
10. LSZS - SAMEDAN AIRPORT - Aerodrome charges

TARIFF REGULATIONS AT SAMEDAN AIRPORT

(Of 1st December 2009)

10.1 General provisions

10.1.1 Legal basis

Legal basis of the tariff regulation is article 39 of the Federal Law of Air Navigation and fig. III, article 2.2 of the concession for the operation of the airport.

10.1.2 Jurisdiction

These tariff regulations are applicable for the use of Samedan airport.

10.1.3 Airport charges

The airport charges applied are the following:

- mass-related landing charge;
- noise-related landing charge;
- passenger charge;
- snow-fee charge;
- fire & rescue charge;
- AFIS-fee charge;
- parking charge;
- charge for the sale of fuels and lubricants;
- ground service charge.

These charges are subject to the supervision of the Federal Office for Civil Aviation. They are published in the Aeronautical Information Publication (AIP) Switzerland.

10.1.4 Indemnity for special services

For special services, the airport operator may charge independently of the airport charges.

10.1.5 Charges debtor

Airport charges have to be paid by the aircraft operator. If the aircraft operator is unknown, the aircraft owner is considered as aircraft operator as long as the latter does not prove that this status falls to another person.

10.1.6 Charge maturity

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

10.1.7 Currency

The charges are due in Swiss francs.

10.1.8 Collection

The airport operator may delegate the collection of the charges to an authorized dispatch office.

10.2 Landing charges

10.2.1 Mass-related landing charge

10.2.1.1 Charge duty

For the approach and the subsequent landing of an aircraft a landing charge is levied depending on the Maximum Take-Off Mass of the aircraft.

10.2.1.2 Charge determination

The landing charge depends on the Maximum Take-Off Mass authorized for the aircraft as stated in the Airworthiness Certificate or Aircraft Flight Manual or in any other equivalent official document. Any part of a tonne will be considered as a whole unit.

10.2.1.3 Charge amount

Maximum Take-Off Mass (MTOM) in kg	Charge National traffic CHF (excl. VAT)	International Traffic ¹ CHF (excl. VAT)
0 - 1000	17.--	34.--
1001 - 2000	32.--	64.--
2001 - 3000	42.--	84.--
3001 - 4000	54.--	108.--
4001 - 5000	213.--	426.--
5001 - 6000	258.--	516.--
6001 - 7000	324.--	648.--
7001 - 8000	369.--	738.--
8001 - 9000	417.--	834.--
9001 - 10000	459.--	918.--
10001 - 11000	507.--	1014.--
11001 - 12000	552.--	1104.--
12001 - 13000	594.--	1188.--
13001 - 14000	642.--	1284.--
14001 - 15000	687.--	1374.--
15001 - 16000	735.--	1470.--
16001 - 17000	777.--	1554.--
17001 - 18000	819.--	1638.--
18001 - 19000	870.--	1740.--
19001 - 20000	915.--	1830.--
20001 - 21000	960.--	1920.--
21001 - 22000	1002.--	2004.--
22001 - 23000	1050.--	2100.--
23001 - 24000	1092.--	2184.--
24001 - 25000	1140.--	2280.--
25001 - 26000	1185.--	2370.--
26001 - 30000	1206.--	2412.--
30001 - 31000	1245.--	2490.--
31001 - 32000	1287.--	2574.--
32001 - 33000	1326.--	2652.--
33001 - 34000	1365.--	2730.--
34001 - 35000	1404.--	2808.--
35001 - 36000	1446.--	2892.--
36001 - 37000	1482.--	2964.--
37001 - 38000	1524.--	3048.--
38001 - 39000	1563.--	3126.--
39001 - 40000	1605.--	3210.--
40001 - 41000	1641.--	3282.--
41001 - 42000	1683.--	3366.--
42001 - 43000	1722.--	3444.--

Maximum Take-Off Mass (MTOM) in kg	Charge National traffic CHF (excl. VAT)	International Traffic ¹ CHF (excl. VAT)
43001 - 44000	1761.--	3522.--
44001 - 45000	1800.--	3600.--
45001 - 46000	1842.--	3684.--
46001 - 47000	1881.--	3762.--
47001 - 48000	1920.--	3840.--
48001 - 49000	1959.--	3918.--
49001 - 50000	1983.--	3966.--
50001 - 51000	2025.--	4050.--
51001 - 52000	2070.--	4140.--
52001 - 53000	2115.--	4230.--
53001 - 54000	2160.--	4320.--
54001 - 55000	2202.--	4404.--
55001 - 56000	2250.--	4500.--
56001 - 57000	2298.--	4596.--
57001 - 58000	2346.--	4692.--
58001 - 59000	2391.--	4782.--
59001 - 60000	2439.--	4878.--
60001 - 61000	2487.--	4974.--
61001 - 62000	2535.--	5070.--
62001 - 63000	2583.--	5166.--
63001 - 64000	2628.--	5256.--
64001 - 65000	2676.--	5352.--
65001 - 66000	2724.--	5448.--

1. Comprising all landings customs-cleared in Samedan

10.2.1.4 Special cases

A lower charge may be applied for the flights mentioned below:

- technical check flights;
- training and check flights carried out under the surveillance of a flight instructor or an inspector;
- Special Agreements for Homebase operators.

10.2.2 Noise-related landing charge

10.2.2.1 Charge duty

For the approach and the subsequent landing of each aircraft a landing charge is levied that is related to the noise class of the aircraft.

10.2.2.2 Aircraft up to 5700 kg MTOM

10.2.2.2.1 Noise class determination

The Federal Office for Civil Aviation is responsible for the aircraft classification and its updating. The classification of aircraft registered in Switzerland is published in the Swiss register or in a separate list. The classification of aircraft registered abroad is established in conformity with the corresponding aircraft type classification REF: GEN 4.1 - Appendix B (Noise classification for propeller-driven aircraft without special sound-proofing).

10.2.2.2.2 Noise classification

Relevant for the classification of aircraft are the noise level limits according to ICAO Annex 16 and the noise level measured and corrected for the aircraft performance factor or the corresponding aircraft type:

Noise class	Difference
A	Noise level higher than the limit value;
B	0 to 1.9 dB, but less than the limit value;
C	2 to 4.9 dB, but less than the limit value;
D	5 dB and higher, but less than the limit value.

10.2.2.2.3 Charge amount

The noise charge depends on the assignment of the aircraft to one of the classes A - D. It amounts to:

Noise class	Noise charge CHF (excl. VAT)
A	35.-- per tonne MTOM or fraction thereof;
B	20.-- per tonne MTOM or fraction thereof;
C	10.-- per tonne MTOM or fraction thereof;
D	no noise charge

10.2.2.2.4 New or noise modified aircraft

The operator is allowed to justify a more advantageous classification for his aircraft within 60 days from the implementation of the charge. If the proofs necessary for a new classification are presented within the required time, the excess charges will be reimbursed.

10.2.2.3 Aircraft with jet engines

10.2.2.3.1 Noise class determination

The jet aircraft are classified according to the take-off noise as measured by the aircraft noise-measuring equipment at Zurich airport. For the classification, the difference between the energetic mean value of the noise level of an aircraft type and the energetic mean value of the noise level measured for all aircraft types is used.

10.2.2.3.2 Noise classification

The assignment of each aircraft to the existing noise class is listed in GEN 4.1 - Appendix A (Noise classification for jet aircraft).

10.2.2.3.3 Charge amount

Noise class	Charge in CHF (excl. VAT)
I	5000.--
II	3000.--
III	2000.--
IV	500.--
V	exempt of charge

10.2.2.4 New or noise-modified aircraft

New or noise-modified (hush-kit) aircraft will only be classified after official noise data have been established. Until such time no noise-related landing charge will be levied.

10.3 Passenger charge

10.3.1 Charge duty

For each passenger departing on an aircraft a charge is levied whereby § 10.3.2 is reserved.

10.3.2 Passengers exempt of charge

From the charge duty are exempted:

- transit passengers;
- infants up to the age of two;
- seriously ill persons;
- passengers in private traffic of aircraft operators domiciled in the Upper Engadin.

10.3.3 Charge amount

Category of flight passenger	Charge in CHF (excl. VAT)
Flight passenger of private air traffic	10.--
Flight passenger of commercial air traffic	10.--

10.4 Snow-Fee**10.4.1 Charge duty**

From November 1th to April 30th a snow-fee is levied for all aircraft landing at Engadin Airport.

10.4.2 Charge amount

Percentage to landing fees 0000 - 66'000 kg 40%

10.5 Fire & Rescue**10.5.1 Charge duty**

For all aircraft from Category 3 and up a fire & rescue charge is levied.

10.5.2 Charge amount

Category 3	300.--
Category 4	600.--
Category 5	950.--
Category 6	1'800.--

10.6 AFIS-Fee**10.6.1 Charge duty**

For all aircraft an AFIS-fee charge is levied.

10.6.2 Charge amount

Percentage to landing fees 0000 - 66'000 kg 60%

10.7 Parking charge**10.7.1 Charge duty**

For the parking of an aircraft in the open a charge is levied for the period exceeding the charge-free parking time. Parking of an aircraft is only available on request. The Standard Ground Handling Agreement must be signed and returned to Engadin Airport prior to overnight in LSZS. See attachment on www.engadin-airport.ch.

10.7.2 Charge calculation

The charges are computed on the basis of the MaximumTake-Off Mass and the parking time.

10.7.2.1 Charge-free parking time

For the parking of an aircraft in the open, a charge is levied after a free parking period of 2 hours. Parking of an aircraft is only available on request.

10.7.2.2 Charge amount

Class	Maximum Take-Off Mass (MTOM) in kg	Charge per day in CHF (excl. VAT)
I	0 - 3000	80.--
II	3001 - 5000	210.--
III	5001 - 7000	380.--
IV	7001 - 13000	540.--
V	13001 - 25000	1060.--
VI	25001 - 35000	1450.--
VII	35001 - 66000	2870.--

10.8 Charge for the sale of fuel and lubricants

10.8.1 Charge duty

For the sale of fuel and lubricants for aircraft a charge is levied.

10.8.2 Charge amount

Fuel and lubricants	Charge per litre in CHF (excl. VAT)
Aviation gasoline 100LL	0.04
Jet fuel A1	0.04
Other fuels	0.04
Lubricant	0.12

10.9 Ground service charge

10.9.1 Charge duty

For the utilisation of the airport ground services a charge is levied, as published on www.engadin-airport.ch.

10.10 Flights and aircraft exempted of charge

10.10.1 Principle

For the mass- and noise-related landing charges, the passenger and the parking charges, the following facts entailing exemption are admitted.

10.10.2 Facts entailing exemption according to § 10.7.1

No charges are to be paid:

- for aircraft that are owned by the Swiss Confederation;
- for foreign State aircraft carrying the head of State or members of the government on official State visits;
- for search and police flights;
- when the airport is used in unforeseen emergencies that are linked to the operation of an aircraft.

10.10.3 Duty of proof

If facts entailing exemption are requested, the elements necessary for the judgement have to be submitted to the airport if requested.

10.11 Implementation

| This current tariff regulation is valid as of the 1st December 2009 and deletes all previous versions.

10.12 Value added tax

The aforementioned charges are exclusive VAT.

10.13 Appendices and annexes

NIL

13. Appendix A

13.1 Noise classification for jet aircraft

Class	Aircraft types	
I	B-707 Serie-100 B / -300B / -300C	
	B-720 B	
	B-727 Serie -100 / -200	
	B-727 Serie -200 ADV (JT8D-15/ -17)	
	B-737 Serie -100 / -200	
	B-737 Serie -200 ADV (JT8D-15/ -17)	
	B-747 Serie -100 (F) / -200 (C/B/F)	
	B-747 SP	
	B-747 Serie -300 SUD	
	BAC 1-11 Serie -200/ -300/ -400 / -500 / -539	
	DC-8 Serie -50 / -61 / -62 / -63	
	DC-9 Serie -20 / -30	
	DC-9 Serie -40 (JT8D-11)	
	DC-9 Serie -40 ADV (JT8D-15)	
	DC-9 Serie -50 / -34	
	Fokker F-28 Serie 1-6000	
	IL-62 / M	
	IL-76 M / T / TD	
	IL-86	
	SE-210 Serie-10B / -10R / -11R / -12	
	TU-134 / A	
	TU-154 / A / B / B1 / B2	
	Gulfstream II	
	HS-125 Serie -400 / -600 (RR Viper)	
	II	B-727 Serie -200 ADV / Hushkit
		B-737 Serie -200 ADV / Mixer
B-737 Serie -200 ADV / Hushkit		
B-747 Serie -400		
DC-8 Serie -70		
DC-9 Serie -10 / -20 Hushkit		
MD80 / -81 / -82 / -83		
DC-10 Serie -30 / -30ER		
MD11		
Tristar L-1011 Serie -500		
Yak-42		
Gulfstream III		

Class	Aircraft types
III	Airbus A-300 / B2 / B4
	Airbus A-300 Serie -600
	Airbus A-310 Serie -300
	Airbus A-340 Serie -200 / -300 / -500 / -600
	B-767 Serie -200 / -200ER / -300 / -300ER
	DC-9 Serie -40 Hushkit (JT8D-11)
	DC-10 Serie -10 / -40
	Tristar L-1011 Serie 1-100 / -200
	TU-154 M (SOLOVIEV D-30)
	Fokker VFW-614
	Morane MS-760
	Piaggio PD-808
	Yak-40
	IV
Airbus A-330 Serie -200 / -300	
B-777 Serie -200 / -200ER / -300 / -300ER	
MD-87	
IL-96 M / Serie -300	
Falcon Serie -20 / -50 / -900	
Falcon 200 Mystere	
Jetstar L-1329 / II (TFE 731)	
Mitsubishi MU-300 Diamond 1 / BE40	
Sabreliner NA-265 Serie 65-80 (TFE)	
Westwind IAI-1124/ -1125 / AJ25 (TFE)	
V	
	Airbus A-320 Serie -100 / -200
	Airbus A-321
	Antonov AN218 Serie -200 / -300
	AVRO RJ -70 / -85 / -100
	B-717 Serie -200 / -300
	B-737 Serie -300 to -900
	B-757 Serie -200 / -300
	BEA BA-146 Serie -100 / -200
	Canadair CL-600 (ALF 502) / CL-601 (GE-CF)
	Canadair RJ100ER / 700
	Cessna C500 / C525 / C550 / C560 / C650 / C750
	Dornier DO328 Serie -300
	Embraer EMB-145 / ER / 170 / 190
	Corvette SN-601 Serie -100
	Falcon Serie -10 / -2000
	Fokker F70 / F100
	Gulfstream IV / V
	HS-125 Serie -400 to -1000
	Learjet LR Serie 30 / -45 / -50 / -60
	MD90
	TU-204 Serie -100
	TU-330 Freighter
	Yak-242