.2 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 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:

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

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_xEmissionfactor 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

1.2.5.3 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 the type, PER and number of engines fitted to the ACFT, as detailed in Table 1.

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 |

1.2.5.4 Emission tariff

The applicable tariff is CHF 3.30 per Emission Value_{Aircraft}

1.3 Passenger charges

1.3.1 Charge duty

For each passenger departing aboard an ACFT, a charge is due, with the exception of the exemptions listed in [1.3.3](#).

1.3.2 Charge rates

The charge for each departing passenger amounts to:

- CHF 10.-- for passengers of international private and commercial traffic;
- CHF 10.-- for passengers of national commercial traffic;
- CHF 35.-- for all passengers of scheduled and charter traffic (incl. security noise portion CHF 19.50).

1.3.3 Charge exemption

Exempt from the charges are:

- transit passengers;
- passengers of non-commercial DOM private traffic;
- infants up to the age of two;
- passengers of sight-seeing FLTs.

1.4 Parking charges

1.4.1 Charge duty

For the parking of an ACFT in the OPN, a charge is levied, after a free parking period has elapsed.

1.4.2 Criteria for charge determination

The criteria for determining the charge are both the parking time and the parking place. Parts of a day and of an HR will be charged as a whole day or a whole HR. 24 HR is counted from the beginning of the charge duty and considered as one day. A parking place is defined by the respective indication on the area.

1.4.3 Assignment of the parking places

The AP operator determines the area on which the ACFT may be parked. The AP operator may determine a MAX period for the parking.

1.4.4 Charge rates

1.4.4.1 Hard surface areas

| Fees per day for ACFT with MTOM in kg | | CHF |
|---------------------------------------|---------|--------|
| < 2000 | | 20.-- |
| ≥ 2000 | < 5700 | 40.-- |
| ≥ 5700 | < 10000 | 100.-- |
| ≥ 10000 | < 20000 | 200.-- |
| ≥ 20000 | < 30000 | 300.-- |
| ≥ 30000 | < 40000 | 350.-- |
| ≥ 40000 | < 50000 | 400.-- |
| ≥ 50000 | < 60000 | 450.-- |
| > 60000 | | 500.-- |

The fee parking time is of 2 hours. Day = 24 hours

1.4.4.2 Night service charges

The night service charges for General Aviation ACFT which are beyond the respective operational HR are CHF 300.-- per quarter of an HR.

1.5 Freight charges**1.5.1 Charge duty**

A charge is levied for unloaded import and transit freight.

1.5.2 Charge rate

The charge rate amounts to CHF 0.15 per kg.

1.6 Fuel charge**1.6.1 Charge duty**

For the supply of ACFT fuel, a quantity-related charge is levied.

1.6.2 Charge rate

The charge rate amounts to CHF 0.10 per litre of fuel. Depending on the number of deliveries per year, a decreasing reduction can be granted in accordance with the following bonus system.

| Quantity of delivery per year I | Bonus per litre Rp./cents |
|------------------------------------|------------------------------------|
| 15000 - 40000 | ./. 1 |
| 40001 - 80000 | ./. 1.5 |
| 80001 - 110000 | ./. 2 |
| 110001 - 200000 | ./. 2.5 |
| 200001 - 400000 | ./. 3 |
| 400001 - 500000 | ./. 4 |
| 500001 - 800000 | ./. 5 |
| beyond 800001 | Bonus subject to special agreement |

1.7 Ground service charge (handling charge)

For the servicing of an ACFT by the AP operator or by an agent authorised by him for this purpose, a ground service charge is levied in accordance with the basic rates or under the terms of a special agreement with the users.

Due to increased safety and security regulations and Switzerland being a member of the "Schengen-Treaty", ground handling is compulsory for scheduled and charter FLT's and all taxi FLT's and non-commercial air transport:

- for all reason with ACFT above 3.5 tonnes MTOM to and from Schengen-Destinations, except technical FLT's
- for all reason with ACFT operating to and from non-Schengen-Destinations

All ground services charges and charges for particular services are published on:

URL: <https://www.bernairport.ch>

1.8 Charge exemption

1.8.1 Principle

The following cases are exempt from the LDG, noise, passenger and parking charges.

1.8.2 Exemption cases

No charges are due:

- for ACFT owned by the Swiss Confederation;
- for ACFT under the service of the FOCA or of the Swiss Accident Investigation Board;
- for foreign State ACFT carrying the Head of State or government members on official State visits;
- for SAR FLTs, as well as police FLTs;
- for the use of the AP in unforeseen EMERG cases in connection with ACFT operation;
- for special events and on the agreement of the AP operator.

1.8.3 Justification duty

When claiming an exemption, documentary evidence shall be submitted to the AP operator on his request, within 60 days.

1.9 Implementation

These charge regulations are valid as of 25 APR 2019.