



## Charges & fees at Brussels Airport



### Effective as from 1 April, 2022

- V1: Dec 2021
- V2: Feb 2022 - Skeyes & Reg. fee
- V3: Mar 2022 – CUP fee
- V4: May 2022 – Ticket tax
- V5: Dec 2022 – BCAA, Slot coord. Reg, groundhandling  
Skeyes, Incentives

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## General information

### **Brussels Airport Company**

Registered office	Diamant Building – A. Reyerslaan, 80 1030 Brussels Belgium
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Telephone	+32 (0)2 753 42 00
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Website	<a href="http://www.brusselsairport.be">www.brusselsairport.be</a>
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VAT number // Enterprise Register Brussels	BE 0890 082 292

### **Belgian Civil Aviation Authority**

Address	CCN - Vooruitgangstraat 56 1210 Brussels Belgium
Telephone	+32 (0)2 277 43 11
Email	<a href="mailto:civilair@mobiliteit.fgov.be">civilair@mobiliteit.fgov.be</a>
Website	<a href="http://www.mobiliteit.belgium.be/">http://www.mobiliteit.belgium.be/</a>

### **Skeyes (ATC provider)**

Operational Address	Tervuursesteenweg 303 1820 Steenokkerzeel Belgium
Tel.	+32 (0)2 206 21 11
Website	<a href="https://www.skeyes.be/">https://www.skeyes.be/</a>

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

Address	P.O. Box 119 B-1930 Zaventem 4 Belgium
Telephone	+32 (0)2 753 5791
Fax	+32 (0)2 753 5790
Email	<a href="mailto:bsc@brucooord.org">bsc@brucooord.org</a>
Website	<a href="http://www.brucooord.org">http://www.brucooord.org</a>

**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: € 3.50  
Unit tariff of cargo flights: € 2.79
- [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	
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 € 17.99.

## 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 **€ 0.80** per ton and per hour.

$$\text{Fee} = \text{€ } 0.80 \times \text{MTOW} \times \# \text{ hours}$$

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. 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 **€ 0.23** per ton and per hour.

$$\text{Fee} = \text{€ } 0.23 \times \text{MTOW} \times \# \text{ hours}$$

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. 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	<b>€ 22.36</b> per departing passenger
Transfer passenger	<b>€ 11.49</b> per departing passenger
Transit passenger	<b>€ 0.00</b> per departing passenger

#### B. Bussing charge

The bussing charge (for centralized bussing activities) of **€0.63** 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	<b>€ 22.99</b> per departing passenger
Transfer passenger	<b>€ 12.12</b> per departing passenger
Transit passenger leaving the aircraft	<b>€ 0.63</b> 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 **0.97€** 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 **€ 7.50** per departing passenger  
 Transfer passenger **€ 7.50** per departing passenger  
 Transit passenger leaving the aircraft **€ 7.50** per departing passenger  
*Crew on duty and children under 2 years are exempted.*

### PCA-400hz charge

The charge is applicable at all gates or stands providing Pre-Conditioned Air and/or 400 Hz – even when not used – and from the moment an aircraft is parked.

Certified seating capacity	€/quarter	Max number of invoiced quarters
[up to 100 seats]	<b>€ 9.05</b>	8
[up to 160 seats]	<b>€ 9.05</b>	12
[160 – 239 seats]	<b>€ 14.38</b>	16
[240 seats and over]	<b>€ 19.77</b>	24

### Ground handling fee

For passenger flights, the fee is composed of **€ 0.27** per passenger (local departing, local arriving and transfer) and **€ 11.22** per movement (departing and arriving). For cargo flights, the fee is composed of **€ 0.30** per 100kg cargo (departing, arriving and transfer) and **€ 8.97** per movement (departing and arriving). This fee is invoiced to the handling companies. Annual indexation is applied on the 1<sup>st</sup> of January based on the CPI figures of the month November of the previous year. Above mentioned fees include the indexation of November **2022**.

### CUP fee

The CUP fee (for the use of the Common Use Platform composed of CUPPS workstations and CUSS kiosks) is **€ 0.4643** per local departing passenger and **€ 0.2596** per departing transfer passenger as of 1<sup>st</sup> of **April 2022**. 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 1<sup>st</sup> 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](mailto:aero.charges@brusselsairport.be).

## Charges & fees from Brussels Airport Company

### Incentives

The following incentive schemes apply as from 1 January 2023 until 31 December 2027. The terms and conditions are available on the aviation development website of Brussels Airport Company through the following link:

The main elements of the Incentive System are:

#### New destination scheme for passenger operations:

New destinations	Incentives on PSC <sup>(1,2)</sup>		
	Year 1	Year 2	Year 3
Long haul	€20	€15	€15
Short haul	€10	€10	€10

#### Passenger growth scheme, based on a baseline of 75% of 2019 passengers:

Airline pax growth vs 75% 2019	Incentives on PSC <sup>(1,2)</sup>		
	Year 1	Year 2	Year 3
Long haul	€15		
Short haul	€10		

#### Value growth incentive

	Incentives on PSC <sup>(1,2)</sup>
Value Growth Incentive	Up to 4 or more based aircraft
Short & long haul	Up to 4 years €15

#### Cargo frequency scheme applicable to cargo flights.

Additional cargo freq.	Incentives on LTO and Parking		
	Year 1	Year 2	Year 3
Additional cargo freq.	75%	50%	25%

1. PSC = Passenger Service Charge 2. For transfer passengers the incentive is reduced with 50%

(\*) <https://www.brusselsairport.be/fr/aviation-development/fly-to-brussels-airport/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 14 February 2001 setting the fees to which the use of public services relating to aviation is subject, as amended from time to time). In January 2023 this fee is € 0.24. 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 (Law of 20 July 2006 on various provisions and Royal decree of 8 March 2006 determining the amount, calculation and deposit of the fee by the holder of the operating licence of Brussels).

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 € 1.32 in 2023

### 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 (Royal decree of 20 Juen 2003on slot coordination at Brussels Airport).

The indicative fee is € 2.85 per Air Traffic Movement (ATM) as of January 2023.

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

### Air Traffic Control charge (Skeyes)

Skeyes 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: € 202.15 (as of January 2023) (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
- $\alpha$  The compensation coefficient allowing the offset the revenu surplus or deficit due to the application of factors E, O and D ( $\alpha = \frac{\sum Wi}{\sum [Wi \times Ei \times Di \times Oi]}$ ) ( $\alpha = 0.9953$  for 2023) (subject to future update)

The official Skeyes related charges can be consulted on its website : [https://ops.skeyes.be/html/belgocontrol\\_static/eaip/eAIP\\_Main/html/index-en-GB.html](https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Main/html/index-en-GB.html)

For questions with regard to the present charges, please contact the Skeyes Redstar service on [redstar@skeyes.be](mailto:redstar@skeyes.be)



## Charges & fees from third parties

### **Tax on the embarkation of an aircraft**

By Act of 28 March 2022 Act on the reduction of labor costs, further elaborated in a Royal Decree of 10 April 2022, the Belgian federal government introduced a tax on the embarkation of an aircraft.

The taxpayer is the airline. Brussels Airport Company does not act as intermediary to collect this tax.

A tax is to be paid by airlines (as defined in the Act) carrying passengers (a passenger is defined as a natural person of 2 years of age or older who is carried in an aircraft other than as a member of the flight crew).

Through the following link the airline should register itself: [Tax on the embarkation of an aircraft \(TILEA\) | FPS Finance \(belgium.be\)](#) (English version).

Through the following link information on how to declare the tax can be found: [Tax on the embarkation of an aircraft \(TILEA\) | FPS Finance \(belgium.be\)](#) (English version)

On 01/05/2022, the tax is:

1. 10 euros for each passenger whose destination is less than 500 km as the crow flies (i.e. by the shortest and most direct route) from the 'Aerodrome Reference Point' (ARP), namely Brussels-National Airport (Brussels Airport);
2. 2 euros for each passenger whose destination is outside the European Economic Area, the United Kingdom or Switzerland and beyond the point 1°;
3. 4 euros for a passenger whose destination is beyond the limits 500 km and is outside the European Economic Area, the United Kingdom or Switzerland.

Departure from an airport shall not be regarded as the departure of a passenger if

1° that departure takes place as part of one transport contract following the arrival of the passenger with an aircraft at that airport;

2° the connection is the main reason for the use of the airport;  
And

3° the passenger has not left the airport area, which a departing passenger may only enter with a valid ticket, for more than 24 hours between the time of arrival and the time of departure.

The Federal Public Service Finance can also be contacted directly for additional information regarding this Tax:

- **E-mail:** [CPIC.TAXDIV@minfin.fed.be](mailto:CPIC.TAXDIV@minfin.fed.be)
- **Phone:** +32 (0) 2 572 57 57

Brussels Airport Company provides the above information for informational purposes. This information is not to be regarded as complete. Each airline has to take the necessary measures to comply with the legal provisions.

Brussels Airport Company cannot be held liable for the non-compliance of an airline with the above mentioned Act and Royal Decree.

## Modalities of payment

Following modalities are applicable for Brussels Airport Company (these do not include payment for ATC to skeyes):

1) Charges and fees are payable by the airline before each planned flight departs from the airport in accordance with directions of Brussels Airport Company unless Brussels Airport Company has accepted periodic invoicing.

Payments must be executed by means of:

1. monthly pre-payments by bank transfer;
2. payment of bi-monthly invoice(s);

In case BAC and the airline can agree on payment through bi-monthly invoices, the airline must give a complementary guarantee in the form of a bank guarantee or a cash deposit. The amount of the bank guarantee or cash deposit is based on the expected charges and fees to be paid for the coming three months (based on flight data, fleet data and loading data, MTOW, noise and NOx emissions of the aircraft, which are required to be provided by the airline, or the one acting on its behalf).

In case of bi-monthly invoicing, the maximum payment term is two weeks (10 working days) from the date on the invoice. When this term is exceeded, the invoiced amount will be increased automatically as of right and without formal notice with a late interest which is calculated in accordance with the act of 2 August 2002 relating to combating late payment in commercial transactions. Furthermore, a contractually agreed compensation equal to ten (10) % of the invoiced amount, with a minimum of 250 euros, shall also be due.

In case of bad payment behaviour or credit worthiness of the airline, Brussels Airport Company may require the airline to prepay the charges and fees (instead of payment of bi-monthly invoices), on top of the complementary guarantee.

Brussels Airport Company has the right to agree on a credit limit to the airline and to review such credit limit and to review the amount of the bank guarantee or cash deposit in line with the actual turnover or if the payment terms are not respected or in case of a deterioration of credit worthiness of the airline.

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” and must always prepay the charges and fees.

BAC can in exceptional cases also require the airline to pay directly by means of credit card or bank cards

3) In the event of failure to settle the charges and fees, not remedied within the period mentioned in its notice of default, Brussels Airport Company is entitled to suspend its services and Brussels Airport Company may inform the airline that it will not be allowed to operate on Brussels Airport Company until all charges and fees due plus interest and compensation have been paid.

For further detailed information on the terms of payment:

Billing & Collection Department

Tel +32 (0)2 753 42 34

E-mail [invoice.support@brusselsairport.be](mailto:invoice.support@brusselsairport.be)

ATC charges and fees

ATC charges and fees should be paid to Skeyes directly.

Please contact:

E-mail [customeraffairs@skeyes.be](mailto:customeraffairs@skeyes.be)

## 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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