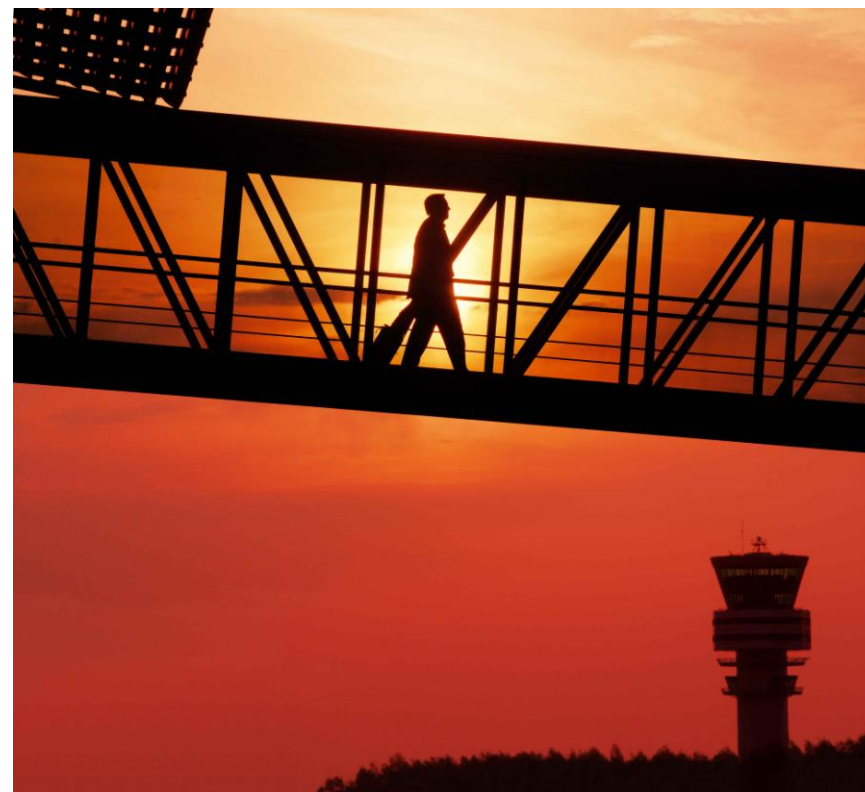


Charges & fees at Brussels Airport



Effective as from 1 April, 2011

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General information

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Fax +32 (0)2 203 15 28
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Website www.belgocontrol.be
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Email bsc@brucooord.org
Website <http://www.brucooord.org>

Charges (all times referred to are local times)

Landing and take-off charges

The landing and take-off charges are determined by the following factors:

the unit tariff	[U]
the maximum take-off weight (MTOW)	[W]
the environmental factor	[E]
the day/night factor	[D]

Formula: $[U] \times [W] \times [E] \times [D]$
(applied to each landing and take-off)

[U] Unit tariff: € 2.12 of which €0.44 is applicable for security matters

[W] Weight factor: determined by certified MTOW
 20 tons or less 20 tons
 between 20 and 175 tons MTOW certified value in tons
 175 tons or more 175 tons

[E] Environmental factor (see annex § 1. for aircraft noise categories)

Category A	0.85
Category B	0.90
Category C	0.95
Category D	1.05
Category E	1.20
Category F	1.70

[D] Day/night factor : depends on the actual landing or take-off time

Local time	QC	Movement	[D]
06:00-07:59	QC < 12	Dep Arr	1
	QC ≥ 12	Dep	2.5
	QC ≥ 12	Arr	1
08:00-20:59	All	Dep Arr	1
	21:00-22:59	QC < 12	Dep Arr
QC ≥ 12		Dep	2.5
23:00-05:59	QC ≥ 12	Arr	1
	All	Dep	2.5
	All	Arr	2.25

To calculate the quota count per movement, following formula has to be used:

$$QC = 10^{[(G-85)/10]}$$

(see annex § 3. for details)

The landing and take-off charges for a helicopter are set at a minimum fixed amount of € 13.71.

Charges (all times referred to are local times)

Parking charge

Passenger Aircraft :

The fee for parking a passenger aircraft is calculated by multiplying the aircraft's MTOW (in tons) with the number of hours parked and with the unit rate of € 0.64 per ton and per hour.

$$\text{Fee} = \text{€ } 0.64 \times \text{MTOW} \times \# \text{ hours}$$

For aircraft with an MTOW below 100 tons, the first 2 hours are free and charges are only levied from the 3rd hour onwards. Aircraft heavier than or equal to 100 tons MTOW are not charged for the first 4 hours, i.e. charging starts from the 5th hour onwards. Every commenced hour parking will be counted as a full hour.

Cargo Aircraft:

The fee for parking a cargo aircraft is calculated by multiplying the aircraft's MTOW (in tons) with the number of hours parked and with a unit rate of € 0.18 per ton and per hour.

$$\text{Fee} = \text{€ } 0.18 \times \text{MTOW} \times \# \text{ hours}$$

The first 8 hours are not charged, but as of the 9th hour, the full period will be counted for the charge calculation. Every commenced hour parking will be counted as a full hour.

For both passenger and cargo aircraft, the night period (23:00 – 05:59 local time) will not be charged and hence the night time parking hours should not be counted in the formula, nor in determining whether a charge will be levied.

PCA-400hz charge

The electricity charge is applicable at all gates providing Pre-Conditioned Air and 400 Hz – even when not used – and from the moment an aircraft is docked.

Certified seating capacity	€/quarter	Max number of invoiced quarters
[up to 100 seats]	€ 6.74	8
[up to 160 seats]	€ 6.74	12
[160 – 239 seats]	€ 10.70	16
[240 seats and over]	€ 14.71	24

Passenger charge

The passenger charge applies to departing passengers only and is different for BRU originating and for transfer passengers. There is no transit charge.

A transfer passenger is a passenger whose routing is mentioned on one air ticket and whose onward journey continues on a connecting flight within 24 hours on the same calendar day of landing at Brussels Airport, but not to the country of origin.

A transit passenger is a passenger transferring to another airport by means of the same aircraft, this on the condition the passenger does not leave the aircraft, or by means of a flight having the same flight number as the arrival flight (but no code share flight number).

Originating passenger	€ 19.16 per departing passenger
Transfer passenger	€ 9.83 per departing passenger
Transit passenger	€ 0.00 per departing passenger
<i>Crew on duty and children under 2 years are exempted.</i>	

Charges (all times referred to are local times)

PRM charge

The PRM charge (for the assistance of passengers with reduced mobility) of €0.36 applies to all departing passengers (originating, transfer and transit departing passengers (leaving the aircraft)).

Security charge

The security charge applies to all departing passengers, regardless of their origin.

Originating passenger	€ 6.12 per departing passenger
Transfer passenger	€ 6.12 per departing passenger
Transit passenger (leaving the aircraft)	€ 6.12 per departing passenger (leaving the aircraft)

Crew on duty and children under 2 years are exempted.

Ground handling fee

The ground handling fee is €0.35 per passenger and is charged for local departing, local arriving passengers and transfer departing passengers, and per 100 kg cargo. This fee is invoiced to the handling companies.

CUTE fee

The CUTE fee (for the use of the Common Use Terminal Equipment) is €0.4175 per local departing passenger and €0,2530 per departing transfer passenger (in case of use of direct IP connectivity to respective host system). This fee is invoiced to the ground handling companies. Above prices are subject to annual indexation in the month of December.

Incentives

The Brussels Airport Company offers a series of incentives to encourage airlines to develop their services at Brussels Airport. The incentive scheme is calculated as a percentage, of the passenger charge (PSC) for passenger flights. For cargo flights a percentage of the landing and take off charges and parking charges is used.

The following incentive system is applicable for new destinations or additional frequencies:

	Incentives on PSC		
	Year 1	Year 2	Year 3
Long haul - new destination	50%	50%	50%
Long haul - extra frequency	25%	25%	25%
Short haul - new destination	50%	25%	25%
	Incentives on LTO & Parking		
	Year 1	Year 2	Year 3
Cargo - extra capacity	50%	25%	25%

Other charges from the Brussels Airport Company

For more information on check in desks, CUSS (Common Use Self Service), Ticketing offices, car parking for staff, airline lounges as applicable, please contact Ann Derycke +32 (0)2 / 753 42 21 or Ann.Derycke@brusselsairport.be.

Charges (all times referred to are local times)

Other charges from third parties

BCAA charge

The Belgian Civil Aviation Authority charges € 0.18 per originating passenger and per transfer passenger (Royal Decree of 20 June 2002).
The Brussels Airport Company acts as collector for this charge on behalf of the BCAA.

Regulator fee

The regulator fee is to compensate for the activities of the economic regulator of Brussels Airport (Belgian Royal Decree of March 8, 2006).
Each month 1/12 of the total yearly amount, will be charged to the users according to the number of movements during the previous month at Brussels Airport.
The Brussels Airport Company acts as collector for this charge on behalf of the Government's Economic Regulatory Service.
The indicative fee per air traffic movement is € 0.88.

Slot co-ordination fee

The Brussels Airport Company acts as collector for this charge on behalf of the vzw Brussels Slot Coordination, the Brussels Airport slot co-ordinator.

€ 1.95 per Air Traffic Movement (ATM)

Air Traffic Control charge (Belgocontrol)

Belgocontrol charges a fee based on the same formula for landing and take-off charges, but with a different unit tariff [U].

Formula: [U] x [W] x [E] x [D]
(applied to each landing and take-off)

[U]	Unit tariff:	€ 1.5369
[W]	Weight factor:	determined by certified MTOW
	25 tons or less	25 tons
	between 25 and 175 tons	MTOW certified value in tons
	175 tons or more	175 tons
[E]	Environmental factor (see annex § 2. for aircraft noise categories)	
	Category 1	1.70
	Category 2	1.20
	Category 3	1.00
	Category 4	0.90
[D]	2: for take-off with QC=>12 during 2100-2300 and 0600-0759	
	2: for landing and take-off - 2300-0559	
	Otherwise 1	

For questions with regard to the present charges, please contact Belgocontrol (page3). The indicated level was applicable at date of publication.

Charges

Modalities of payment

Following modalities are applicable for the Brussels Airport Company (these do not include payment for ATC to Belgocontrol):

1) Airlines that will regularly fly on Brussels Airport will be requested by The Brussels Airport Company to set up a bank guarantee or to deposit a cash guarantee.

The Brussels Airport Company will calculate the amount of your bank/cash guarantee, based on the expected turnover which is based on the following information to be provided to the contact person mentioned below:

- Number of flights per month
- MTOW aircraft
- Arrival and departure times (local time)
- Load factor and type of aircraft used

The Brussels Airport Company has the right to review the guarantee in line with the actual turnover or if the payment terms are not respected.

Air Traffic Control (ATC) charges and fees will be invoiced by Belgocontrol and should be paid to Belgocontrol directly.

2) Airlines that do not fly on a regular basis and that have not set up a bank guarantee or paid a cash guarantee will be considered as a "cash payer".

This means:

Payment before take-off of the aircraft by means of:

- Credit cards: American Express, Diners Club, Visa or Eurocard
- Belgian Bank (debit) cards: Bancontact, Mister Cash
- Cash payment: EUR, USD, GBP, CHF (cash is accepted, but not desirable due to security reasons)

For further detailed information on the terms of payment:

Credit Control

Tel +32 (0)2 753 42 59

Fax +32 (0)2 753 43 03

E-mail ndjd@brusselsairport.be

ATC charges and fees

ATC charges and fees should be paid to Belgocontrol directly.

Please contact:

Mrs. Jocelyne Assoignon

Tel +32 (0)2 206 21 79

Fax +32 (0)2 206 21 13

E-mail customers@belgocontrol.be

In case a cash payment is required by the Brussels Airport Company, the latter will also collect the ATC charges for the account of Belgocontrol.

Annex

§ 1. Aircraft noise categories

1. Basic principle

The aircraft categorization into six categories of noise performance, ranging from A to F, applies to aircraft certificated under ICAO Annex 16 Chapters 2, 3, 4 and 5, and uses the corresponding noise certification data.

The categorization combines cumulative reductions with reductions at the three measurement points:

- The individual margins relative to ICAO Annex 16 Chapter 3 can be calculated as the differences between the ICAO Annex 16 Chapter 3 limits and certificated data for the three the individual measurement points.
- The cumulative margin relative to ICAO Annex 16 Chapter 3 is the sum of the three single margins.

The ICAO Annex 16 Chapter 3 limits for the three measurement points of Flyover (TKO) Sideline (LAT) and Approach (APP) noise can be calculated from the formulas contained in ICAO Annex 16 Volume I, and are described below.

A theoretical reference is calculated according to the maximum authorised takeoff weight expressed in tons (MTOWTON) and the number of engines per parameter:

LAT-parameter

weight	0 - 35 tons	35 - 400 tons	400 tons and more
	LAT = 94	LAT = 80,87 + 8,51 log MTOWTON	LAT = 103

APP-parameter

weight	0 - 35 tons	35 - 280 tons	280 tons and more
	LAT = 98	LAT = 86,03 + 7,75 log MTOWTON	APP = 105

TKO-parameter
1 or 2 engines

weight	0 - 48,1 tons	48,1 - 385 tons	385 tons and more
	TKO = 89	TKO = 66,65 + 13,29 log MTOWTON	APP = 101

TKO-parameter
3 engines

weight	0 - 28,6 tons	28,6 - 385 tons	385 tons and more
	TKO = 89	TKO = 69,65 + 13,29 log MTOWTON	TKO = 104

TKO-parameter
4 engines and more

weight	0 - 20,2 tons	20,2 - 385 tons	385 tons and more
	TKO = 89	TKO = 71,65 + 13,29 log MTOWTON	TKO = 106

Annex

The following formula ($PRED = LAT + APP + TKO$) gives the reference value in EPNdB (Effective Perceived Noise Level) for a given aircraft.

The determination of the noise category of an aircraft is based on the data of its noise certificate established according to ICAO provisions.

In order to determine the noise category of an aircraft, cumulative reductions (the sum TOTNOISE of the noise levels expressed in EPNdB for the lateral noise, the takeoff and landing noise, mentioned on the noise certificate of the aircraft, is compared with the PRED-value which corresponds to the characteristics of this aircraft), as well as individual reductions at the three measurement points, are calculated.

2. Determination of noise categories

An aircraft needs to meet two criteria concurrently in order to qualify for the corresponding noise category.

The six categories are determined as follows:

Criteria to be met concurrently	Category					
	F	E	D	C	B	A
Cumulative EPNdB reduction (from ICAO Chapter 3 standard) of at least:	Less than 0	0 or more	5 or more	10 or more	15 or more	20 or more
Individual EPNdB reduction (from ICAO Chapter 3 standard) in each noise measurement point of at least:	Not applicable	0	1	2	3	4

3. Procedure for classification into noise categories

- For a given aircraft the sum TOTNOISE is made on the basis of three noise certification data (lateral, landing and takeoff).
- The corresponding PRED-value is calculated by means of the above-mentioned formula on the basis of the MTOWTON-value (maximum authorised takeoff weight expressed in tons) and the number of engines
- The noise category is determined on the basis of the criteria mentioned in point 2 above.
- In principle, the determination of the TOTNOISE-value is based on the results obtained according to ICAO provisions for noise certification of "Chapter 3" aircraft, i.e. at 2,000 metres from the landing threshold underneath the descent path, at 6,500 metres from the start of roll underneath the climb-out flight path at takeoff, at 450 metres from the runway centre line for the lateral value.
- As the lateral measurements for "Chapter 2" aircraft, are carried out at 650m, the lateral value for these types of aircraft has to be increased by 2.1 dB.
- In default of certification data according to ICAO provisions, the certification data according to F.A.A. provisions may also be used.

Annex

§ 2. Aircraft noise categories for ATC (Belgocontrol)

1. Basic principle

A theoretical reference curve is drawn up according to the maximum authorised take-off weight expressed in tons (MTOWTON) and the number of engines.

This curve is determined by the following formula:

$$\text{PRED} = \text{LAT} + \text{APP} + \text{TKO}$$

in which the parameters, dependent on the MTOWTON and the number of engines, take the values mentioned in the tables below.

LAT-parameter

weight	0 - 35 tons	35 - 400 tons	400 tons and more
	LAT = 94	LAT = 80,87 + 8,51 log MTOWTON	LAT = 103

APP-parameter

weight	0 - 35 tons	35 - 280 tons	280 tons and more
	LAT = 98	LAT = 86,03 + 7,75 log MTOWTON	APP = 105

TKO-parameter
1 or 2 engines

weight	0 - 48,1 tons	48,1 - 385 tons	385 tons and more
	TKO = 89	TKO = 66,65 + 13,29 log MTOWTON	APP = 101

TKO-parameter
3 engines

weight	0 - 28,6 tons	28,6 - 385 tons	385 tons and more
	TKO = 89	TKO = 69,65 + 13,29 log MTOWTON	TKO = 104

TKO-parameter
4 engines and more

weight	0 - 20,2 tons	20,2 - 385 tons	385 tons and more
	TKO = 89	TKO = 71,65 + 13,29 log MTOWTON	TKO = 106

Annex

PRED gives the reference value in EPNdb (Effective Perceived Noise Level) for a given aircraft.

The determination of the noise category of an aircraft is based on the data of its noise certificate established according to ICAO provisions.

In order to determine the noise category of an aircraft the sum TOTNOISE of the noise levels expressed in EPNdb for the lateral noise, the take-off and landing noise, mentioned on the noise certificate of the aircraft, is compared with the PRED-value which corresponds to the characteristics of this aircraft.

2. Determination of noise categories

In view of the fixed theoretical reference curve, the four categories are determined as follows:

Category 1:

$TOTNOISE > PRED - 4 \text{ dB}$

Category 2:

$PRED - 12 \text{ dB} < TOTNOISE \leq PRED - 4 \text{ dB}$

Category 3:

$PRED - 20 \text{ dB} < TOTNOISE \leq PRED - 12 \text{ dB}$

Category 4:

$PRED - 20 \text{ dB} \geq TOTNOISE$

3. Procedure for classification into noise categories

For a given aircraft the sum TOTNOISE is made on the basis of three noise certification data (lateral, landing and take-off).

The corresponding PRED-value is calculated by means of the aforementioned formula on the basis of the MTOWTON-value (maximum authorised take-off weight expressed in tons) and the number of engines.

By comparison between this PRED-value and the TOTNOISE-value, the noise category is determined on the basis of the criteria for the four noise categories mentioned above.

In principle, the determination of the TOTNOISE-value is based on the results obtained according to ICAO-provisions for noise certification of "Chapter 3" aircraft, i.e. at 2000 m from the landing threshold below the descent path, at 6500 m from the start of roll below the climb-out flight path at take-off, at 450 m from the runway centre line for the lateral value.

As the lateral measurements for "Chapter 2" aircraft, are carried out at 650 m, the lateral value for these types of aircraft has to be increased by 2.1 dB.

In default of certification data according to ICAO provisions, the certification data according to FAA provisions may also be used.

For certain types of aircraft, for which no noise certification is required and for which noise data are only partially available, an appropriate procedure is worked out together with the operator in order to establish a realistic TOTNOISE-value.

Annex

§ 3. QC calculation and G-factor

- For the movements of aircraft certified according to Chapters 3 and 5 of ICAO Annex 16 the amount of noise per movement is calculated as follows and to one digit after the comma:

$$QC = 10^{[(G-85)/10]}$$

The variable G represents:

- for a landing, the certified noise level (EPNdB) for an aircraft at maximum landing mass at the approach noise measuring point, minus 9 EPNdB
- for a take-off, half the sum of the certified noise level (EPNdB) for an aircraft at maximum take-off weight at the lateral and take-off noise measuring points
- Aircraft not exceeding a take-off weight of 8.618 kg or any other certified aircraft except for the Chapters 2, 3 and 5 of ICAO Annex 16, the QC is fixed at a value of 1.

Contacts

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While every effort has been made to ensure the information in this leaflet is correct at date of issue, The Brussels Airport Company cannot be liable for errors or changes.

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