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Airport Charges Regime Luxembourg Airport

Version 6
25 August 2026



1. General Terms.....	4
1.1 Validity	4
1.2 Scope.....	4
1.3 Application	4
2. Aircraft Related Charges	5
2.1 Landing and Take-Off Charge.....	5
2.2 Aircraft Parking Charge	7
3. Passenger Related Charges	7
3.1 Passenger Service Charge	7
3.2 Persons with Reduced Mobility (PRM) Charge.....	8
3.3 Exemptions.....	8
4. Conditions.....	9
4.1 Governance and jurisdiction.....	9
4.2 Modes of Payment	9
4.3 Reduction or Exemption of Charges	9
4.4 Adjustment of Charges.....	10

Overview of Applicable Charges

1. Airport Charges payable to lux-Airport

Landing and Take-Off Charge	EUR 4,57 per ton MTOW <i>See formula on page 5</i>
Aircraft Parking Charge (after 4 hours)	EUR 1,25 per 24 hours and ton MTOW
Passenger Service Charge	EUR 12,50 per departing passenger
PRM Charge	EUR 0,70 per departing passenger

2. Other fees payable to lux-Airport

Follow-Me Fee P1	EUR 40,18 per occasion
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3. Charges payable to *Administration de la Navigation Aérienne (ANA)*

Terminal Navigation Charge	https://ana.gouvernement.lu/fr/statistiques/Redevances.html
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4. Charges payable to the *Institute Luxembourgeois de Régulation (ILR)*

Administrative Fees of the ISA fixed by annual ILR Regulations	Règlement ILR/A25/1 du 12 novembre 2025 - ILR
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Contact: airportcharges@lux-airport.lu

Airport Charges at Luxembourg Airport

Effective 25 October 2026

1. General Terms

1.1 Validity

The charges and conditions in this document are valid as of 25 October 2026 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
- Others:
 - Follow-me Fee P1

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.

$$Payable\ Charge_{landing} = 4,57 \times M \times O \times T \times R_n$$

$$Payable\ Charge_{take-off} = 4,57 \times M \times O \times T \times R_n$$

Where:

M = MTOW expressed in whole metric tons

O = Operation factor

T = Time factor

R_n = Noise factor

For an aircraft with an MTOW less than or equal to 2 tons, EUR 8,20 per landing and per take-off will be charged.

2.1.1 MTOW (M)

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, lux-Airport reserves the right to apply these charges based on the highest known MTOW for the aircraft type.

2.1.2 Type of Operation (O)

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 (T)

The table below determines the time factor. The times are based on local actual runway times (ALDT/ATOT).

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

2.1.4 Noise Performance (Rn)

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
Cumulative Margin	Less than 0	0 or more	5 or more	10 or more	15 or more	20 or more	25 or more	30 or more
Individual Margin	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 ¹	1,4	1,3	1,2	1,1	1,0	0,85	0,75	0,70

Aircraft shall be assigned to a noise category based on the information and documentation available to lux-Airport.

An aircraft operator may request a review of the assigned noise category by submitting a valid EASA Form 45 or any other noise certification document accepted by lux-Airport. Any amendment to an aircraft's noise category shall take effect only from the billing period during which the supporting documentation is received and accepted by lux-Airport. No retroactive adjustment shall be made for previous billing periods.

Noise certification levels established using a measurement methodology other than the standard three ICAO Annex 16 certification points (approach, lateral and flyover), including, but not limited to, the flyover or take-off measurement points defined under ICAO Annex 16, Chapters 6, 8 or 11, cannot be converted to the standard classification methodology applied by lux-Airport and shall therefore be assigned to noise category R1 unless otherwise determined by lux-Airport.

The burden of proof regarding the applicable noise category shall rest solely with the aircraft operator. The operator shall submit the relevant supporting documentation to lux-Airport before the end of the applicable billing period. In the absence of satisfactory evidence, lux-Airport shall apply noise category R1 by default.

For aircraft with a maximum take-off weight (MTOW) of 2 tonnes or less, no noise factor shall be applied to the fixed charge of EUR 8.20.

For aircraft certified on the basis of one or two ICAO Annex 16 noise measurement points rather than the standard three measurement points, the applicable noise category shall be determined by reference to the Individual Margin (IM) values set out in the classification table above.

Where no EASA Form 45 or equivalent EASA noise certificate exists, lux-Airport may, at its sole discretion, consider alternative supporting documentation provided by the operator. Such

¹ At present, there is no charge differentiation between noise categories.

documentation must originate from a competent authority, the aircraft manufacturer, or a suitably qualified aviation acoustics specialist, and must enable a reliable determination of the applicable noise category.

Any costs incurred in obtaining, preparing or submitting such documentation, including technical assessments or acoustic studies, shall be borne solely by the operator.

lux-Airport may additionally take into account noise certification data relating to aircraft variants within the same aircraft family where sufficient technical equivalence can be demonstrated by the operator. In the absence of satisfactory supporting evidence, noise category R1 shall apply.

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.

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 service 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
• Departure facilities • Arrival facilities • Terminal furniture • Baggage handling system • CUTE/CUSS • Sanitary facilities	• Signage • Information desk • PA-System • WiFi	• Airport access road • Landscaping • Traffic signs • Kiss & Fly

The passenger service charge is **EUR 12,50** per departing passenger.

The passenger service charge is not levied on passengers mentioned in section 3.3 of this document.

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.

Examples of what is covered by the PRM Charge
• Assistance to arriving and departing passengers • Designated pick-up and drop-off points • Special vehicles and other rolling equipment • Dedicated seating equipment

The PRM Charge is **EUR 0,70** per departing passenger.

The PRM charge is not levied on passengers mentioned in section 3.3 of this document.

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
- Persons 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 Modalities 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 30 days from the invoice date. 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. Airlines operating on an irregular basis that have neither provided a bank guarantee nor paid a cash deposit will be classified as "cash payers" and must prepay all applicable charges and fees. In exceptional circumstances, lux-Airport may also require payment by credit or debit card.

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.

In the event of bad payment behaviour or concerns regarding an airline's creditworthiness, lux-Airport may require the airline to prepay all charges and fees (in place of monthly invoicing), in addition to providing a supplementary guarantee. lux-Airport also reserves the right to set a credit limit for the airline, as well as to review and adjust this limit, the bank guarantee, or the cash deposit amount, based on the airline's actual turnover, non-compliance with payment terms, or any decline in its creditworthiness.

If an airline fails to settle its charges and fees within the deadline specified in the notice of default, lux-Airport reserves the right to initiate precautionary measures, in coordination with local authorities, which may affect the continuation of the airline's operations at Luxembourg airport, until all outstanding charges, fees, interest, and compensation are fully paid. In addition, lux-Airport reserves all rights to seek full compensation of outstanding amounts and any related compensation from said airline through legal proceedings, where necessary.

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;
- for air movements organized by non-profit general aviation societies;
- for air movements in favor of development aid.

The request needs to be sent to the following email: 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*).

lux-Airport will adjust the Airport Charges at the start of each IATA Summer Season in line with the latest officially published Luxembourg Consumer Price Index (CPI) issued by STATEC, without prejudice to any additional adjustments resulting from the annual airport charges consultation process. The charges impacted by such indexation include:

Landing and Take-Off Charge	EUR 4,57 per ton MTOW EUR 8,20 for an aircraft with an MTOW less than or equal to 2 tons <i>See formula on page 5</i>
Aircraft Parking Charge (after 4 hours)	EUR 1,25 per 24 hours and ton MTOW
Passenger Service Charge	EUR 12,50 per departing passenger
PRM Charge	EUR 0,70 per departing passenger
Follow-Me Fee P1	EUR 40,18 per occasion

The CPI indexation applicable to the IATA Summer Season shall be announced in January, preceding the start of that IATA Summer Season, based on the latest monthly National Consumer Price Index (*Indice des prix à la consommation national (IPCN)* – C1, the general index linked to the base 1.1.1948), and shall become effective in March, leaving 2 months to the AUC with approximately two months' advance notice between publishing of the index to be used and the date of taking effect.

The adjusted charges may never fall below the charges in force on the date of the adjustment. Should the basis for calculating the official consumer price index be amended or abolished, the parties expressly agree that the charges shall be linked to the new conversion system published by STATEC or to any system that may replace this index, without, however, ever falling below the former charges calculated in accordance with the previous method of calculating the index.

In the absence of any new adjustment criteria, the parties shall make every effort to agree on the use of an alternative formula to link the amount of the charges to the increase in the cost of living.