Swedavia Airports

Description of Airport Charges

Swedavia AB 2016

Appendix 3 to Conditions of Services, Swedavia AB

Contents

1   Swedavia's Charges

Swedavia's airports offer a wide range of airport services to support efficient handling of passengers and airlines, on both arrival and departure. For these services Swedavia charge the airlines and the ground handling agents, predominantly cost-based charges, in accordance with applicable EU-, national legislation and ICAO- policies. The most important legal acts and implementing regulations are listed in the appendix, for informational purposes only. Please note that the legislation is subject to continuous amendment.

This document is a general description of Swedavia's airport charges for informational purposes. Level of services may vary between airports and are subject to change. For information regarding prices and calculations of charges, see Airport Charges for Swedavia AB.

2 Aircraft Related Charges

2.1 Take-Off Charge

The Take-Off Charge at Swedavia's airports covers the service and infrastructure provided for aircrafts that takes off and lands at our airports.

Included in this charge is the maintenance of the runways, taxiways and the apron area. Swedavia's airports are equipped with lighting systems such as Precision approach path indicator (PAPI) and taxiway lighting.

Aircraft marshalling services are also included in the Take-Off Charge. At Swedavia's airports, aircrafts can be guided with automatic and/or manual marshalling so that aircraft are directed to the right gate or remote area.

Fire and rescue services are available at all operating hours. The airports are equipped with fire alarms as well as fire and rescue equipment and vehicles. Swedavia's staff are also regularly trained in safety procedures and emergency situations.

The Swedish climate sometimes provides tough conditions for air traffic. It is therefore of high priority for Swedavia to provide the required airside maintenance in order to keep airside areas clear of snow, leaves and water. Airside maintenance for all seasons is covered by the Take-Off Charge.

The Take-Off Charge is based on the aircraft's Maximum take-off weight (MTOW) and is levied on all Swedavia's airports. The Take-Off Charge covers the services and functions listed below as a general but not exhaustive description for information purposes.

Examples of contents in the Take-Off Charge			
Airport apron, runways and taxiways	**Marshalling services**	**Fire and rescue services**	**Airside maintenance**
• Runways, taxiways and apron area • Runway and taxiway lighting	• Manual marshalling services • Gate and remote allocation • Airport apron use planning system	• Fire and rescue personel • Fire and rescue vehicles and equipment • Fire alarm systems • Emergency routes	• Airside maintenance services • Airside maintenance infrastructure (buildings, vehicles and equipment)

2.2   Emission Charge

Swedavia strives to minimize the environmental footprint caused by its operations. The Emission charge covers cost for control and measurement of emissions at the airport and mitigating activities. The Emission charge shall also incentivize the reduction of Nitrogen oxides (NOx) for aircrafts starting and landing at our airports.

The Emission Charge follows the standard LTO cycle, and is based on certified emission values of NOx in the LTO cycle, in accordance with ICAO. It is levied on all Swedavia's airports.

Examples of contents in the Emission charge

- Emission mitigation activities
- Control and measurement routines for emissions

2.3   Noise Charge

At Swedavia, we track and measure noise levels to ensure adequate noise mitigating activities such as soundproofing of buildings near airports and noise barriers where applicable. The Noise charge covers the costs for these systems and activities.

The Noise charge is calculated based on the aircraft's certificated noise level in accordance with ICAO and is levied on all Swedavia's airports.

Examples of contents in the Noise charge

- Noise mitigation activities
- Noise monotoring systems

2.4   Terminal Navigation Charge (TNC)

The Terminal navigation charge covers the personnel and infrastructure for Air traffic management (ATM) incl. Air traffic services (ATS), Airspace management (ASM) and Air traffic flow management (ATFM). Included in the Terminal navigation charge are also systems for communication, navigation, and surveillance services. Covered by the Terminal navigation charge are also meteorological services and tools (MET).

A Terminal navigation charge is levied on all aircrafts departing from Swedavia's airports, except for aircrafts departing from Stockholm Arlanda Airport[1].

Examples of contents in the Terminal navigation charge

- ATM
- Communication, navigation and surveillance systems
- MET

2.5   Aircraft Parking Charge

Aircraft parking charge is charged at all Swedavia's airports. The level of the charge vary at different airports considering aircraft scheduling, space availability and other pertinent factors.

The charge is levied on all Swedavia's airports and is calculated based on MTOW. For number of hours with free parking, please see specific airport rates in: Airport Charges for Swedavia AB.

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[1] *For Stockholm Arlanda Airport, the Terminal Navigation Charge is administrated and levied by the Swedish Transport Agency according to EU 391/2013, the common charging scheme for air navigation services in the European Union.*

3 Passenger Charge

The Passenger charge applies to all airlines with passenger traffic. There are different charges for international and domestic flight passengers since more services are required for international passengers (e.g. border control). There is a also a reduction of the passenger charge for transfer passengers based on the use of terminal infrastructure.

Included in the Passenger charge is the access to terminal buildings at arrival and departure and related passenger facilities. Passenger and traffic information is also provided via Public announcement systems (PA-systems), screens and online at the Swedavia website.

The Passenger charge includes passenger services such as baggage wagons, baggage reclaim areas, the availability of access roads, bus transportations between terminals and to parking lots.

Embarking equipment such as bridges at the gates and buses to the aircraft when standing remote[1] is also covered by the Passenger charge.

The Passenger charge also covers some[1] of the EU security requirements on the airport such as airport surveillance (incl. access controls for airline employees and background checks on persons with access to security restricted areas), and perimeter protection.

The charge is levied on all Swedavia's airports on the basis of departing passengers. A reduced passenger charge for transfer passengers is levied on Stockholm Arlanda Airport, Bromma Stockholm Airport, Göteborg Landvetter Airport and Malmö Airport. The Passenger charge covers the services and functions listed below as a general but not exhaustive description for information purposes.

Examples of contents in the Passenger charge				
Passenger terminals	**Passenger services**	**Embarkment services**	**Access to the airport**	**Airport security**
• PA-systems • Check-in planning • Arrival and departure halls • Passenger facilities • Baggage reclaim area	• Airport information • Baggage carts • Airport signage • Routines and areas for emergency situations	• Apron bus services[2] • Jetties • Docking systems • Gates	• Road network • Traffic signs • Terminal yards, green areas	• Airport surveillance • Perimeter protection • Terminal separation (for non-Schengen passengers)

[1] *The security controls of passengers and luggage are financed through a common charging system administered by the Swedish Transport Agency.*

[2] *Not included when remote stand is chosen voluntarily.*

4 Assistance Service Charge (PRM-charge)

The Assistance service charge enables Swedavia to provide assistance to passengers with reduced mobility in accordance with the EC Regulation (No. 1107/2006) concerning the rights of disabled persons and persons with reduced mobility. The passengers are assisted at arrival to the airport through the terminals, on embarkment or disembarkment and from gate to departure from the airport. The assistance is provided by staff with required training and sometimes with technical equipment and vehicles. There are also special information requirements for passengers with reduced mobility.

The charge is levied on all Swedavia's airports on the basis of departing passengers.

Examples of contents in the Assistance service charge

- Assistance service when arriving and departing from the airport (from and to specific drop-off points)

- Technical equipment

- Dedicated vehicles for assistance services

- Assistance service signage equipment

5 Ground Handling Infrastructure Charges

The following charges are levied in accordance with Law (2000:150) on ground handling services on ground handling companies at Stockholm Arlanda Airport, Göteborg Landvetter Airport, Malmö Airport and Bromma Stockholm Airport.

5.1 Passenger Handling Infrastructure Charge

Included in the Passenger handling infrastructure charge is infrastructure for departing and arriving baggage as well as storage areas for the baggage. Boarding and Check-in desks are included, together with Self Service Check-in desks (kiosks for check-in and printing of baggage tags), Self Service Bag-Drop desks (drop for departing bags handled by the passenger) and Self Service Boarding Gates (allowing passengers to perform boarding by passing through gates).

The charge is levied on ground handling companies, or on those airlines that provide self-handling, on the basis of departing passengers.

Examples of contents in the Passenger handling infrastructure charge

- Infrastructure for departing and arriving baggage
- Boarding desks
- Check-in desks
- Self Service Check-in desks (CUSS)
- Self Service Bagdrop desks (SBD)
- Self Service Boarding Gates (SBG)
  From 1 April 2016

5.2 Ramp Handling Infrastructure Charge

The Ramp handling infrastructure charge covers cost of available infrastructure for drinking water, toilet services and power supply (consumption power is not included).

The Ramp handling charge also ensures ground handling companies the use of surveillance systems at the ramp. Within the Ramp handling charge is also the infrastructure for glycol waste disposal (the service of glycol handling is charged separately under Glycol handling charge which is based on the number of litres glycol used). The Ramp handling charge also covers infrastructure for waste-handling.

A Ramp handling charge is levied on ground handling companies, or on those airlines that provide self-handling. The charge is calculated based on the aircraft's Maximum take-off weight (MTOW).

Examples of contents in the Ramp handling infrastructure charge

- Infrastructure for aircraft power supply, drinking water and toilet disposal
- Apron maintenance and surveillance
- Infrastructure for glycol disposal
- Infrastructure for waste-handling

5.3 Glycol Handling Charge

The charge for glycol handling covers the service of extraction and disposal of contaminated de-icing liquids according to Swedavia's environmental policies.

A Glycol handling charge is levied on ground handling companies, or on those airlines that provide self-handling, and is based on the number of litres de-icing fluid used for de-icing.

Examples of contents in the Glycol handling charge

- Glycol disposal and waste handling

6   List of acronyms

ATFM	Air traffic flow management
ATM	Air traffic management
ATS	Air traffic services
CUSS	Self Service Check-in desks
ICAO	International Civil Aviation Organization
LTO cycle	Landing and take-off cycle
MET	Meterological services
MTOW	Maximum take-off weight
NOx	Nitrogen oxides
PAPI	Precision approach path indicator
PA-systems	Public announcement systems
PRM	Persons with reduced mobility
SBD	Self Service Bagdrop desks
SBG	Service Boarding Gates

Appendix

Examples of applicable legislation and regulations		
EU	**Sweden**	**ICAO (International Civil Aviation Organization)**
Directive 2009/12/EC of the European Parliament and of the Council of 11 March 2009 on airport charges	The Aviation Act (2010:500) as amended	ICAO's Policies on Charges for Airports and Air Navigation Services (Doc 9082)
Commission Regulation (EC) No 1794/2006 of 6 December 2006 laying down a common charging scheme for air navigation services as amended by Commission Regulation (EU) No 1191/2010 of 16 December 2010	Law (2011:866) on airport charges	ICAO's Airport Economics Manual (Doc 9562)
	Regulation on airport charges SFS 2011:867	
	Law (2000:150) on ground handling services	
Council Directive 96/67/EC of 15 October 1996 on access to the groundhandling market at Community airports	Regulation (2000:151) on ground handling services	
	Law (2004:1100) on Aviation Security	
Regulation (EC) No 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	Regulation on Aviation Security SFS 2004:1101	
	The Swedish Transport Agency Regulation on charges for Air Navigation Services, TFSF 2010:153	
Regulation (EC) No 300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security	The Swedish Transport Agency Regulation on a common charging system on security controls of passengers and luggage, TSFS 2012:113	

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