



swedavia
SWEDISH AIRPORTS



Price list

Swedavia's Conditions of Use and Airport Charges for all Swedavia Airports.
Valid for aircraft with an authorized MTOW exceeding 5 700 kg.

2011 Edition

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1 General



1.1 Fees according to this price list are valid from 1 April 2011 and shall be paid for by:

- Aircraft using civil airports administered by Swedavia AB,
- Civil aircraft using such military airports that are available for civil scheduled traffic by agreement between the Commander-in-Chief of the Swedish Air Force on one hand and Swedavia AB on the other hand.

1.2 The Fees consist of:

1. Take-off Fee passenger flights
2. Take-off Fee other flights
3. Emission Fee
4. Noise Fee
5. Terminal navigation Fee (TNC)
6. Passenger Fee

1.3 Payment

The fees listed in 1.2 shall be paid to Swedavia AB by the owner or user of the aircraft. The total amount shall be rounded off to next full Swedish krona (SEK). Value added tax shall be paid according to the law on value added tax. All prices prescribed according to this tariff are due for immediate payment to Swedavia AB.

Agreement can be made concerning periodic invoicing, provided the owner or user of an aircraft operates on a regular basis or has larger volumes of traffic. However, payment terms may not exceed 30 days. Late payment will result in interest of overdue payments with reference rate +10%.

1.4 Local prices

Information about hangar-, garbage disposal-, ground handling- and parking fees can be obtained from each and respective airport.

2 Take off fee, emission fee, noise fee, annual fee and TNC

2.1 Take-off fee passenger flights

Fee payable for each take-off has two components, one component is dependent on weight and the other that is based the aircraft engine emission.

Take-off fee is based on the maximum take-off weight (MTOW) authorized in the certificate of airworthiness rounded off to nearest 1,000 kg. Take-off fee for a specific airport is calculated in accordance with the following tables and examples.

Airport	Weight MTOW	Take-off fee (SEK)			Minimum fee
		Fixed fee	+	Fee per tonne	
Stockholm Arlanda	0 – 25 tonnes			10	250
	25 – 100 tonnes	250	+	34 over 25 tonnes	
	over 100 tonnes	2800	+	20 over 100 tonnes	
Bromma Stockholm	0 – 25 tonnes			19	250
	25 – 100 tonnes	475	+	51 over 25 tonnes	
	over 100 tonnes	4300	+	30 over 100 tonnes	
Göteborg Landvetter	0 – 25 tonnes			14	250
	25 – 100 tonnes	350	+	46 over 25 tonnes	
	over 100 tonnes	3800	+	26 over 100 tonnes	
Malmö	0 – 25 tonnes			20	250
	25 – 100 tonnes	500	+	47 over 25 tonnes	
	over 100 tonnes	4025	+	30 over 100 tonnes	
Kiruna Luleå Ronneby Sundsvall Härnösand Umeå Visby Åre Östersund	0 – 25 tonnes			20	250
	25 – 100 tonnes	500	+	50 over 25 tonnes	
	over 100 tonnes	4250	+	30 over 100 tonnes	

2.1.1 Take-off fee other flights

Fee payable for each take-off has two components, one component is dependent on weight and one that is based on aircraft engine emission.

Take-off fee is based on the maximum take-off weight (MTOW) authorized in the certificate of airworthiness rounded off to nearest 1,000 kg. Take-off fee for a special airport is calculated in accordance with the following tables and examples.

Airport	Weight MTOW	Take off fee (SEK)			Minimum fee SEK/take off
		Fixed charge	+	Charge per tonne	
Stockholm Arlanda	0 – 25 tonnes			11	250
	Over 25 tonnes	275	+	38 over 25 tonnes	
Bromma Stockholm	0 – 25 tonnes			21	250
	Over 25 tonnes	500	+	57 over 25 tonnes	
Göteborg Landvetter	0 – 25 tonnes			14	250
	25 – 100 tonnes	350	+	61 over 25 tonnes	
	Over 100 tonnes	4925	+	43 over 100 tonnes	
Malmö	0 – 25 tonnes			20	250
	Over 25 tonnes	500	+	50 over 25 tonnes	
Kiruna Luleå Ronneby Sundsvall-Härnösand Umeå Visby Åre Östersund	0 – 25 tonnes			20	250
	Over 25 tonnes	500	+	55 over 25 tonnes	

2.1.2 Emission fee

The Take-off fee also contains of an Emission fee based on aircraft engine emission values and is valid for all aircraft with an MTOW over 5,7 tonnes.

The Emission fee follows the LTO-cycle, which is based on certified emission values of NOx and HC in the LTO-cycle. The absolut amount of NOx within the LTO cycle is calculated by using the average measured values for all LTO-modes of the individual engine. Adjustments to Swedish circumstances has been done concerning certain modes in ICAOs LTO-cycle and taxi times. The new average taxi times at Stockholm Arlanda is 15,6 minutes and at all other Swedavia airports its 6,0 minutes.

1. $NOx \text{ Aircraft} = \text{Engines} (60 \times \text{fuelflow} \times NOx \text{-index} \div 1000)$ (in kg NOx)
2. If $HC \text{ lto} > 19,6 \text{ g/kN}$ the NOx, aircraft is multiplied with a factor a
 $a = 1$ if $HC \text{ Dp/} Foo \leq 19,6 \text{ g/kN}$
 $a > 1$ if $HC \text{ Dp/} Foo > 19,6 \text{ g/kN}$

Emission Value per aircraft = a x NOx per aircraft engine

The fee is SEK 50 per kg NOx

In case that there is no information about the engine type and/or the emissions value, the values from engines with the highest HC and NOx values will be used.

2.2 Noise fee

The Noise fee for an aircraft is calculated according to the aircraft's certificated noise level in accordance with ICAO Annex 16 Volume 1, chapter 3 or chapter 5. Those aircraft which have not been certified in accordance with ICAO Annex 16 Volume 1, chapter 3 or chapter 5, Noise fees will be calculated in accordance with FAR Part 36 stage 3.

Aircraft unable to show certificated noise level according to the above mentioned document will be feed at the highest noise rate. In the event that the category of a particular aircraft is unclear, as stated in ICAO Annex 16 and FAR Part 36 stage 3, the owner/operator is obliged to supply the Swedavia AB with the required information regarding the aircraft in question.

The Noise fee is applied to aircraft with MTOW that exceeds 9 tonnes and is calculated according to the table shown below.

Formula

$$C_{tot} = C * (10^{[(L_a - T_a)/10]} + 10^{[(L_d - T_d)/10]})$$

C_{tot} Fee for one take-off

C Unit Noise fee

L_a Approach level of the individual aircraft

T_a Minimum threshold at approach = 91 EPNdb

L_d Average of the sideline- and take-off levels of the individual aircraft

T_d Minimum threshold at departure = 86 EPNdp

If L_a-T_a or L_d -T_d is 0 or negative, the approach- resp. departure-factor counts as 0 (zero)

Fee Class	Airport	Min fee, Unit noise fee	Max fee, 20 * Unit noise charge
1	Umeå Bromma Stockholm Visby	35 SEK	700 SEK
2	Ronneby Sundsvall-Härnösand Stockholm Arlanda	30 SEK	600 SEK
3	Göteborg Landvetter Malmö Luleå Åre Östersund	20 SEK	400 SEK
4	Kiruna	10 SEK	200 SEK

Example of calculation of noise charge

Airport Arlanda

Threshold at approach	91 EPNdB
Threshold at departure	86 EPNdB
Unit noise charge	30 SEK
Min fee	30 SEK
Max fee	600 SEK

Aircraft B 737-600

Noise level at approach	95,8 EPNdB
Noise level at departure (average of side line and take off)	$(90,4 + 82,8) / 2 = 86,6$ EPNdB
Noise factor	$(10^{[(95,8-91,0)/10]} + 10^{[(86,6-86,0)/10]}) = 4,17$
Charge	$30 * 4,17 = 125$ SEK

2.3 Terminal Navigation Charge (TNC)

TNC shall be paid for each take-off at all airports except Stockholm Arlanda and Göteborg Landvetter. For these two airports terminal charges according to EC 1794/2006 are levied. The TNC charge as per below is valid for all airports except Bromma Stockholm and is based on the maximum take-off weight (MTOW) authorized in the certificate of airworthiness rounded off to nearest 1,000 kg. TNC is the same for all airports except Bromma Stockholm and is calculated in accordance with the following table:

Weight MTOW	TNC (SEK)		
	Fixed charge	+	Charge per tonne
9 – 15 tonnes	40		
16 – 50 tonnes	40	+	28 over 15 tonnes
51 – 100 tonnes	1020	+	20 over 50 tonnes
over 100 tonnes	2020		

2.3.1 TNC Bromma Stockholm

TNC charges for Bromma Stockholm is calculated according to the following formula

$$\text{TNC} = \text{Unite rate} * ((\text{MTOW}/50))^{0,7}$$

Unite Rate = 981 SEK

MTOW = Maximum take-off weight for the aircraft is measured in tonnes

2.4 Fees outside of operating hours

Fees in accordance with paragraph 2 above are valid during standard operating hours of the airport. For landing and take-off after and before standard operating hours for aircrafts with MTOW 5,7 to 27,0 tonnes besides normal take-off fees the following fees are valid:

Time after closing	Summer (15 APR –14 OCT)	Winter (15 OCT – 14 APR)
Price per started 30 minute period	2 062 SEK	2 462 SEK

For aircrafts with an MTOW over 27,0 tonnes besides normal take-off charges the following charges are valid:

Time after closing	Summer (15 APR –14 OCT)	Winter (15 OCT – 14 APR)
Price per started 30 minute period	2 462 SEK	2 862 SEK

For information about standard hours at state-owned airports, see AIP-SUP/NOTAM. Bromma Stockholm airport is not available outside official opening hours.

2.5 Exemption and reduction of Take-off fees

2.5.1 Subject to the provisions of paragraph 2.5

Exemption from or reduction of the Take-off fee (take-off after technical return excluded) may only be granted if notice in advance has been made to the appropriate air traffic services unit and provided that the flight does not interfere with other aircraft. No exemptions are granted in relation to Emissions and Noise fees.

2.5.2 Exemption from Take-off fee

- Engaged in test flights arranged by the Civil Aviation Authority for the purpose of establishing airworthiness of aircraft (does not include test period),
- operating flights on behalf of ambulance, search and rescue flights authorised by a competent SAR body
- take-off after turning back to the airport of departure, due to technical or weather conditions (also valid for emission- and Noise fee).

2.5.3 Reduction of Take-off fee

A 50% reduction of Take-off fee is granted for

- school flights (except for take-off at Stockholm Arlanda, Bromma Stockholm and Göteborg Landvetter airport).
- training flights, arranged by commercial airline operators for the purpose of acquainting members of the staff with new equipment and/or new types of aircraft and/or of retaining the efficiency of the air crew, provided that paying passengers or cargo are not carried.
- technical test flights arranged by commercial airline operators, provided that paying passengers or cargo are not carried.
- helicopters (except for take-off at Stockholm Arlanda, Bromma Stockholm and Göteborg Landvetter airport).

2.5.4 Reduction of Take-off fee, sightseeing flight

25% reduction of Take-off fee is granted for

- aircraft operating sightseeing flight, if MTOW of the aircraft according to the certificate of airworthiness exceeds 2,000 kg (except for take-off at Bromma Stockholm airport).

2.5.5 Limitations of Reductions

Reductions according to paragraph 2.5.3 – 2.5.4 can not be combined.

2.5.6 Minimum fees

The minimum fee for take-off must not be less than the minimum fee specified under 2.1. Passenger flights only

2.5.7 Restrictions in airport usage

Take-off fee will not be reduced or refunded when use of an airport is restricted, due to flight safety conditions.

3 Passenger fee

3.1 Passenger fee

Passenger fee shall be paid for each departing passenger.

Costs for airport protection and costs for persons with reduced mobility as defined in EU regulation on PRM are included in the Passenger fee.

Fee in SEK per passenger.

Departure from	Domestic	International
Stockholm Arlanda	53:00	90:00
Bromma Stockholm	60:00	106:00
Göteborg Landvetter	48:00	84:00
Malmö	48:00	54:00
Luleå Umeå	49:00	71:00
Kiruna Ronneby Sundsvall-Härnösand Visby Åre Östersund	48:00	71:00

3.2 Passenger fee shall not be paid for:

1. Passenger in the categories of taxi flight and private flight.
2. Children under two years of age.
3. Transference of crew members on their own carrier in connection with active duty.
4. Passenger arriving at an airport by commercial flight and continuing according to schedule, on the same flight number (transit) as from the airport of arrival and without departing the airport.
5. Passengers arriving with an aircraft turning back due to technical or weather disturbances,
6. Aircraft operating flights on behalf of ambulance or search and rescue flights authorised by a competent SAR body,
7. Passenger carried on sightseeing flight.

3.3 Miscellaneous

A load sheet evidencing the number of passengers of various categories to be carried on a flight shall be submitted by the owner or user of the aircraft to the appropriate airport, or by submitting Form E 1222 ATI (Air Traffic Information) for passengers carried on light aircraft.

Should this be neglected the flight will be feed according to number of seats.

Swedish commercial operators can as an alternative to submitting the ATI specify the number of passengers on Form E 1268-1 statistic report of air taxi passengers. The form must be submitted no later than the 5th after the traffic month, and shall specify the traffic for the previous month, to: Swedavia AB, Swedavia Support, SE-601 79 Norrköping

4 Incentive programmes to boost passenger growth



Swedavia AB applies traffic incentive programs in order to grow traffic at its airports. Airlines that introduces new routes to destinations that have not been served during the last 12 months are entitled to discounts on certain airport fees. The incentive programs vary between the airports and full information for each applicable program can be found on the Swedavia website. www.swedavia.se. More information can also be obtained by contacting Aviation marketing team, aviationbusiness@swedavia.se

5 Other regulations



Whenever called for considering international practice and subject to reciprocity Swedavia AB may grant exemption from any of the fees under these regulations for foreign State aircraft and military aircraft. The demand for reciprocity shall be deemed to be met if nothing is known, or may be assumed, to the contrary. In case of doubt contact: the Swedavia AB, Swedavia Support, SE- 601 79 Norrköping.

Fees according to this regulation shall normally not be feed for foreign State aircraft used for mission of foreign heads of state, members of Government or similar official occasions.

In certain cases, Swedavia AB may grant reduction of fees according to this regulation.

Information about such reduction can be obtained by each and respective Airport Manager.

Application for reduction or repayment of fees shall be at the disposal of Swedavia AB within one year after the end of the period operation.

6 Liability and Settlements of disputes



6.1 Liability

Neither Swedavia AB nor their respective servants or agents shall be liable for loss of or damage to the aircraft, its parts or accessories or any property contained therein, occurring while the aircraft is on the airport or is in the course of landing or taking off at the airport, arising or resulting directly or indirectly from any act, omission of act, neglect, or default on the part of Swedavia AB or their servants or agents, unless done with intent to cause damage, or recklessly and with knowledge that damage would probably result. In any event neither Swedavia AB nor their respective servants or agents shall be under any liability whatever for any indirect loss and/or expense (including loss of profit) suffered by an operator.

Swedavia AB shall not be liable for any loss (including any economic loss) of or any damage arising or resulting directly or indirectly from any act, omission of act, neglect, or default on the part of the supplier of Air Navigation Service in Sweden. Any such claim to be directed towards the supplier of the Air Navigation Services.

6.2 Settlement of disputes

Any disputes arising from the provision of services mentioned in this document will be settled by Swedish law at Stockholm District Court.

CONTACT

If you have any questions about the information in this document, please contact Swedavia AB, Aviation Business, +46 (0)8 797 60 00 or aviationbusiness@swedavia.se

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