



Vienna Airport Noise Charge

According to section 2.4.
of the Charges Regulations

Effective January 1st, 2025

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). 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_K)

Approach (Noise Value_L)

Sideline / Full Power / Lateral (Noise Value_M)

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_{Noise Values L}

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_{Noise Values} of the Aircraft before Compensation and without Consideration of the Noise Quality (NC_{QUALI}).

2. Second Step | Calculation Chapterfigure CH_{regi}

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_{regi} 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_{Quality}

The Noise Charge_{Quality} NC_{QUALI} is calculated as follows

$$\begin{aligned} \text{if } CH_{\text{regi}} < 1, \text{ then } NC_{\text{QUALI}} &= \mathbf{€ 1,000.-} \\ \text{if } CH_{\text{regi}} > 1, \text{ then } NC_{\text{QUALI}} &= \mathbf{€ 500.- / CH_{\text{regi}}} \end{aligned}$$

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_{TOTAL}

This results in the following Noise Charge_{TOTAL} before Compensation and with consideration of the Noise Quality (NC_{TOTAL}) 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_{TOTAL}) 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_{FINAL}) is calculated by subtracting the compensation (W) (minus system costs) from the individual noise charge of the individual aircraft.

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

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](https://www.viennaairport.com) and will be adjusted if necessary.

The compensation value for Aircraft above 45 t MTOW amounts to € 38.46 effective October 16th, 2024.

The compensation value for Aircraft from 1 t to 45 t MTOW amounts to € 32.34 effective October 16th, 2024.

The fixed amount for Aircraft from 1 t to 9 t MTOW amounts to € 40.00 effective October 16th, 2024.

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

Contacts

In case of inquiries regarding Airport Charges please contact:

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Please send the official noise certificates of the AC to

ac-certificates@viennaairport.com

**Noise Charge according to the
Airport Charges Regulations**

Section 6 of 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

**Civil Aerodrome Operator
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Disclosure according to Art. 14 HGB: Public Limited Company (plc),
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The german text shall prevail