



Charges & fees at Brussels Airport



Effective as from 1 April, 2021

- V1: Dec 2020
- V2: Jan 2021 – GH fee update
- V3: Jan 2021 - Slot coord & Regulator fees
- V4: Apr 2021 – CUP fee update
- V5: Aug 2021 - Incentives

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General information

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Email bsc@brucoord.org

Website <http://www.brucoord.org>

Charges & fees from Brussels Airport Company (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] x [W] x [E] x [D]
 (applied to each landing and take-off)

[U] Unit tariff of passenger flights: € 3.41
 Unit tariff of cargo flights: € 2.72

[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)

E-Factor		
Old category name	New category name	Value
	R8	0.7
	R7	0.75
A	R6	0.8
B	R5	0.85
C	R4	0.95
D	R3	1.05
E	R2	1.5
F	R1	2

[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		3.00
	QC ≥ 12		Arr	1
08:00-20:59	All	Dep	Arr	1
	21:00-22:59	QC < 12	Dep	Arr
QC ≥ 12		Dep		3.00
23:00-05:59	QC ≥ 12		Arr	1
	All	Dep		3.00
	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 € 17.49.

Charges & fees from Brussels Airport Company (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 € 0.78 per ton and per hour.

$$\text{Fee} = \text{€ } 0.78 \times \text{MTOW} \times \# \text{ hours}$$

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. The number of hours is calculated as followed: the Total time starting from the best known on block time until the best known off block time. Every commenced hour in this total 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 € 0.22 per ton and per hour.

$$\text{Fee} = \text{€ } 0.22 \times \text{MTOW} \times \# \text{ hours}$$

The first 8 hours are not charged, but as of the 9th hour, the full period will be counted for the charge calculation. The number of hours is calculated as followed: the Total time starting from the best known on block time until the best known off block time. Every commenced hour in this total 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.

Passenger charge

A. Base passenger charge

The base 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, or by means of a flight having the same flight number as the arrival flight (but no code share flight number).

Originating passenger	€ 21.74 per departing passenger
Transfer passenger	€ 11.17 per departing passenger
Transit passenger	€ 0.00 per departing passenger

B. Bussing charge

The bussing charge (for centralized bussing activities) of €0.62 applies to originating and transfer departing passengers. This charge also applies to transit passengers leaving the aircraft.

C. Total passenger charge (Base charge + Bussing charge)

Originating passenger	€ 22.36 per departing passenger
Transfer passenger	€ 11.79 per departing passenger
Transit passenger leaving the aircraft	€ 0.62 per departing passenger
<i>Crew on duty and children under 2 years are exempted.</i>	

Charges & fees from Brussels Airport Company (all times referred to are local times)

PRM charge

The PRM charge (for the assistance of passengers with reduced mobility) of € 0.69 applies to originating and transfer departing passengers. This charge also applies to transit passengers leaving the aircraft.

Crew on duty and children under 2 years are exempted.

Security charge

The security charge applies to originating and transfer departing passengers. This charge also applies to transit passengers leaving the aircraft.

Originating passenger € 7.29 per departing passenger
 Transfer passenger € 7.29 per departing passenger
 Transit passenger leaving the aircraft € 7.29 per departing passenger
Crew on duty and children under 2 years are exempted.

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]	€ 8.80	8
[up to 160 seats]	€ 8.80	12
[160 – 239 seats]	€ 13.98	16
[240 seats and over]	€ 19.22	24

Ground handling fee

For passenger flights, the fee is composed of € 0.23 per passenger (local departing, local arriving and transfer) and € 9.60 per movement (departing and arriving). For cargo flights, the fee is composed of € 0.25 per 100kg cargo (departing, arriving and transfer) and € 7.68 per movement (departing and arriving). This fee is invoiced to the handling companies. Annual indexation is applied on the 1st of January based on the CPI figures of the month November of the previous year. Above mentioned fees include the indexation of November 2020.

CUP fee

The CUP fee (for the use of the Common Use Platform composed of CUPPS workstations and CUSS kiosks) is € 0.4351 per local departing passenger and € 0.2433 per departing transfer passenger as of 1st of April 2021. This fee is invoiced to the ground handling companies or directly to the airlines who have signed a CUP contract with Brussels Airport Company. Above prices are subject to annual indexation every April 1st or other price adjustments as a consequence of modifications to the CUP Service or the CUP Platform equipment as agreed upon by the CUP User Group.

Other charges from 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 Kurt Daels +32 (0)2 753 42 93 or aero.charges@brusselsairport.be.

Charges & fees from Brussels Airport Company

Incentives

Brussels Airport Company offers a series of incentives to encourage Users to develop their services at Brussels Airport.

The QQ3 scheme (1st of April 2016 – 31st of March 2021) will comprise a three year new destination scheme for passengers, a three year cargo frequency growth scheme and a one year passenger growth incentive scheme.

The new destination scheme for passenger operations is:

April 2016 – March 2021	Incentive on passenger charge (originating / transfer)		
	Year 1	Year 2	Year 3
Long haul – new destination	€ 15.0 / € 7.5	€ 10.0 / € 5.0	€ 5.0 / € 2.5
Short haul – new destination	€ 10.0 / € 5.0	€ 10.0 / € 5.0	€ 10.0 / € 5.0

The passenger growth scheme is:

April 2016 – March 2021	Incentive on Passenger charge (Originating/Transfer)
Passenger growth	€ 10.0 / € 5.0

The incremental frequency scheme for cargo is:

April 2016 – March 2021	Incentive on landing & take-off and aircraft parking		
	Year 1	Year 2	Year 3
Additional cargo frequency	75%	50%	25%

The incentive schemes are subject to the terms and conditions mentioned on the aviation marketing website (*), in which the principles of use are also described.

These incentive amounts are not subject to the formula for tariff control.

The incentive system has been extended, from 31 March 2021 until 31 December 2021, taking following adaptations into account:

- A new destination is a destination served by a passenger airline that, at the time of the start-up of the route, has not been served from Brussels Airport for at least **thirty-six months** as a regular operation. The route shall expand the network coverage from Brussels Airport.

In addition to the Incentive System, the following recovery incentives are offered by Brussels Airport Company

- A recovery incentive #1, from 1 July 2020 until 31 March 2021, has been introduced. The incentive is a direct credit of €2 for originating passengers and €1 for transfer passengers. This incentive is not cumulative with new destinations or growth incentives
- A recovery incentive # 2, from 1 April 2021 until 21 December 2021, has been introduced. The incentive is a direct credit of €0.3 for originating passengers and €0.15 for transfer passengers. This incentive is not cumulative with new destination or growth incentives

(*) <https://www.brusselsairport.be/fr/aviation-development/incentive-program>

Charges & fees from third parties

BCAA charge

The Belgian Civil Aviation Authority charges a fee per originating passenger and per transfer passenger (Royal Decree of 20 June 2002). In January 2021 this fee was € 0.21. Brussels Airport Company only 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.

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 € 1.58.

Slot coordination fee

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

The indicative fee is € 3.8 per Air Traffic Movement (ATM) as of January 2021.

<http://www.brucoord.org/>

Air Traffic Control charge (Skeyes)

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

Formula: $[U] \times [Wi] \times [Ei] \times [Di] \times [Oi] \times \alpha$

- [U] Unit rate: € 174.43 (as of January 2020) (subject to future update)
- [Wi] The number of chargeable terminal service units of this flight
- [Ei] The environmental factor of this flight
- [Di] The day/night factor of this flight
- [Oi] The ATS optimisation factor of this flight
- i The identification of the individual flight
- α The compensation coefficient allowing the offset the revenue surplus or deficit due to the application of factors E, O and D ($\alpha = \frac{\sum Wi}{\sum [Wi \times Ei \times Di \times Oi]}$) ($\alpha = 1.025633$ for 2020) (subject to future update)

For questions with regard to the present charges, please contact the Belgocontrol Redstar service on redstar@skeyes.be

Modalities of payment

Following modalities are applicable for 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 Brussels Airport Company to set up a bank guarantee or to deposit a cash guarantee.

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

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, Visa or Eurocard
- Belgian Bank (debit) cards: Bancontact, Mister Cash
- Cash payment: EUR, USD, (cash is accepted, but not desirable due to security reasons and the amount is limited according to Belgian law)

For further detailed information on the terms of payment:

Credit Control

Tel +32 (0)2 753 42 34

E-mail 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

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 eight categories of noise performance, ranging from R1 to R8, 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
	APP= 98	APP=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	TKO=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 eight categories are determined as follows:

Criteria to be met concurrently	Categories (and Former Categories)							
	R1 (F)	R2 (E)	R3 (D)	R4 (C)	R5 (B)	R6 (A)	R7	R8
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	25 or more	30 or more
Individual EPNdB reduction from ICAO Chapter 3 Standard at each noise measurement point of at least:	Not applicable	0	1	2	3	4	5	6

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. QC calculation and G-factor

The QC is calculated using the formula $QC = 10^{[(G-85)/10]}$, whereby “G” equals:

- for take-off: half the sum of the certified fly-over and sideline noise levels in EPNdB of the aircraft at its MTOW
- for landing: the certified approach noise level in EPNdB of the aircraft at its maximum landing weight, minus 9 EPNdB

Contacts

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

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