



Charges & fees at Brussels Airport



Effective as from 1 April, 2025

V1: Dec 2024

V2: Apr 2025 – Cup fee

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General information

Brussels Airport Company

Registered office	Diamant Building – A. Reyerslaan, 80 1030 Brussels Belgium
Address	Brussels National Airport 1930 Zaventem Belgium
Telephone	+32 (0)2 753 42 00
Fax	+32 (0)2 753 42 50
Website	www.brusselsairport.be
Banks	091-0110603-52 Dexia Bank 210-0052650-31 Fortis Bank 310-0761867-18 ING Bank 435-4107201-10 KBC
VAT number // Enterprise Register Brussels	BE 0890 082 292

Belgian Civil Aviation Authority

Address	Vooruitgangstraat 56 1210 Brussels Belgium
Telephone	+32 (0)2 277 31 11
Email	info@mobiliteit.fgov.be
Website	http://www.mobiliteit.belgium.be/

skeyes (ATC provider)

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

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	bsc@brucooord.org
Website	http://www.brucooord.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]
- the NOx unit tariff [U_n]
- the aircraft NOx emission [N]

Formula: $[U] \times [W] \times [E] \times [D] + [U_n] \times [N]$
(applied to each landing and take-off)

- [U] Unit tariff of passenger flights: € 4.60
Unit tariff of cargo flights: € 2.18
- [W] Weight factor: determined by certified MTOW
40 tons or less 40 tons
between 40 and 175 tons MTOW certified value in tons
175 tons or more 175 tons
- [E] Environmental factor (see annex § 1. for aircraft noise categories)

Noise efficiency ↓ Low High	E-factor	
	category name	Value
	R1	10
	R2	6
	R3	2
	R4	1.2
	R5	1
	R6	0.8
	R7	0.6
	R8	0.5

[D] Day/night factor : depends on the actual landing or take-off time

Local time	QC	Movement	[D]
06:00-06:59	QC ≤ 12	Dep & Arr	1
	QC > 12	Dep & Arr	20
07:00-20:59	any QC	Dep & Arr	1
21:00-22:59	QC ≤ 12	Dep & Arr	1
	24 ⁽¹⁾ ≥ QC > 12	Dep	3
	QC > 12	Arr	20
	QC > 24 ⁽¹⁾	Dep	20
23:00-05:59	QC ≤ 8	Arr	3
	QC ≤ 8 ⁽²⁾	Dep	4
	QC > 8 ⁽²⁾	Dep & Arr	20

(1) Limit value of 26 instead of 24 is applicable in case of exceptions granted by article 4§3 of the Federal MB dd 27/09/2009 amending the Ministerial Decree of 3 May 2004 regarding the management of noise emissions at Brussels National Airport.

(2) Limit value of 12 instead of 8 is applicable in case of exceptions granted by article 4§4 (DEP) of article 5§3 (ARR) of the Federal MB dd 27/09/2009 amending the Ministerial Decree of 3 May 2004 regarding the management of noise emissions at Brussels National Airport.

To calculate the quota count per movement, following formula has to be used:

$$QC = 10^{[(G-85)/10]}$$

(see annex § 2. for details)

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

Landing and take-off charges (continued)

[U_n] the NO_x unit tariff: **€ 4.30**

[N] the aircraft NO_x emission :

The NO_x emission value for each aircraft ($N = NO_{x,aircraft}$) is based on the total mass of oxides of nitrogen emitted per engine ($NO_{x,engine}$) during the LTO-cycle pursuant to ICAO Annex 16 volume II, the Hydrocarbon characteristic Dp/Foo value per engine and the number of engines as follows:

- 1) $NO_{x,aircraft} [kg] = \text{Number of engines} \times NO_{x,engine} [kg] \times \text{Factor } a$
- 2) Factor a : If $HC_{engine} > 19,6 \text{ g/KN}$ the $NO_{x,aircraft} [kg]$ is multiplied with a "factor a" = $HC_{engine} / 19.6 \text{ g/KN}$, with a maximum of 4.

The specific emission value of each aircraft is taken into account up to the third decimal place.

The initial $NO_{x,aircraft}$ and HC_{engine} value or any change of this value for all aircrafts operating at BRU are to be communicated proactively by the airlines to Brussels Airport Company.

Any aircraft for which Brussels Airport Company has not received the documents required for the calculation of the $NO_{x,aircraft}$ value, will receive a value calculated as follows:

$$NO_{x,aircraft} [kg] = MTOW [ton] \times 0.3 \text{ kg NO}_x/\text{ton}$$

The landing and take-off charges for a helicopter are set at a minimum fixed amount of **€ 21.07**.

Passenger charge

The passenger charge applies to departing passengers only and is different for BRU originating and for transfer passengers. There is no transit charge.

- An originating departing passenger is a passenger who has Brussels Airport as starting point of its journey
- 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	€ 24.18 per departing passenger
Transfer passenger	€ 12.83 per departing passenger
Transit passenger	€ 0.00 per departing passenger

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]	€ 13.29	8
[up to 160 seats]	€ 13.29	12
[160 – 239 seats]	€ 21.10	16
[240 seats and over]	€ 29.01	24

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 **€ 0.94** per ton and per hour.

$$\text{Fee} = \text{€ } 0.94 \times \text{MTOW} \times \# \text{ hours}$$

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 **€ 0.26** per ton and per hour.

$$\text{Fee} = \text{€ } 0.26 \times \text{MTOW} \times \# \text{ hours}$$

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.

Incentives

The applicable Incentive System, running from 1/1/2023 till 31/12/2027, is subject to the terms and conditions mentioned on the aviation marketing website (*), in which the principles of use are also described. The incentive amounts are not subject to the formula for tariff control.

Main elements of the Incentive System are:

New destination scheme for passenger operations:

	Incentives on PSC ^(1,2)		
New destinations	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:

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

Value growth incentive

	Incentives on PSC ^(1,2)
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.

	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 Brussels Airport Company (all times referred to are local times)

PRM charge

§ 1. The PRM charge (related to the assistance of passengers with reduced mobility) is applied to each departing passenger (originating, transfer and transit departing passengers) depending on the level of pre-notified PRM's of each individual airline.

The level of pre-notified PRM's is defined as the number of PRM's that an airline notifies to Brussels Airport Company in an adequate way, more than 36 hours in advance. The pre-notified PRM ratio divides the level of pre-notified PRM's of a given airline by the total amount of PRM's of this airline over the same period.

The pre-notified PRM's ratio of an airline will be applied to its departing passengers. A PRM unit fee of **1.22€**/dep. pax will be applied for the proportion of dep. pax related to pre-notification and a PRM unit fee of **1.82€**/dep. pax will be applied for the proportion of dep. pax related to non pre-notification.

The previous paragraph is not applicable for a pre-notified PRM's ratio between 63% and 73% included. In this situation, a unit fee of **1.41€** per departing passenger will be applied.

The level of pre-notification per airline will be defined based on the quarterly performance of quarter N-2. This performance will be used to ensure a bi-monthly invoice to the airlines. A quarterly correction will be foreseen based on the actual performance of a given quarter.

In case no reference pre-notification percentage is available or in case the amount of PRM is not representative (eg <15/Quarter) for a given airline, a reference PRM unit fee of **1.41€** will be applied for all its departing passengers.

This charge is not subject to the formula for tariff control.

Crew on duty and children under 2 years are exempted.

Security charge

The security charge of **8.79€** 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.

Ground handling fee (effective as of 1 January, 2025)

For passenger flights, the fee is composed of **€ 0.28** per passenger (local departing, local arriving and transfer), **€ 11.67** per movement (departing and arriving) and **€ 3.39** per handled aircraft (related to into-plane fueling). For cargo flights, the fee is composed of **€ 0.30** per 100kg cargo (departing, arriving and transfer), **€ 9.33** per movement (departing and arriving) and **€ 3.49** per handled aircraft (related to into-plane fueling). These charges take the November 2024 inflation into consideration. Annual indexation has been applied on above mentioned charges.

CUP fee

The CUP fee (for the use of the Common Use Platform composed of CUPPS workstations and CUSS kiosks) is **€ 0.5146** per local departing passenger and **€ 0.2878** per departing transfer passenger as of 1st of **April 2025**. 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.

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 2025 this fee is € 0.25. 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 Federal Agency for Regulation of Transport (Belgian law of May 8, 2024).

The practical transpositions of the law has not been published yet. The relevant Regulator fee, as of the 1st of April 2025, will therefore be invoiced to the airlines as soon as the practical transpositions of the law will be available.

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 € 2.60 per Air Traffic Movement (ATM) as of January 2025.

Air Traffic Control charges (skeyes)

The official Air Traffic Control charges can be consulted on the website from skeyes via the following link:

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 customeraffairs@skeyes.be and 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
- **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

ATC charges and fees

ATC charges and fees should be paid to Skeyes directly.

Please contact:

E-mail 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	R2	R3	R4	R5	R6	R7	R8
	(F)	(E)	(D)	(C)	(B)	(A)		
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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