



# Vienna Airport Charges Regulations

Effective January 1<sup>st</sup>, 2025

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# 1. General Provisions

## Binding Force of Charges 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.

### 1.1. 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 Charges 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.

**“Transfer passengers”** are passengers who interrupt their journey at Vienna Airport and continue their journey between the Minimum Connecting Time and a maximum of 24 hours on a different aircraft (with a different flight number) than they arrived on within the same booking. Departure point and destination must be different.

**“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”** is 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”** means 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.

## 1.2. 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 counterclaim would become part of the bankruptcy assets,
- b) there exists a legally binding judgement on the counterclaim,
- c) VIE has recognised the counterclaim.

The Civil Aerodrome Operator shall be entitled to determine the debtor according to para 1.2. and/or to correct errors of calculation, if any, retroactively.

### **1.3. 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.

### **1.4. Miscellaneous**

The Annex to Section 2.3., 2.6. 2.9. and 3.7. 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 Charges Regulations.

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

## 1.5. Notice to Terminal Navigation Charge

For inquiries concerning Terminal Navigation Charge please contact

### **Austro Control**

Österreichische Gesellschaft für Zivilluftfahrt mbH

A-1030 Wien, Schnirchgasse 17

Tel: +43-5-1703-0

[info@austrocontrol.at](mailto: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"**.

## 1.6. 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 1.2. "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** ([slots-austria.com](http://slots-austria.com))

Office Park I, Top B 08/04

A-1300 Vienna Airport

Tel: +43-1-7007-23600

E-Mail: [office@slots-austria.com](mailto:office@slots-austria.com) for slot requests: [viexp@slots-austria.com](mailto:viexp@slots-austria.com)

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



## 1.7. Notice to the “Air Transport Levy”

On the basis of the Budget Accompanying Act (Budgetbegleitgesetz 2011), most recently amended by the Economic Consolidation Act (Konjunkturstärkungsgesetz 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:

[bmf.gv.at/themen/steuern/steuern-von-a-bis-z/flugabgabe.html](https://bmf.gv.at/themen/steuern/steuern-von-a-bis-z/flugabgabe.html)

In addition, Vienna Airport is providing the following websites:

### General Information:

[viennaairport.com/en/business\\_partner/aviation\\_handling/aviation/air\\_transport\\_levy](https://viennaairport.com/en/business_partner/aviation_handling/aviation/air_transport_levy)

### Data submission:

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

All weblinks as of October 2024

## 2. Scheduled and non-Scheduled Aviation

### 2.1 Landing Charge

A charge 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 charge 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 prior to landing of the basis for assessment as mentioned below - which is the MTOW – by means of the official noise certificate of the aircraft (to [ac-certificates@viennaairport.com](mailto:ac-certificates@viennaairport.com)), 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 charges 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.

## 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) Irrespective of the maximum take-off weight (MTOW) of the A/C a minimum Landing Charge for all A/C will be charged per landing (**fixed part of the landing charge**)

in the amount of                    **€ 275.41 for passenger flights**  
and of                                    **€ 351.62 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.

### Passenger flights:

MTOW-group (per ton or part thereof)	fixed part per landing	variable part per ton MTOW*
up to 45 t MTOW	<b>€ 275.41</b>	<b>€ 0.00</b>
from 46 t MTOW	<b>€ 275.41</b>	<b>€ 7.52</b>

### Cargo flights:

MTOW-group (per ton or part thereof)	fixed part Per landing	variable part per ton MTOW*
up to 45 t MTOW	<b>€ 351.62</b>	<b>€ 0.00</b>
from 46 t MTOW	<b>€ 351.62</b>	<b>€ 7.92</b>

\* means total MTOW of the A/C  
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)

## 2.2 Parking Charge

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 (BLOCK-ON to BLOCK-OFF) at the parking position.

### Basis of Assessment and Rates

The parking period is defined as the difference between the BLOCK-ON and BLOCK-OFF-time at the parking position. This also applies when there is a change of position (no allowance made for taxiing time). After expiration of the free parking charge 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 charge** according to section 2.1.

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

## 2.3 Infrastructure Charge “Ramp”

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.

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

This charge is payable per landing and per take-off of the aircraft, depending on the positioning (open apron position or pier position) of the aircraft.

- a) 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 “Apron”.
- b) Aircraft which, before take-off, are allocated a pier-stand, are subject to the infrastructure-charge “Pier”. Aircraft which, before take-off, are allocated an open apron-stand on the main apron are subject to the infrastructure charge “Apron”.

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

### 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.

The charge shall be according to allocated aircraft stand per landing and per take-off:

Infrastr. Group	Aircraft Types including all derived models and versions	Pier Position	Open Apron Position
1	A380, A330, A340, A350, 747, 777, L1011 Tristar, DC-10, MD-11	€ 272.59	€ 188.40
2	A300, A310, 767, 787, Il-62, Il-86, Il-96	€ 222.30	€ 160.88
3	A320, A321, 707, 727, 737-800/900, 737 MAX, 757, DC-8, MD-90, Tu-154, Tu-204, Tu-214	€ 179.99	€ 125.37
4	A319, A220-300, 737-300/400/700, Il-18, MD-80 (all Series)	€ 132.20	€ 98.52
5	A318, An148, An158, Avro RJ70/85/100, BAC1-11, BAe ATP, BAe146, 717, 737-100/200/500/600, CRJ-900/1000, A220-100, E170/175/190/195, F28, F70, F100, Il-114, DC-6, DC-9 (all up to Series 50), SSJ100-95, Tu-134, Yak-42	€ 82.87	€ 60.11
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; all Series), Learjet (all Series), Lockheed Constellation, Piper (all Series), Rockwell Commander	not applicable	€ 43.24

## 2.4 Noise Charges

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

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.

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 ([ac-certificates@viennaairport.com](mailto:ac-certificates@viennaairport.com)). No certificate is required for Aircraft up to 9 tons MTOW.

The noise charge for aircraft weighing 10 tons or more is calculated on the basis of individual noise values according to the noise certificate of the individual aircraft. A fixed amount is charged for aircraft up to 9 tons MTOW.

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 a substitute noise certificate issued by the airport operator.

In this case the aircraft with the highest average value of the noise values "approach", "lateral" and "flyover" and the lowest chapter figure 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<sub>K</sub>)

**Approach** (Noise Value<sub>A</sub>)

**Sideline / Full Power / Lateral** (Noise Value<sub>M</sub>)

Aircraft up to 9 tons MTOW are charged a fixed amount. Steps 1 to 5 are not applicable for these aircraft. 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<sub>Noise Values L</sub>

The logarithmically averaged individual Noise Value of the Aircraft (( $MW_{regi}$ )) 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).

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

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

**Noise Charge (U):** € 1.00

$$\text{Noise Charge}_{\text{Noise Values}} = (MW_{regi} - X) * U$$

This results in the individual Noise Charge<sub>Noise Values</sub> of the Aircraft before Compensation and without Consideration of the Noise Quality (NC<sub>QUALI</sub>).

## 2. Second Step | Calculation Chapterfigure CH<sub>regi</sub>

Based on the MTOW and the number of engines of the individual aircraft the ICAO Noise values are calculated according to following ICAO rules:

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

The MTOW value used in calculating the noise charge is the same as the MTOW value used in calculating the landing charge.

The Chapterfigure CH<sub>regi</sub> is the linear difference between the ICAO noise values and the individual noise values according to the noise certificate in EPNdB.

$$CH_{regi} = \text{ICAO (Noise Value}_k + \text{Noise Value}_L + \text{Noise Value}_M) - \text{AC certificate (Noise Value}_k + \text{Noise Value}_L + \text{Noise Value}_M)$$

### 3. Third Step | Calculation Noise Charge<sub>Quality</sub>

The Noise Charge<sub>Quality</sub> NC<sub>QUALI</sub> is calculated as follows

if  $CH_{\text{regi}} < 1$ , then  $NC_{\text{QUALI}} = \text{€ } 1,000.-$

if  $CH_{\text{regi}} > 1$ , then  $NC_{\text{QUALI}} = \text{€ } 500.- / CH_{\text{regi}}$

### 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:**

- This approach cannot be bonified yet due to technical reasons
- 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<sub>TOTAL</sub>

This results in the following Noise Charge<sub>TOTAL</sub> before Compensation and with consideration of the Noise Quality (NC<sub>TOTAL</sub>) for an aircraft:

$$NC_{\text{TOTAL}} = (NC_{\text{Noiselevel}} + NC_{\text{Quali}}) - \text{Bonification}$$

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

The calculation of the Noise Charges before compensation (NC<sub>TOTAL</sub>) is carried out for all aircraft movements above 10 t MTOW according to the model described above.

The Noise Charge before compensation for aircraft up to 9 t MTOW corresponds to the compensation value for aircraft up to 45 t MTOW plus a fixed amount, which is published on the homepage of Vienna Airport.



The respective compensation value (W) for Aircraft up to 45 t MTOW and for Aircraft above 46 t MTOW is calculated as follows:

$$W = (\sum \text{ of all noise charges of Aircraft up to 45 t MTOW in the given period}) / \sum \text{ of all movements of Aircraft up to 45 t MTOW in the given period}$$

$$W = (\sum \text{ of all noise charges of Aircraft above 45 t MTOW in the given period}) / \sum \text{ of all movements of Aircraft above 45 t MTOW in the given period}$$

The Noise Charge per movement after compensation (NC<sub>FINAL</sub>) is calculated by subtracting the compensation (W) (minus system costs) from the individual noise charge of the individual aircraft.

$$\mathbf{NC_{FINAL} = NC_{TOTAL} - W}$$

This ensures the revenue neutrality of the charge for Vienna Airport.

The observation period for determining the compensation value is at least 6 months. The current compensation value (W) as well as the current fixed amount for Aircraft with an MTOW up to 9 t is published on the homepage [viennaairport.com](http://viennaairport.com) and will be adjusted if necessary.

**If you wish to be informed about a change of the Compensation value, please contact [airportcharges@viennaairport.com](mailto:airportcharges@viennaairport.com).**

## 2.5 Passenger Service Charge

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 below, 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.

### Basis of Assessment and Rates

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

#### The charge shall be per

<b>departing local passenger</b>	<b>€ 21.48</b>
<b>departing transfer passenger on short and medium haul*</b>	<b>€ 11.62</b>
<b>departing transfer passenger on long haul*</b>	<b>€ 7.02</b>

The division of the departing transfer passengers into short, medium and long haul is based on the first route destination after departure from VIE. The corresponding list of Destinations can be found in the appendix.

#### Not included in the basis of assessment are:

- A.** Children under two years.
- B.** Transit passengers
- C.** Persons whose presence aboard an a/c is absolutely necessary during Training-, Work , Test- and Trial flights.
- D.** Parachutists when departing for bailing out
- E.** 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).
- F.** Persons whose presence aboard an a/c is absolutely necessary during sorties.

\* The officially approved passenger charge for transfer passengers is € 21.48. The reduced fee is a voluntary and temporary reduction by FWAG.

## 2.6 Infrastructure Charge “Passenger”

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).

### 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 2.5. Passenger Service Charge)

**The charge shall be per departing passenger**

**€ 1.13**

## 2.7 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 to disabled persons and persons with reduced mobility. To finance 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. Airlines that have an average pre-notification rate\* of less than 60 % will be charged a surcharge on top of the base rate.

### Basis of Assessment and Rates

The assessment basis for the PRM - Charge is the number of the departing passengers and shall be collected in connection with the Passenger Service Charge (See Section 2.5. Passenger Service Charge)

**The basis charge shall be per departing passenger**

**€ 0.86**

\*The average pre-notification rate of an airline is calculated by dividing the number of service notifications of the airline that comply with the notice period according to EU Regulation No. 1107/2006 of at least 36 hours before the date of arrival flight or departure flight by the total number of PRM Services for this airline at Vienna Airport.

## Surcharge Rates

The average pre-notification rate per airline is calculated as of March 31, June 30, September 30 and December 31 of the year is determined and forms the basis for offsetting the surcharge. The surcharge will be invoiced retrospectively for the past quarter.

**the surcharge per departing passenger for airlines  
with a pre-notification rate between 0% and 45% is** **€ 0.29**

**the surcharge per departing passenger for airlines  
with a pre-notification rate over 45% and up to 60% is** **€ 0.19**

## 2.8 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 and for measures according to EU-Directive Nr. 2017/2225 and 2226 (EES), a Security charge is levied, unless there exists an exceptional provision in line with section 2.5.

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.

### Basis of Assessment and Rates

<b>The charge shall be</b>	<b>per local departing passenger</b>	<b>€ 10.75</b>
	<b>per departing transfer passenger</b>	<b>€ 10.75</b>

The payment of the "Security Charge" to Vienna Airport is subject to the conditions as laid down in section 1. General Provisions, paragraph 1.2. "Payment of fees/charges" of the Airport Charges Regulations of Vienna Airport as valid at the time.

## 2.9 Infrastructure Charge “Fuelling”

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.

### **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**

**€ 3.92**

### 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 Charge

A charge 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 charge 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 criterion is the registration of the flight by Austro Control.

It is the responsibility of the airline or the aircraft operator / holder / owner to inform the airport operator prior to landing of the basis for assessment as mentioned below - which is the MTOW – by means of the official noise certificate of the aircraft (to [ac-certificates@viennaairport.com](mailto:ac-certificates@viennaairport.com)), 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. will apply.

### 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-group per ton or part thereof	fixed part per landing	variable part per each ton MTOW*
up to 4 t MTOW	€ 148.29	
above 4 t up to 10 t MTOW	€ 101.46	€ 9.37
above 10 t up to 15 t MTOW	€ 152.23	€ 9.37
above 15 t up to 25 t MTOW	€ 296.10	€ 9.37
above 25 t MTOW	€ 497.16	€ 9.79

\* means total MTOW of the A/C

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 Landing Charge for **helicopters** will be charged per landing in the amount of **€ 90.46**.

- 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 charge 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. Parking Charge

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.

#### 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.a
up to 10 t	28 % = 1 per diem rate
above 10 t up to 15 t	23 % = 1 per diem rate
above 15 t up to 25 t	16 % = 1 per diem rate
above 25 t	12 % = 1 per diem rate

### 3.3. Noise Charge

Noise charges as described in chapter 2.4. apply to all General Aviation Aircraft and Business Aviation Aircraft.

### 3.4. Passenger Service Charge

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 below 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.



## 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 exceptions see section 2.5.).

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

the **charge shall be per passenger**

**€ 21.48**

in connection with the PRM-Charge (see item 3.5.)

**€ 22.34**

## 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 charge on airport users is levied. The PRM - Charge as described in section 2.7. applies to all General Aviation and Business Aviation flights.

## 3.6. 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 and for measures according to EU-Directive Nr. 2017/2225 and 2226 (EES), a Security charge is levied, unless there exists an exceptional provision in line with section 2.5.

The Security Charge as described in chapter 2.8. applies to all General Aviation and Business Aviation flights.

## 3.7. 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 2.9. applies to all General Aviation and Business Aviation flights.

## 4. 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 as described within the framework of the **“Vienna Airport Incentive Programme”** have been fulfilled.

## 5. Exemptions and Reductions

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.

### Basis of Assessment and Rates

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

<b>LC</b>	=	<b>Landing Charge</b>
<b>PSC</b>	=	<b>Passenger Service Charge</b> , connected with ICL (Infrastructure Charge – Landside) the PRM – Charge and the SC Security-Charge
<b>PC</b>	=	<b>Parking Charge</b>
<b>ICA</b>	=	<b>Infrastructure Charge - Airside</b>

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

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 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 Airport Manager 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.

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

Conditions of exemption or reduction		Rate of reduction in percent			
		LC	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 (e.g. medical emergency)	50	-	0	50
4.2.	Bomb threat	50	-	0	50
4.3.	Technical landing (incl. fuel stop)	50	-	0	50
4.4.	Return landing without restart after return landing	100	-	0	50
4.5.	Return landing with restart after return landing	100	100	0	50
4.6.	Flown in Relief-A/C	0	0	0	50
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 Register of “Centralised Infrastructures”

**The centralised infrastructures in the area of passenger handling, section 2.6., which are used for the supply of ground handling services according to FBG include the following:**

**Position: Check in - Counter**

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**

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
- E 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 2.3., which are used for the supply of ground handling services according to FBG include the following:**

**Position: 400 Hz - installation**

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**

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**

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 installation 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.

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**Position:**

**Infrastructure for A/C - De-icing and sewage disposal  
(de-icing fluid)**

Description:

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

Note:

- 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 charge.

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)

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**Position:**

**Waste disposal**

Description:

- Facilities and installations for the collection of garbage

Note: Fresh- and wastewater, faecal-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**

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 2.9. and section 3.7., which are used for the supply of ground handling services according to FBG include the following:**

**Position: Infrastructural facilities and installations**

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 Specification of Services which are included in the Landing Charge, Passenger Service Charge and Parking Charge

Table of services according to IATA-GHA (Standard Ground Handling Agreement) 2008 within the scope of Landing Charge, Passenger Service Charge and Parking Charge

<b>Section 1</b>		<b>Representation and Accommodation</b>
PSC	1.1.4.	Inform all interested parties concerning movements of the Carrier's aircraft.
<b>Section 2</b>		<b>Passengers and Baggage</b>
PSC	2.1.1.	Inform passengers and/or public about time of arrival and/or departure of Carrier's aircraft.
<b>Section 3</b>		<b>Ramp</b>
		<b>3.2. Marshalling</b>
LC	3.2.1.	a) Provide or b) Arrange for marshalling at arrival and/or departure.
<b>Section 7</b>		<b>Security</b>
		<b>7.4. Aircraft, Ramp and other designated areas</b>
LC	7.4.1.	a) Provide or b) Arrange for control of access to 1) aircraft 2) designated areas.
LC	7.4.3.	a) Provide or b) Arrange for security during transport of loads to/from the aircraft.
<b>Section 8</b>		<b>Aircraft Maintenance</b>
		<b>8.4. Parking and Hangar space</b>
PC	8.4.1.	a) Provide or b) Arrange for suitable parking space.

## Part 3 Destination classification as part of the Passenger Charge for transfer passengers

Area	ISO Code	distance	Area	ISO Code	distance	Area	ISO Code	distance
Afghanistan	AF	Long haul	Equatorial Guinea	GQ	Long haul	North Macedonia	MK	Short haul
Albania	AL	Short haul	Germany	DE	Short haul	Norway	NO	Short haul
Algeria	DZ	Medium haul	Ghana	GH	Long haul	Oman	OM	Medium haul
American Samoa	AS	Long haul	Gibraltar	GI	Short haul	Pakistan	PK	Long haul
Andorra	AD	Short haul	Greece	GR	Short haul	Palau	PW	Long haul
Angola	AO	Long haul	Greenland	GL	Short haul	Palestine	PS	Medium haul
Anguilla	AI	Long haul	Grenada	GD	Long haul	Panama	PA	Long haul
Antigua and Barbuda	AG	Long haul	Guadeloupe	GP	Long haul	Papua New Guinea	PG	Long haul
Argentina	AR	Long haul	Guam	GU	Long haul	Paraguay	PY	Long haul
Armenia	AM	Short haul	Guatemala	GT	Long haul	Peru	PE	Long haul
Aruba	AW	Long haul	Guinea	GN	Long haul	Philippines	PH	Long haul
Australia	AU	Long haul	Guinea-Bissau	GW	Long haul	Poland	PL	Short haul
Austria	AT	Short haul	Guyana	GY	Long haul	Portugal	PT	Short haul
Azerbaijan	AZ	Short haul	Haiti	HT	Long haul	Portugal (Azores)	P1	Short haul
Bahamas	BS	Long haul	Honduras	HN	Long haul	Portugal (Madeira)	P0	Short haul
Bahrain	BH	Medium haul	Hongkong	HK	Long haul	Puerto Rico	PR	Long haul
Bangladesh	BD	Long haul	Hungary	HU	Short haul	Qatar	QA	Medium haul
Barbados	BB	Long haul	Iceland	IS	Short haul	Republic of the Congo	CG	Long haul
Belarus	BY	Short haul	India	IN	Long haul	Reunion	RE	Long haul
Belgium	BE	Short haul	Indonesia	ID	Long haul	Romania	RO	Short haul
Belize	BZ	Long haul	Iran	IR	Medium haul	Russian Federation	R0	Short haul
Benin	BJ	Long haul	Iraq	IQ	Medium haul	Russian Federation	RU	Long haul
Bermuda	BM	Long haul	Ireland	IE	Short haul	Rwanda	RW	Long haul
Bhutan	BT	Long haul	Israel	IL	Medium haul	Saint Lucia	LC	Long haul
Bolivia	BO	Long haul	Italy	IT	Short haul	Samoa	WS	Long haul
Bosnia and Herzegovina	BA	Short haul	Ivory Coast	CI	Long haul	Sao Tome and Principe	ST	Long haul
Botswana	BW	Long haul	Jamaica	JM	Long haul	Saudi Arabia	SA	Medium haul
Brazil	BR	Long haul	Japan	JP	Long haul	Senegal	SN	Long haul
British Virgin islands	VG	Long haul	Jordan	JO	Medium haul	Serbia	RS	Short haul
Brunei	BN	Long haul	Kazakhstan	KZ	Long haul	Seychelles	SC	Long haul
Bulgaria	BG	Short haul	Kenya	KE	Long haul	Sierra Leone	SL	Long haul
Burkina Faso	BF	Long haul	Kiribati	KI	Long haul	Singapore	SG	Long haul
Burundi	BI	Long haul	Korea Republic	KR	Long haul	Sint Maarten	SX	Long haul
Cambodia	KH	Long haul	Kosovo	K0	Short haul	Slovakia	SK	Short haul
Cameroon	CM	Long haul	Kuwait	KW	Medium haul	Slovenia	SI	Short haul
Canada	CA	Long haul	Kyrgyzstan	KG	Long haul	Solomon Islands	SB	Long haul
Cape Verde	CV	Long haul	Lao People's Dem. Republic	LA	Long haul	Somalia	SO	Long haul
Cayman Islands	KY	Long haul	Latvia	LV	Short haul	South Africa	ZA	Long haul
Central African Republic	CF	Long haul	Lesotho	LS	Long haul	South Sudan	SS	Long haul
Chad	TD	Long haul	Libanon	LB	Medium haul	Spain	ES	Short haul
Chile	CL	Long haul	Liberia	LR	Long haul	Spain (Canary Islands)	S0	Short haul
China People's Republic	CN	Long haul	Libya	LY	Medium haul	Sri Lanka	LK	Long haul
Christmas Island	CX	Long haul	Liechtenstein	LI	Short haul	St. Helena	SH	Long haul
Cocos Island	CC	Long haul	Lithuania	LT	Short haul	St. Kitts and Nevis	KN	Long haul
Colombia	CO	Long haul	Luxembourg	LU	Short haul	St. Vincent and the Grenadines	VC	Long haul
Comoros	KM	Long haul	Macau	MO	Long haul	Sudan	SD	Medium haul
Congo, Dem. Republic	CD	Long haul	Madagascar	MG	Long haul	Suriname	SR	Long haul
Cook Island	CK	Long haul	Malawi	MW	Long haul	Sweden	SE	Short haul
Costa Rica	CR	Long haul	Malaysia	MY	Long haul	Switzerland	CH	Short haul
Croatia	HR	Short haul	Maldives	MV	Long haul	Syria Arab Republic	SY	Medium haul
Cuba	CU	Long haul	Mali	ML	Long haul	Tahiti	T0	Long haul
Curacao	CW	Long haul	Malta	MT	Short haul	Taiwan	TW	Long haul
Cyprus	CY	Short haul	Marshall Islands	MH	Long haul	Tajikistan	TJ	Long haul
Cyprus (TR)	C0	Short haul	Martinique	MQ	Long haul	Tanzania	TZ	Long haul
Czech Republic	CZ	Short haul	Mauretania	MR	Long haul	Thailand	TH	Long haul
Dem. People's Rep. of Korea	KP	Long haul	Mauritius	MU	Long haul	Togo	TG	Long haul
Denmark	DK	Short haul	Mayotte	YT	Long haul	Tonga	TO	Long haul
Djibouti	DJ	Long haul	Mexico	MX	Long haul	Trinidad and Tobago	TT	Long haul
Dominica	DM	Long haul	Micronesia	FM	Long haul	Tunisia	TN	Medium haul
Dominican Republic	DO	Long haul	Moldova	MD	Short haul	Turkey	TR	Short haul
East Timor	TL	Long haul	Monaco	MC	Short haul	Turkmenistan	TM	Long haul
Ecuador	EC	Long haul	Mongolia	MN	Long haul	Turks and Caicos Islands	TC	Long haul
Egypt	EG	Medium haul	Montenegro	ME	Short haul	Tuvalu	TV	Long haul
El Salvador	SV	Long haul	Montserrat	MS	Long haul	Uganda	UG	Long haul
Eritrea	ER	Long haul	Morocco	MA	Medium haul	Ukraine	UA	Short haul
Estonia	EE	Short haul	Mozambique	MZ	Long haul	United Arab Emirates	AE	Medium haul
Eswatini	SZ	Long haul	Myanmar	MM	Long haul	United Kingdom	GB	Short haul
Ethiopia	ET	Long haul	Namibia	NA	Long haul	Uruguay	UY	Long haul
Falkland Islands	FK	Long haul	Nauru	NR	Long haul	USA	US	Long haul
Faroe Islands	FO	Short haul	Nepal	NP	Long haul	Uzbekistan	UZ	Long haul
Fiji	FJ	Long haul	Netherlands	NL	Short haul	Vanuatu	VU	Long haul
Finland	FI	Short haul	New Caledonia	NC	Long haul	Venezuela	VE	Long haul
France	FR	Short haul	New Zealand	NZ	Long haul	Vietnam	VN	Long haul
French Guiana	GF	Long haul	Nicaragua	NI	Long haul	Virgin Islands U.S.	VI	Long haul
French Polynesia	PF	Long haul	Niger	NE	Long haul	Wallis and Futuna	WF	Long haul
Gabun	GA	Long haul	Nigeria	NG	Long haul	Yemen	YE	Medium haul
Gambia	GM	Long haul	Niue	NU	Long haul	Zambia	ZM	Long haul
Georgia	GE	Short haul	Norfolk Island	NF	Long haul	Zimbabwe	ZW	Long haul

## Part 4 Abbreviations

<b>ABGB</b>	Allgemein Bürgerliches Gesetzbuch
<b>LFG</b>	Luftfahrtgesetz 1957, BGBl.253/1957, idgF (Austrian Aviation Act 1957)
<b>LSG</b>	Luftfahrtsicherheitsgesetz 2011, BGBl. I Nr. 111/2010, idgF (Aviation Security Act 2011)
<b>ZFBO</b>	Zivilflugplatz-Betriebsordnung, BGBl.72/1962, idgF (Ordinance on Civil Aerodrome Operations 1962)
<b>FBG</b>	Flughafen-Bodenabfertigungsgesetz 1998, BGBl.97/1998, idgF (Airport – Ground Handling Act)
<b>FEG</b>	Flughafenentgeltegesetz, BGBl.41/2012 (Airport – Charges Act)
<b>BGBl</b>	Bundesgesetzblatt (Federal Law Gazette)
<b>FlugAbgG</b>	Flugabgabegesetz idgF (Air Transport Levy-Act)
<b>A/C</b>	Aircraft
<b>UGB</b>	Unternehmensgesetzbuch (Enterprises Act)
<b>ZARV</b>	Zivilluftfahrzeug-Ambulanz- u. Rettungsflugverordnung idgF (Ordinance on Ambulance and Rescue Flights carried out with Civil Aircraft)
<b>EU-VO Nr.1107/2006</b>	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
<b>EU-VO Nr.1008/2008</b>	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)
<b>EU-VO Nr.1178/2011</b>	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
<b>kg</b>	kilogram
<b>t</b>	metric ton = 1.000 kg
<b>VAT</b>	value added tax
<b>EUR</b>	EURO
<b>MTOW</b>	<b>M</b> aximum <b>T</b> ake- <b>O</b> ff <b>W</b> eight
<b>lt</b>	local time
<b>LC</b>	<b>L</b> anding <b>C</b> harge
<b>PSC</b>	<b>P</b> assenger <b>S</b> ervice <b>C</b> harge
<b>PC</b>	<b>P</b> arking <b>C</b> harge
<b>IC (ICA)</b>	<b>I</b> nfrastructure <b>C</b> harge – <b>A</b> irside
<b>PRM</b>	<b>P</b> assenger with <b>R</b> educed <b>M</b> obility

## Contacts

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**Airport Charges Regulations**

Section 6 of the Civil Aerodrome User Conditions (ZFBB)  
for Vienna Airport - Schwechat  
effective **January 1st, 2025**

as approved by

Austrian Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and Technology as

per decree GZ: 2024-0.763.741

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**