

## Charges & fees at Brussels Airport



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## General information

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Website                   [www.belgocontrol.be](http://www.belgocontrol.be)  
Email                      [customers@belgocontrol.be](mailto:customers@belgocontrol.be)

### ***Brussels Slot Coordination (BSC)***

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Belgium

Telephone                +32 (0)2 753 5791  
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## 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: € 2.19 of which €0.52 is applicable for security matters

[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 § 1. for aircraft noise categories)

Category 1	1.70
Category 2	1.20
Category 3	1.00
Category 4	0.90

[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		2.25
	QC ≥ 12		Arr	1
08:00-20:59	any QC	Dep	Arr	1
21:00-22:59	QC < 12	Dep	Arr	1
	QC ≥ 12	Dep		2.25
	QC ≥ 12		Arr	1
23:00-05:59	QC ≤ 12	Dep	Arr	2.25
	QC > 12	N/A	N/A	N/A

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

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

(see annex § 2. for details)

The landing and take-off charges for a helicopter are set at a fixed amount of € 13.31.

## 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 € 0.62 per ton and per hour.

$$\text{Fee} = \text{€ } 0.62 \times \text{MTOW} \times \# \text{ hours}$$

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 5<sup>th</sup> 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 € 1.78 per 10 tons and per hour. Added to this, will be a fixed charge of € 7.18.

$$\text{Fee} = (\text{€ } 1.78 \times \text{MTOW}/10 \times \# \text{ hours}) + \text{€ } 7.18$$

The first 8 hours are not charged, but as of the 9<sup>th</sup> 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.

### **Boarding bridge parking charge**

This charge applies to aircraft between 06:00 – 22:59 for occupying a stand with a boarding bridge for more than six hour and not operationally during that time by that airline operator; not enabling Brussels Airport to use this bridge to dock or unload passengers from other aircraft.

The boarding bridge parking charge is applied from the moment of docking and is per hour or part thereof.

€ 14.78 per hour

### **Electricity 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. The electricity charge is per 15 minutes or part thereof. The electricity charge is based on the certified seating capacity of the aircraft.

Certified seating capacity

[up to 160 seats]	€ 6.54
[160 – 239 seats]	€ 10.38
[240 seats and over]	€ 14.28

## Charges (all times referred to are local times)

### Passenger charge

The passenger charge applies to departing passengers only and is different for BRU originating and for transfer passengers.

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

A transit passenger is a passenger transferring to another airport by means of the same aircraft or by means of a flight having the same flight number as the arrival flight.

Crew on duty and children under 2 years are exempted.

Originating passenger	€ 17.20 per departing passenger
Transfer passenger	€ 8.45 per departing passenger
Transit passenger	€ 3.33 per departing passenger

### Security charge

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

Crew on duty and children under 2 years are exempted.

Originating passenger	€ 8.01 per departing passenger
Transfer passenger	€ 7.71 per departing passenger
Transit passenger	€ 2.00 per departing passenger

These security charges include the security tax of the Directorate General Civil Aviation of €0.17 per departing passenger (not transit passenger).

### 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 movement is € 0.70.

### 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:  $[U] \times [W] \times [E] \times [D]$   
 (applied to each landing and take-off)  
 [U] Unit tariff: € 1.5369

[W] x [E] See landing and take-off charges above

[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. The indicated level was applicable at date of publication.

## Charges (all times referred to are local times)

### **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)

### **Ground handling fee**

The ground handling fee is €0.35 per passenger and is charged for local departing; local arriving passenger and transfer departing passenger, 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 €0.3697 per local departing passenger and €0,2095 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.

### **Other tariffs**

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](mailto:Ann.Derycke@brusselsairport.be).

### **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".

## Charges

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)

The Brussels Airport Company will also collect the ATC charges for the account of Belgocontrol, in case of "cash payers".

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 [credit-control@brusselsairport.be](mailto:credit-control@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](mailto: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

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

## Annex

### 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

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.

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

## Annex

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.

## § 2. 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

Published by The Brussels Airport Company – Limited Company  
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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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