

*my journey starts here*

# Airport Charges Regime Luxembourg Airport

Version 4.1  
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# Overview of Applicable Charges

## 1. Airport Charges payable to lux-Airport

<b>Landing and Take-Off Charge</b>	EUR 3,90 per ton MTOW <i>See formula on page 5</i>
<b>Aircraft Parking Charge (after 4 hours)</b>	EUR 1,25 per 24 hours and ton MTOW
<b>Passenger Service Charge</b>	EUR 7,00 per departing passenger till 31/12/2021
	EUR 8,50 per departing passenger from 01/01/2022
<b>PRM Charge</b>	EUR 0,50 per departing passenger

## 2. Charges payable to *Administration de la Navigation Aérienne (ANA)*

<b>Terminal Navigation Charge</b>	<a href="https://ana.gouvernement.lu/fr/statistiques/Redevances.html">https://ana.gouvernement.lu/fr/statistiques/Redevances.html</a>
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## 3. Charges payable to the *Institute Luxembourgeois de Régulation (ILR)*

<b>ILR Operational Cost Charge</b>	<a href="https://web.ilr.lu/FR/Professionnels/Aeroportuaire/Decisions-et-reglements-ILR/_layouts/15/ILR.Internet/Publications.aspx">https://web.ilr.lu/FR/Professionnels/Aeroportuaire/Decisions-et-reglements-ILR/_layouts/15/ILR.Internet/Publications.aspx</a>
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# Airport Charges at Luxembourg Airport

Effective 28 March 2021

## 1. General Terms

### 1.1 Validity

The charges in this document are valid as of 28 March 2021 and supersede all previous versions.

### 1.2 Scope

This price list concerns the following airport charges that are imposed at Luxembourg Airport:

- Aircraft Related Charges:
  - Landing and Take-Off Charge
  - Aircraft Parking Charge
- Passenger Related Charges:
  - Passenger Service Charge
  - Persons with Reduced Mobility (PRM) Charge

### 1.3 Application

The charges in this document apply to all aircraft with the exemption of the following aircraft:

- Military aircraft
- Aircraft operating Diplomatic and State flights, identified by an appropriate indication of status
- Aircraft operating Humanitarian flights
- Aircraft operating Search and rescue flights, authorised by the appropriate competent body
- Aircraft in distress
- Aircraft operating flights exclusively for the purpose of checking or testing the Instrument Landing System (ILS) at Luxembourg airport
- Aircraft operating flights for customs and police

Note that aircraft operating medical flights are not exempted from landing/take off charges.

## 2. Aircraft Related Charges

### 2.1 Landing and Take-Off Charge

The landing and take-off charge applies to all aircraft, except those listed in paragraph 1.3. The total payable charge can be computed by the formulas below. These formulas do not apply to aircraft with a maximum take-off weight (MTOW) less than or equal to 2 metric tons.

$$\text{Payable Charge}_{\text{landing}} = 3,90 \times M \times O \times T \times R_n$$

$$\text{Payable Charge}_{\text{take-off}} = 3,90 \times M \times O \times T \times R_n$$

Where:

M = MTOW expressed in whole metric tons

O = Operation factor

T = Time factor

R<sub>n</sub> = Noise factor

For an aircraft with an MTOW less than or equal to 2 tons, EUR 7,00 per landing and per take-off will be charged.

#### 2.1.1 MTOW

The aircraft's MTOW is expressed in metric tons and recorded in the airplane flight manual. Each fraction of a metric ton is counted as a whole unit. Should an airworthiness certificate not be available, another authorized document stating the aircraft's MTOW is also accepted. If no document is provided, the aircraft will be charged based on the highest known MTOW for its type.

#### 2.1.2 Type of Operation

The charge formula distinguishes between two types of operation:

Type of Operation	Operation factor
Cargo	0,7
All other flights	1,0

Information from the flight plan will be used to determine the type of operation for charge purposes.

#### 2.1.3 Time

The table below determines the time factor. The times are based on local, actual times (ATD/ATA).

Day (06:00 – 22:59)		Night (23:00 – 05:59)	
Landing	Take-off	Landing	Take-off
1,0	1,0	1,5	2,0

## 2.1.4 Noise Performance

The charge formula contains a factor that reflects the aircraft's individual noise performance. The factor is based on the individual margin (IM) and cumulative margin (CM) of the aircraft's certified noise values, all expressed in EPNdB. The noise values are recorded on EASA form 45 or the noise certificate.

The IM is the difference between the certified and limit noise values. The certified noise values are measured as part of the aircraft certification at three measurement points: fly-over, lateral and approach. The limit noise values are determined by the relevant chapter of ICAO Annex 16 Volume I for each of the three measurement points. The CM is the difference between the cumulation of the individual certified and limit noise values.

An aircraft is charged according to one of the eight categories below, if the criteria for the IM and CM values are concurrently met.

Category	R1	R2	R3	R4	R5	R6	R7	R8
CM	Less than 0	0 or more	5 or more	10 or more	15 or more	20 or more	25 or more	30 or more
IM	N/A	At least 0	At least 1	At least 2	At least 3	At least 4	At least 5	At least 6
Noise factor <sup>1</sup>	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0

An aircraft will be allocated to a noise category based on data available to lux-Airport. This allocation can be changed by an aircraft operator if it provides EASA form 45 or other valid noise certificate for the aircraft. The change of a noise category is only applicable as of the billing period in which the new noise certificate is supplied.

## 2.2 Aircraft Parking Charge

In application of article 7(2) of the modified Luxembourgish law of 31st January 1948 relative to air navigation regulation:

The aircraft parking charge is based on the certified MTOW, stated in the aircraft's flight manual, or any other authorized aircraft document, such as the aircraft noise certificate. The aircraft parking charge is fixed at EUR 1,25 per metric ton and per twenty-four-hour period. Each fraction of a metric ton and/or of a twenty-four-hour period are counted as a whole unit. The first 4 hours of aircraft parking after landing are free of charge. The first twenty-four-hour period starts at the fifth hour after landing. The landing and take-off time stamps marked in the flight progress strip will be binding.

Free Parking Period	Charge per ton MTOW and 24-hour period after 4 hours
4 hours	EUR 1,25

When the airworthiness certificate of a general aviation aircraft has been expired by more than 6 months, the amount of the charge is tripled. Afterwards the charge is increased by EUR 5,00 every 6 months. The aircrafts stationed on private parking lots or inside hangars are exempt of the charge, given that they possess a valid airworthiness certificate.

<sup>1</sup> At present, there is no charge differentiation between noise categories.

### 3. Passenger Related Charges

#### 3.1 Passenger Service Charge

In application of article 7(2) of the modified Luxembourgish law of 31st January 1948 relative to air navigation regulation:

The passenger service charge is due by all passengers departing from Luxembourg Airport. The passenger charge is collected by airlines on behalf of lux-Airport. The airlines are fully liable for payment of the passenger service charge.

The passenger service charge includes, but is not limited to the provision of the following:

Passenger Terminals	Passenger Services	Access to the Airport
<ul style="list-style-type: none"> <li>• Departure facilities</li> <li>• Arrival facilities</li> <li>• Terminal furniture</li> <li>• Baggage handling system</li> <li>• CUTE/CUSS</li> <li>• Sanitary facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Signage</li> <li>• Information desk</li> <li>• PA-System</li> <li>• WiFi</li> </ul>	<ul style="list-style-type: none"> <li>• Airport access road</li> <li>• Landscaping</li> <li>• Traffic signs</li> <li>• Kiss &amp; Fly</li> </ul>

Effective 28 March 2021, the passenger charge is **EUR 7,00** per departing passenger.

Effective 1 January 2022, the passenger charge is **EUR 8,50** per departing passenger.

#### 3.2 Persons with Reduced Mobility (PRM) Charge

In application of article 8(3) of the European regulation (EC) N° 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:

The PRM charge funds the provision of special services to passengers with reduced mobility at lux-Airport. The assistance is provided by staff which had the appropriate training and is using certified equipment.

The PRM charge is due by all departing passengers at Luxembourg Airport. The PRM charge is collected by airlines on behalf of lux-Airport. The airlines are fully liable for payment of the PRM charge. The PRM charge is not levied on passengers mentioned in section 3.3 of this document.

Examples of what is covered by the PRM Charge
<ul style="list-style-type: none"> <li>• Assistance to arriving and departing passengers</li> <li>• Designated pick-up and drop-off points</li> <li>• Special vehicles and other rolling equipment</li> <li>• Dedicated seating equipment</li> </ul>

Effective as of 27 October 2019, the PRM Charge is **EUR 0,50** per departing passenger.

### 3.3 Exemptions

The following passengers are exempt from payment of the Passenger Service charge and PRM charge:

- Passengers in transit remaining on board of the aircraft
- Passengers on dedicated medical flights
- Passengers under the age of 2 years
- Passengers that are handled at the Business Aviation Center
- People travelling for airlines/aircraft operators because of operational reasons (crew)

## 4. Conditions

### 4.1 Governance and jurisdiction

All disputes arising out of or in connection with the "Airport Charges Regime at Luxembourg Airport" that cannot be settled amicably, are to be submitted to the exclusive jurisdiction of the Luxembourg Courts and Tribunals with material competence in such matters. The present "Airport Charges Regime at Luxembourg Airport" is governed by Luxembourg law.

### 4.2 Modes of Payment

The airport charges set forth in this document are either to be paid by the owner or by the operator of the aircraft or, in case of default, by the pilot in command of the aircraft. These charges are payable in full before take-off of the aircraft in question. These charges are payable to the Société de l'Aéroport de Luxembourg S.A. (lux-Airport).

lux-Airport may deviate from the payment method specified in the previous paragraph by allowing, under various conditions, payment of the charges to occur by means of a monthly settlement. The settlement payment must be made within a month of its emission. In case of charges being paid by means of a monthly settlement, lux-Airport can request an endorsement or bank guarantee from the operator in an equal amount to at least 3 months' worth of regular operations by said operator. lux-Airport reserves the right to cancel the monthly settlement agreement at any moment.

lux-Airport reserves the right to apply late-payment interests at the legal interest rate in case a payment has not been made within 30 days from the invoice date.

### 4.3 Reduction or Exemption of Charges

Upon duly motivated prior written request, the airport charges can be reduced or exonerated by lux-Airport, in the following cases:

- for air movements related to events promoting aviation or organized by general aviation societies;
- for air movements in favor of development aid;

The request needs to be sent to following email: [airportcharges@lux-airport.lu](mailto:airportcharges@lux-airport.lu)



#### 4.4 Adjustment of Charges

The Luxembourgish law of 23 May 2012 outlines the process of an adjustment of airport charges. The level of the airport charges and their attached conditions can be modified after seeking the advice of the Airport User Committee (AUC). To this end, lux-Airport submits all propositions aimed at modifying the structure or the level of airport charges to the AUC. This includes a presentation of the motives in justification of the proposed modifications. The proposal will be submitted to the AUC four months in advance of their implementation, unless when confronted with exceptional circumstances, which must also be duly motivated. The new airport charges are to be published two months in advance of their implementation.

When the charges collected by lux-Airport over the course of one financial year exceed the costs specifically related to these charges, lux-Airport can decide on a redistribution of this excess to the airport users. This redistribution will be strictly proportional to their contribution to the collected charges. Such redistribution can only be done based on audited accounts and with the approval of the guardianship authority (*autorité de tutelle*).

In case of discrepancies, the English version of this document prevails.