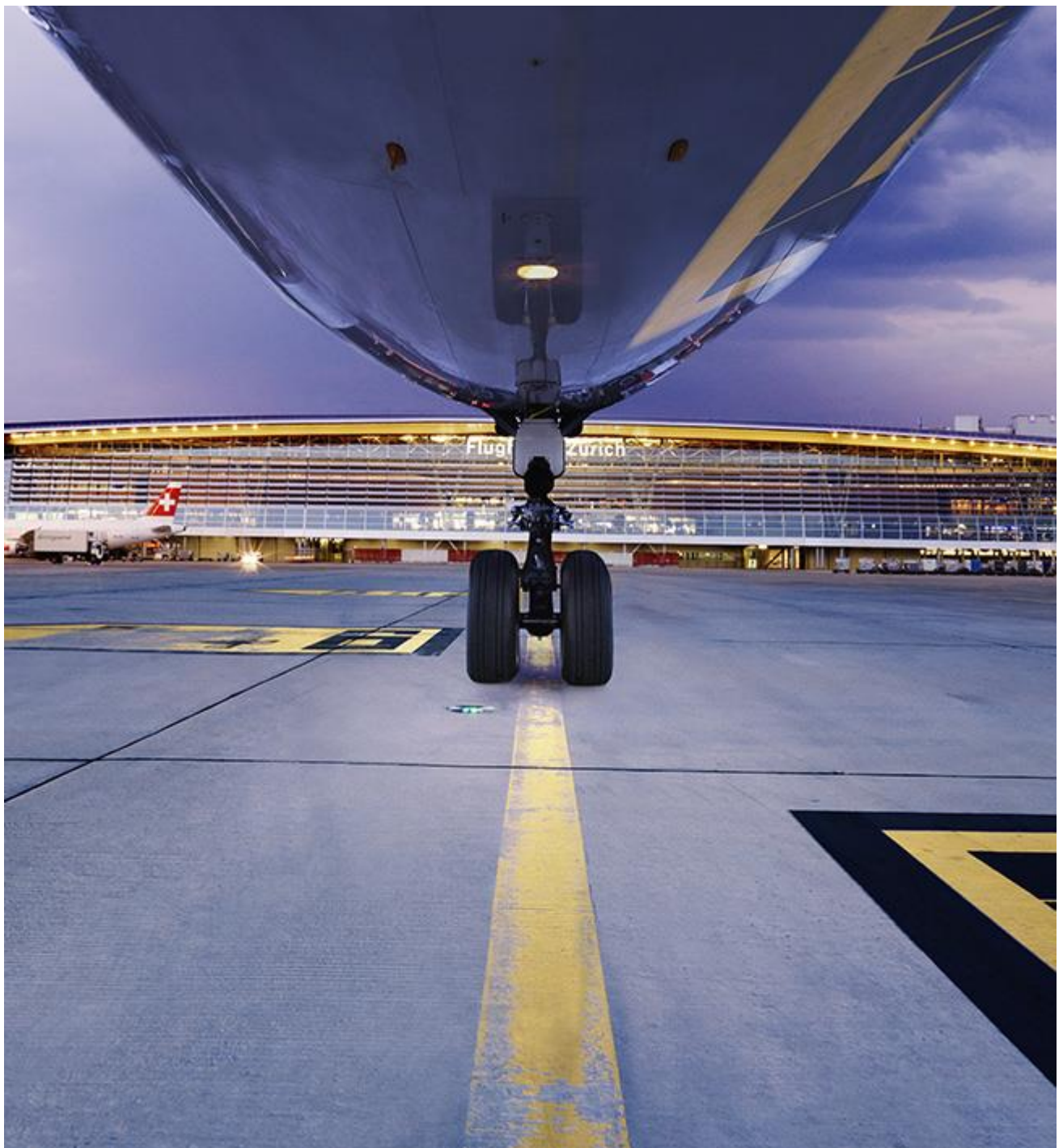


Airport Charges at Zurich Airport

Valid from February 1, 2014



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1. General

1.1. Definitions

ABT	Airborne time
Aeroplane	A power-driven aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight
AIMS	Airport Information Management System
ATA	Actual Time of Arrival
ATD	Actual Time of Departure
CHF	Swiss Francs
Commercial passenger	Passenger on a flight that is offered to the public for a fee either separately or as part of an all expense tour
EASA	European Aviation Safety Agency
FOCA	Federal Office of Civil Aviation
GA/BA:	General Aviation/Business Aviation: Flights that transport a maximum of 24 passengers and a maximum of 200 kg of freight and that do not need any terminal infrastructure (e.g. Check-In, connection to IT systems) for handling or flights with such character (e.g. technical flights that are GA/BA flights in normal operations).
HCC Dp/Foo	certified LTO hydrocarbon emission per axial thrust
hp	horse power
ICAO	International Civil Aviation Organization
Local passenger	Passenger whose journey starts with a departure from Zurich Airport or whose journey ends with an arrival at Zurich Airport and who is not a transfer or transit passenger.
LT	Local time
LTO cycle	Landing and take-off cycle
MTOW	Maximum Take-off Weight
TDT	Touch down time
VAT	Value Added Tax
PRM	Passenger with reduced mobility according to Reg. (EC) 1107/2006
RFS	Road Feeder Service
S/C	Scheduled/Charter: Commercial flights that need terminal infrastructure (e.g. Check-In, connection to IT systems) for handling and flights with such character (e.g. technical flights that are S/C flights in normal operations)
shp	shaft horse power
t	ton
Transfer passenger	passenger who disrupts his journey at Zurich Airport and who continues on the same day with another aircraft with a different flight number. Place of departure and place of arrival must not be identical.

Transit passenger	Passenger who interrupts his journey at Zurich Airport and who continues on the same day on the same flight number.
W-Lan	Wireless Lan

1.2. General provisions

Based on art. 39 of the Swiss Aviation Act (SR 748.0) and on the Swiss Airport Charges Regulation (SR 748.131.3), Flughafen Zürich AG issues the following Airport Charges Catalogue.

Objections against airport charges invoices are to be handed in to Flughafen Zürich AG, Airport Charges Management, P.O. Box, 8058 Zurich-Airport within 10 days after issuance. Flughafen Zürich AG decides on such invoices by order. Complaints against such orders are to be filed to the Federal Administrative Court within 30 days after issuance of the order.

Place of fulfillment is Zurich Airport.

Exclusive place of jurisdiction for civil disputes in relation to the Airport Charges Catalogue is Bülach. Swiss Law is exclusively applicable.

1.3. Precedence over AIP publication

The airport charges are additionally published in the Aeronautical Information Publication (AIP). This Airport Charges Catalogue in German language takes precedence over the AIP.

1.4. Liability

In the scope of this Airport Charges Catalogue, the liability of Flughafen Zürich AG is determined by the Government Liability Act (SR 170.32) and by art. 4 of the Zurich Airport Operations Regulations, dated June 30, 2011.

There is no performance guarantee by Flughafen Zürich AG deductible from this Airport Charges Catalogue. The liability of Flughafen Zürich AG is excluded to the legally permitted extent. This includes liability for consequential damage, loss of profit, damages out of delays and additional expenditure in ground handling and out of loss of data. Flughafen Zürich AG is not liable for own negligence and negligence of her staff and auxiliaries.

1.5. Set-off

The party liable may not offset her receivables against airport charges.

1.6. Debt collection

Flughafen Zürich AG may commission third parties to collect airport charges.

2. Operational charges

2.1. Party liable

If not provided otherwise, the operating carrier is party liable.

If the operating carrier is not known, the owner of the aircraft is party liable.

All natural or legal persons that carry out a flight on their own account and that have the actual and permanent power of control over the aircraft and who use it at their expense are considered as operating carriers. Several operating carriers of an aircraft are jointly and severally liable for operational charges. If the operating carrier and the owner of the aircraft are not the same persons, both are jointly and severally liable for operational charges.

2.2. Exemptions

The following airport users are exempted from airport charges:

- the Swiss Confederation for flights of officials of the Federal Office of Civil Aviation (FOCA) and the Swiss Accident Investigation Board during the course of their duties,
- Swiss state aircraft,
- foreign state aircraft carrying the head of state on an official state visit and
- recognized Swiss air rescue organizations for flights carrying sick or injured persons or rescue equipment, provided that the costs thus incurred cannot be otherwise charged

2.3. Tariffs

The operational charges' tariffs are indicated in Swiss Francs (CHF), excluding Value Added Tax (VAT).

2.4. Invoicing and payment

Operational charges are invoiced in CHF.

They are due after service provision by Flughafen Zürich AG and before departure of the aircraft from Zurich Airport.

Flughafen Zürich AG may allow postponed payments for parties liable that use Zurich Airport regularly and

- that have their head office or a branch office in Switzerland or
- that have, concerning the claims of Flughafen Zürich AG, a special domicile in Switzerland according to art. 50 paragraph 2 of the Swiss Debt Enforcement and Bankruptcy Act (SR 281.1).

If postponed payments are allowed and if not provided otherwise, payments are due 10 days after issuance of the invoice.

Flughafen Zürich AG may demand securities from the party liable, such as bank guarantees by a bank with a headquarter in Switzerland (direct or indirect issuance), cash deposits or prepayments prior to landing.

If the party liable is delayed in payment, Flughafen Zürich AG may

- demand default interest of 5%,

- deny departure and impose the costs arising including damages to the party liable.

2.5. Documentation duties

Parties liable have to report about the aircraft operated under their responsibility at Zurich Airport yearly until April 1 with the following documentation:

- aircraft registration
- aircraft manufacturer, aircraft type and model
- MTOW according to Aircraft Flight Manual (AFM), basic section on weight limitation
- engine type

The report has to be backed with the respective AFM pages.

Changes in the course of the year have to be reported immediately to Flughafen Zürich AG.

Data for invoicing and statistics (load messages and passenger transfer messages, inbound connection lists) are to be delivered by the handling agent to Flughafen Zürich AG. Airlines are obliged to provide such data accordingly.

2.6. Adjustment of operational charges

The procedure to adjust operational charges will commence on June 30, 2017, latest.

2.7. Individual charges

2.7.1. Aircraft movement related charges

2.7.1.1. Landing charge

MTOW	Charge per landing	Charge per t MTOW
≤ 5t	60.00	0.00
> 5t ≤ 10t	130.00	0.00
> 10t ≤ 20t	175.00	0.00
> 20t ≤ 25t	200.45	0.00
> 25t ≤ 30t	241.30	0.00
> 30t ≤ 50t	0.00	8.12
> 50t	406.60	9.55 (per t above 50t)

The landing charge is also valid for „touch and go“ landings and for „missed approaches“.

The MTOW that is indicated in the AFM, basic section on weight limitation, is applicable. It is rounded up to the next full ton. Other MTOW indications, e.g. flexible MTOW or MTOW in additional documents are not taken into consideration. In case that there is no such MTOW data available to Flughafen Zürich AG, the highest known MTOW for the respective aircraft type at Zurich Airport will be applied.

The landing charge is reduced by 50% for flights that have departed before the landing that is subject to the charge from a Swiss airport (incl. Basel-Mühlhausen).

The landing charge is reduced by 66 2/3% for technical check flights, transfer flights and transfer flights without payload. The same reduction applies for training and instruction flights for pilots that are accompanied by a flight instructor or inspecting pilot.

2.7.1.2. Aircraft noise charge

The aircraft noise charge for jet aircraft is levied according to the Federal Office of Civil Aviation decree of January 7, 2013.

The noise classification¹ is based on measured noise levels in the vicinity of Zurich Airport.

Aircraft noise charge per landing all day:

Noise class	1	2	3	4	5
All day	2'000.00	400.00	40.00	10.00	0.00

Aircraft noise surcharge per take-off at shoulder and night hours:

	Noise class				
	1	2	3	4	5
Airborne time (ABT) 21:00:01-22:00:00 LT	800.00	200.00	100.00	50.00	40.00
ABT 22:00:01-22:30:00 LT	1'500.00	200.00	100.00	50.00	50.00
ABT 22:30:01-23:00:00 LT	2'000.00	400.00	200.00	100.00	100.00
ABT 23:00:01-23:30:00 LT	3'000.00	800.00	400.00	200.00	200.00
ABT 23:30:01-00:00:00 LT	6'000.00	1'500.00	800.00	400.00	400.00
ABT 00:00:01-06:00:00 LT	18'000.00	9'000.00	4'500.00	2'500.00	1'500.00
ABT 06:00:01-07:00:00 LT	1'500.00	500.00	200.00	100.00	50.00

Aircraft noise surcharge per landing at shoulder and night hours:

	All noise classes
Touch down time (TDT) 21:00:01-22:00:00 LT	40.00
TDT 22:00:01-22:30:00 LT	50.00
TDT 22:30:01-23:00:00 LT	100.00
TDT 23:00:01-23:30:00 LT	200.00
TDT 23:30:01-00:00:00 LT	400.00
TDT 00:00:01-06:00:00 LT	1'500.00
TDT 06:00:01-07:00:00 LT	50.00

Incentive for jet aircraft:

Upon application, Flughafen Zürich AG promotes the operation of less noisy aircraft, if the following conditions are fulfilled:

- The respective aircraft type has been certified by the European Aviation Safety Agency (EASA) a maximum of four years before application and it has been operated newly at Zurich Airport between certification and application;

¹ See Annex A.1.: Noise classes for jet aircraft.

- The noise reduction of the new aircraft type measured at Zurich Airport compared to the noise of the aircraft type that has been operated on the same operation has to be 5 dB at a minimum. The noise reduction is measured similarly to the measurements applied for determining aircraft noise charges.

The incentive is granted from the beginning of the regular operation of the new aircraft type with the respective airline at Zurich Airport, based on its actual number of landings. It is granted for a maximum of three years but limited to the validity of this Airport Charges Catalogue.

For each year, there are CHF 1'000'000.00 out of the collected aircraft noise charges (except noise surcharges for shoulder and night hours) available for incentive payments. The incentive is based on the airline's share of entitled landings in all entitled landings in the respective year. The incentive is credited in the beginning of the following year. The yearly incentive amount per airline is limited to the total amount of the aircraft noise charges (except noise surcharges for shoulder and night hours) paid by this airline during this year. The maximum payment per landing is CHF 100.00.

Aircraft that have been certified by EASA after January 1, 2010 and that have been in operation at Zurich Airport before February 1, 2014, are granted the same incentive upon application, if all aforementioned conditions are fulfilled.

In case that, until December 31, 2015, the minimum noise reduction of 5 dB proves too high for triggering the incentive, it may be reviewed and adjusted by Flughafen Zürich AG. In case of an adjustment, Flughafen Zürich AG considers the minimum noise reduction that is perceptible by humans (minimum of 3 dB). The triggering value must not be set below this value. Airport users will be informed on such adjustments in the yearly consultation meeting. New triggering values are not applicable retrospectively.

Applications are to be handed in until January 31 of the following year by means of the application form on www.zurich-airport.com/charges to Flughafen Zürich AG, Airport Charges Management, P.O. Box, 8058 Zurich-Airport.

The following noise charges per noise class² are valid for propeller driven aircraft with an MTOW up to 8.7t:

	Charge per t MTOW
Charge per landing class A	7.00
Charge per landing class B	4.00
Charge per landing class C	2.00
Charge per landing class D	0.00

Concerning the MTOW, art. 2.7.1.1 applies.

Propeller driven aeroplanes with an MTOW of more than 8.7t are classified in noise class 5 for jet aircraft.

During shoulder and night hours, for all propeller driven aeroplanes, independent from their MTOW, the surcharges of noise class 5 for jet aircraft apply.

2.7.1.3. Emission charge

For aircraft that are regulated in ICAO annex 16, Volume II or that are not regulated but have detailed emission data available to FOCA, an emission charge per landing is applicable, based on the FOCA directive 33-05-27 on Aircraft Engine Emission Charges in Switzerland, dated June 1, 2009. The following formula applies:

² See noise classification for propeller driven aircraft, www.bazl.admin.ch → for specialists → aircraft → noise related landing charges.

Emission Charge = EmissionValueAircraft * Emission tariff

whereas

Emission tariff = 2.50 CHF

$$EmissionValue_{(aircraft)} = a * \#engines * \sum_{LTO-modes} \left(\frac{60 * time * fuelflow * NOx_{Emissionfactor}}{1000} \right)$$

whereas

a = 1, if the certified LTO hydrocarbon emission per rated thrust (HCC Dp/Foo) is less than or equal to the current ICAO standard for non-regulated engines.

a > 1, if the certified LTO hydrocarbon emission per rated thrust (HCC Dp/Foo) is greater than the current ICAO standard for non-regulated engines.

The following ICAO certification values for LTO hydrocarbon emission apply:

Mode	Time
Take-off	0.7 Min
Climbout	2.2 Min
Approach	4.0 Min
Taxi/idle	26.0 Min

Fuelflow = Fuelflow per mode in kg/second³

NOx_{Emission factor}: Measured NOx emission factor per mode in g/kg fuel⁴

Propeller driven aircraft, helicopters and aircraft with no emission data available to FOCA are subject to the emission charge as follows:

# engines	Piston: Turbodiesel microlight ecolight	Piston: conventional			Helicopter	Helicopter	Jets	Jets	Turbo-props
		≤ 200 hp	> 200, ≤ 400 hp	< 400 hp	< 1000 shp	> 1000 shp	< 16 kN	>16, < 26.7 kN	
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	---	0.6	1.2	1.5	---	2.1	1.5	3.0	2.4
4	---	0.8	1.6	2	---	2.8	---	---	3.2

³ according to ICAO/FOCA/FOI engine emission database.

⁴ according to ICAO/FOCA/FOI engine emission database.

2.7.1.4. Aircraft parking charge

Aircraft parking charges are imposed based on MTOW and parking duration of the respective aircraft. The parking duration begins at actual time of arrival (ATA) and ends at actual time of departure (ATD). For aircraft parking in a hangar, the parking duration begins when the aircraft enters the apron and ends when the aircraft leaves the apron.

Concerning the MTOW, art. 2.7.1.1 applies. For invoicing purposes, partial minutes and hours are calculated as full minutes and hours.

Aircraft parking charge for commercial flights:

	Charge per t MTOW			
	hour 1-5	hour 6	hour 7	hour 8ff
ATA min and ATD same date	0.00	2.00	2.00	0.00

		Charge per t MTOW
One overnight parking	ATD before 10:30 LT	2.00
	ATD after 10:30 LT	4.00

			Charge per night per t MTOW
Several overnight parkings	First until next to last night		2.00
	Last night	ATD before 10:30 LT	2.00
		ATD after 10:30 LT	4.00

Aircraft parking charge for non-commercial flights:

The first four hours of parking are free of charge.

MTOW	Charge per day	Charge per day per t MTOW
≤ 2t	8.00	0.00
> 2t	0.00	4.00

If landing and departure take place on the same date, the time between landing and departure is considered as one day. If departure takes place on a later date than landing, each change of date is considered as one day.

2.7.2. Passenger related charges

2.7.2.1. General provisions

Passenger related charges are imposed per departing passenger.

Exempted from passenger related charges are

- children under the age of two years,
- crew members who are directly involved in the flight's operation, including emergency flights, training flights, measurement flights and test flights,
- crew members who are transported to another airport for the purpose of service on a flight from that airport (dead head crew),
- transit passengers

2.7.2.2. Passenger charge

	Charge per passenger S/C	Charge per passenger GA/BA
Local passenger	21.00	14.00
Transfer passenger	8.00	---
Passenger on sight-seeing flight	0.00	0.00
Passenger on domestic flight	21.00	8.00

2.7.2.3. Passenger security charge

	Charge per passenger S/C	Charge per passenger GA/BA
Local passenger	14.50	14.50
Transfer passenger	10.00	---
Passenger on sight-seeing flight	14.50	14.50
Passenger on domestic flight	14.50	14.50

2.7.2.4. PRM charge

Charge per passenger	
Commercial passenger	Non-commercial passenger
0.90	0.00

2.7.3. Freight charge

Freight charges are imposed on import and transfer freight that is unloaded from an aircraft or from a motor vehicle as substitute for an aircraft (Road Feeder Service, RFS). The operating carrier and the forwarding agency are jointly and severally liable for freight charges. A forwarding agency is defined as the addressee as indicated on the transport order. Freight charges on transfer freight are invoiced to the arriving carrier.

Charge per unloaded kg (gross weight)	
Import	Transfer
0.06	0.02

3. User fees

3.1. Party liable

If not provided otherwise, the user of the respective infrastructure or service is party liable.

3.2. Tariffs

The user fees' tariffs are indicated in CHF, excluding VAT.

3.3. Invoicing and payment

User fees are invoiced in CHF.

They are due after service provision by Flughafen Zürich AG.

If not provided otherwise, payments are due 10 days after issuance of the invoice.

Flughafen Zürich AG may demand securities from the party liable, such as bank guarantees by a bank with a headquarter in Switzerland (direct or indirect issuance), cash deposits or prepayments prior to the use of the respective infrastructure or service.

If the party liable is delayed in payment, Flughafen Zürich AG may demand default interest of 5%. Flughafen Zürich AG reserves the right to revoke the ground handling authorization in case of payment delays.

If the party liable is an airline or an operating carrier, Art. 2.4 applies concerning invoicing and payment.

3.4. Liability

Users of centralized infrastructures are liable for default and damages that they, their employees or auxiliary persons cause to Flughafen Zürich AG. Special determinations in user regulations and therein defined standards of care are reserved.

If Flughafen Zürich AG is liable due to reasons in the user's responsibility, the user is obliged to keep Flughafen Zürich AG free of damage.

If the respective centralized infrastructure is a work in the sense of art. 58 of the Swiss Code of Obligations, the users' third party liability to Flughafen Zürich AG is defined as follows:

- Flughafen Zürich AG is liable as owner of the work according do art. 58 of the Swiss Code of Obligations.
- The user is liable to third parties in all other cases, as far as he is responsible for the reasons.
- The user takes the liability of Flughafen Zürich AG as owner of the work, as far as the damage is caused by
 - o a deficit caused by the user's operations,
 - o a deficit that cannot be corrected timely due to the user's failure of information to Flughafen Zürich AG,
 - o the user's failure of immediate action in order to avoid or to mitigate damage until the deficit can be corrected by Flughafen Zürich AG,
 - o other reasons in the user's responsibility.

3.5. Individual User Fees

3.5.1. User Fee Silencer

The user fee silencer is charged from June 16, 2014, or latest from the day of the silencer's start-up.

First 45 minutes	Additionnal 15 minutes
235.--	80.--

The use of the silencer is determined by the Silencer User Regulations.

3.5.2. Other User Fees

Other user fees are published after their determination according to the Airport Charges Regulation.

4. Access fees

4.1. Party liable

If not provided otherwise, the person who applies for the respective access is party liable.

4.2. Tariffs

The access fees' tariffs are indicated in CHF, including VAT.

4.3. Invoicing and payment

Access fees are invoiced in CHF.

They are due in cash after ID issuance and handover by Flughafen Zürich AG.

Flughafen Zürich AG may allow postponed payments on invoice for parties liable that operate regularly at Zurich Airport. Such invoices are payable 30 days after issuance.

If the party liable is delayed in payment, Flughafen Zürich AG may demand default interest of 5%. Additionally, Flughafen Zürich AG reserves the right to revoke the party liable's IDs and to impose the arising costs to the party liable.

4.4. Individual Access Fees

4.4.1. Access fee airport ID

The access fee airport ID is levied for all airport IDs, including winter service IDs.

Fee per airport ID
70.00

4.4.2. Access fee tour authorization

The access fee tour authorization is levied for all tour authorizations for one or several days, with and without visitor ID.

Fee per tour authorization
40.00

4.4.3. Access fee airside driving permit

The access fee airside driving permit is levied for all airside driving permits.

Fee per airside driving permit
50.00

4.4.4. Fee airside vehicle admission

The access fee airside vehicle admission is levied for all airside vehicle admissions.

Fee per airside vehicle admission
40.00

5. Other, non-regulated fees

5.1. Fuel stock fee Carbura

Flughafen Zürich AG is commissioned by the Swiss Fuel Stock Organization for fluid fuels (Carbura) to invoice the fuel stock fee. The fee amounts to 3.00 CHF per m³ and is invoiced to the company that is authorized to operate the underfloor fuelling system at Zurich Airport, together with the fuel throughput fee (see art.5.2.).

5.2. Fuel throughput fee

Flughafen Zürich AG imposes a fuel throughput fee of 5.00 CHF per m³ of the company that is authorized to operate the underfloor fuelling system at Zurich.

5.3. Approach charges

Flughafen Zürich AG is commissioned by Skyguide Ltd. to invoice the approach charges.

The approach charges are published in the AIP Switzerland, GEN 4.2, Art. 1. Payment is due 10 days after issuance of the invoice. Art. 2.1 and 2.3 to 1.6 apply likewise.

Annex

A.1. Noise classes for jet aircraft

Classification rules:

Noise class	Rule
1	Mean peak noise value aircraft type > mean peak noise value all aircraft types + 4.5 dB(A)
2	Mean peak noise value aircraft type ≤ mean peak noise value all aircraft types + 4.5 dB(A) or > mean peak noise value all aircraft types +1.5 dB(A)
3	Mean peak noise value aircraft type ≤ mean peak noise value all aircraft types + 1.5 dB(A) or > mean peak noise value all aircraft types - 1.5 dB(A)
4	Mean peak noise value aircraft type ≤ mean peak noise value all aircraft types 1 1.5 dB(A) or > mean peak noise value all aircraft types - 4.5 dB(A)
5	Mean peak noise value aircraft type > mean peak noise value all aircraft types - 4.5 dB(A)

Noise classes:

					Noise classes
1	2	3	4	5	
AN124	DC9-50	A300B2-100	A321	A318	BAE BA146-100
B707-100B	DC10-10	A300B2-200	B737-300	A318	BAE BA146-200
B707-300B	DC10-30	A300B2-300	B737-400	A320-100	BAE BA146-300
B707-300C	DC10-30ER	A300B4-100	B737-800	A320-200	BE PREMIER1
B727-100	DC10-40	A300B4-200	B737-900	B717-200	C500
B727-200	MD11	A300C4	B757-200	B717-300	C510
B727-200 ADV	MD80	A300-600	B757-300	B737-500	C525
B727-200 Hushkit	MD81	A310-200	B777-200	B737-600	C550
B737-200	MD82	A310-300	C650-III	B737-700	C551
B737-200 ADV	MD83	A330-200	C650-VI	BD-100	C560
B747-100	F28-1000	A330-300	C650-VII	BD-700	C680
B747-200	F28-2000	A340-200	FALCON-20	BD GL5000	C750
B747-SP	F28-3000	A340-300	FALCON-900	BD GLEX	CL60
B747-300 SUD	F28-4000	A340-400	FALCON-7X	CRJ-700	CL601
B747-400	F28-5000	A340-500	FALCON-200	CJR-900	DO328-300
B777-200ER	F28-6000	A340-600	FOKKER VFW-614	ERJ-170	EMB135
B777-300	IL-62	A380-800	MU-300	ERJ-190	EMB145ER
BAC1-11-200	IL-62M	B767-200	SAB NA-265-65	MD90	HS125-700
BAC1-11-300	IL-76M	B767-200ER	SAB NA-265-70	F70	HS125-800
BAC1-11-400	IL-76T	B767-300	SAB NA-265-80	F100	HS125-900
BAC1-11-500	IL-76TD	B767-300ER	WESTW IAI-1124	FALCON-10	HC125-1000
BAC1-11-539	IL-86	B767-400ER	WESTW IAI-1125	FALCON-2000	LR-30
DC8-50	TRISTAR L1011-500	B777-200LR	WESTW AJ25	G150	LR-45
DC8-61	TU134 A	B777-300ER		G200	LR-60
DC8-62	TU154	DC8-70		G4	RJ-70
DC8-63	TU154 A	MD87		G5	RJ-85
DC9-10	TU154 B	IL96M-300		LR-50	RJ-100
DC9-20	TU154 B1	TRISTAR L1011-100			RJ-200
DC9-30	TU154 B2	TRISTAR L1011-200			RJ ER
DC9-34	GLF II	TU154 M			RJ LR
DC9-40	GLF III	YAK-40			TU204-100
	HS125-400	YAK-42			TU204-200
	HS125-600	FALCON-50			

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