

11. LSGS - SION AIRPORT - Aerodrome charges

TARIFF REGULATIONS AT SION AIRPORT (Of 01 JAN 2026)

The Municipal Council of Sion, based on:

- art. 39 of the Federal Air Navigation Law of 21 DEC 1948,
- the provisions of the Cantonal Law of 03 FEB 1975 for the encouragement of Public transport firms,
- the provisions of the Cantonal Law for the Cantonal Regime of 13 NOV 1980,
- the operating-concession of Sion Regional Airport of 23 AUG 1971, adopts the following provisions.

11.1 General provisions

11.1.1 Jurisdiction

These regulations are applicable for the use of the facilities of Sion AP.

11.1.2 Airport charges

AP Charges include:

- the mass-related LDG charge;
- the noise-related LDG charge;
- the air navigation charge;
- the passenger boarding charge;
- the parking charge;
- the freight charge;
- the charge for the sale of fuels and lubricants;
- the ground services charge (handling-charge);
- the other charges.

These charges are subject to the supervision of FOCA. They are published in the AIP Switzerland.

11.1.3 Based aircraft/company

The status of BASED AIRCRAFT/COMPANY is established through an agreement between the airport and the owner/operator of the concerned aircraft. The conditions for obtaining this status are as follows:

By being a based owner/operator if:

They are officially established (registered) in Sion or in the canton of Valais. As a result, all aircraft listed in their NCC or AOC are considered as based.

By individually based aircraft if:

Sion is indicated as the main airport in the aircraft's registration application. It performs at least 24 movements per year.

11.1.4 Charges debtor

Debtor of the AP charges is the ACFT operator or, in default whereof, its owner.

Exceptions to this rule are:

- the charge on the supply of fuels and lubricants, payable by the authorized supplier;
- the freight charge, payable by the air transport firm.

11.1.5 Charges maturity

The charges are levied before TKOF or before DEP of the freight transport vehicle. For regular users of the AP services, they may be invoiced.

11.1.6 Currency

The charges are fixed and published in Swiss Francs (CHF).

11.1.7 Collection

The AP may delegate the collection of certain charges.

11.2 Mass-related landing charge

11.2.1 Charge duty

For the APCH and the subsequent LDG of an ACFT, a mass-related LDG charge is levied. This charge also has to be paid if for instruction, training or pilot-check purposes, an APCH without subsequent LDG is made.

11.2.2 Charge determination

The charge depends on the MTOM, as stated in the Airworthiness Certificate or Aircraft Flight Manual or the Register of Immatriculation or an equivalent document. Any part of a tonne will be treated as a whole tonne.

11.2.3 Charge amount for international traffic

For international traffic, the charge amounts to:

11.2.3.1 Up to 50 tonnes:

MTOM in kg		1 st APR to 31 st OCT Charge in CHF (excl. VAT)	1 st NOV to 31 st MAR Charge in CHF (excl. VAT)
0 -	1000	18.35	20.20
1001 -	1500	27.--	29.70
1501 -	2000	34.55	38.--
2001 -	3000	45.35	49.90
3001 -	4000	54.--	59.40
4001 -	5000	62.65	68.90
5001 -	6000	71.30	78.45
6001 -	26000	20.20 per ton	22.20 per ton
26001 -	30000	19.35 per ton	21.30 per ton
30001 -	50000	18.35 per ton	30.20 per ton

11.2.3.1.1 in excess of 50 tonnes:

1st April to 31st October:

CHF 918.00 (excl. VAT) for the first 50 tonnes and CHF 21.05 for each supplementary tonne (excl. VAT).

1st November to 31st March:

CHF 1009.80 (excl. VAT) for the first 50 tonnes and CHF 23.15 for each supplementary tonne (excl. VAT).

11.2.4 Charge amount for national traffic

The charge is half of the one for international traffic if the preceding TKOF was made at a Swiss AD (Bâle-Mulhouse included).

11.2.5 Special Cases

The mass-related LDG charges are also applicable to HEL.

The charge for gliders and towing ACFT is the same as for other ACFT.

For ACFT which have arrived for revision, repair or MAINT, as well as technical FLT without payload, a discount of 15% is granted. This discount is also applicable for returns due to technical issues after TKOF.

A 15% discount is applicable on LDG for student pilots upon presentation of their license and a certificate from the school.

- BASED AIRCRAFT are entitled to the following discounts on LDG:
- Commercial and private traffic for ACFT of less than 3000 kg reduction 15%
- Commercial and private traffic for ACFT between 3000 kg and 5000 kg reduction 10%
- Commercial and private traffic for ACFT of more than 5000 kg reduction 5%

11.3 Noise-related landing charge

11.3.1 Charge duty

For the APCH and the subsequent LDG of an ACFT a noise-related LDG charge is levied. This charge is also payable if for instruction, training or pilot control an APCH without subsequent LDG is made.

11.3.2 Jet aircraft

11.3.2.1 Classification

The ACFT are assigned to classes in accordance with the noise measurements taken using the fix equipment at Zurich AP. The classes are published in [GEN 4.1 - Appendix A](#) (Noise classification for jet aircraft).

11.3.2.2 Charge amount

The charge amounts to:

Noise class	Charge in CHF (excl. VAT)
I	1000.--
II	600.--
III	400.--
IV	200.--
V	0.--

11.3.2.3 New or hushkitted aircraft

Such an ACFT will be classified only when its measurement data are AVBL. Otherwise, no noise-related LDG charge will be levied.

11.3.3 Propeller-driven aircraft with a Maximum Take-Off Mass of up to 5.7 tonnes

11.3.3.1 Class determination

- The noise-related LDG charge depends on which of the classes A to D the ACFT belongs to.
- FOCA is responsible for the aeroplane classification and for its update. The classification of aeroplanes registered in Switzerland is published in the Aircraft Register or in a separate list. The classification of aeroplanes registered abroad is established in conformity with the corresponding aeroplane type classification [Appendix B](#) (Noise classification for propeller-driven aircraft without special sound-proofing).
- In the event that a party liable to pay the charges lays claim to a more advantageous classification, the party shall provide proof to Sion AP Authority by way of appropriate documentation within 60 days of the date on which the claim is made. In this case, the excess charges will be reimbursed.

11.3.3.2 Amount of the charge

The charge amounts to:

Noise Class	Charge per ton in CHF (excl. VAT)
A	7.--
B	4.--
C	2.--
D	0.--

A fraction of a tonne is considered as a full tonne.

11.3.4 Emission-related landing charges

Principle

An EM-related LDG surcharge is applied to all ACFT equipped with a combustion engine and that are subject to a WT-based LDG charge. The EM charge is based on the absolute EM characteristic of the engine, as described in the FOCA Directive "Aircraft Engine Emission Charges in Switzerland" (Reference 33-05-27).

Aircraft with turbofan, turbojet or turboprop engines with emission data available to FOCA

ACFT equipped with turbofan, turbojet or turboprop engines that are:

- regulated under ICAO Annex 16, Volume II, or
- not regulated, but have detailed EM data for the LDG-TKOF (LTO) cycle AVBL to FOCA,

are subject to the EM calculation as specified in ECAC Recommendation 27/4. Specifically, the following EM calculation formula applies:

$$\text{EmissionValueAircraft} = a * \# \text{Engines} * \sum_{\text{LTO-modes}} (60 * \text{time} * \text{fuelflow} * \text{NOx}_{\text{Emissionfactor}} \div 1000)$$

Where:

$A = 1$ if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines

$A > 1$ if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines.

LTO-Modes	ICAO Certification LTO Modes	
	Mode	Time (in minutes)
Take-off		0.7
Climbout		2.2
Approach		4.0
Taxi/idle		26.0

Engines: number of engines fitted to the aircraft

Time Time in mode (see above) (in minutes)

Fuelflow: Fuel flow per mode (in kg/sec)

$\text{NOx}_{\text{Emissionfactor}}$ Measured NOx-Emission factor per mode (in g/kg fuel)

EM factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). EM data for unregulated engines are taken from the FOCA and FOI EM database. The FOCA website provides additional information: www.bazl.admin.ch -> For Specialists -> Environment

Aircraft with piston engines, helicopter and aircraft with engines without emission data available to FOCA

ACFT equipped with:

- piston engines
- rotary wing engines
- any other engine without EM data AVBL to FOCA

are also subject to an EM charge. Specifically, they are assigned an EM value derived the type, PER and number of engines fitted to the ACFT, as detailed in Table 1.

Table 1: FOCA Aircraft Emission Value Matrix

# Eng	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional	Piston: Conventional	Piston: Conventional	Helicopter	Helicopter	Business- Jets	Business- Jets	Turbo- props
		up to 200 hp	200-400 hp	>400 hp	<1000 shp	>1000 shp	(<16 kN)	(>16 but <26.7 kN)	
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

Emission tariff

The applicable tariff is CHF 1.50 per Emission Value_{Aircraft}

11.4 Air navigation charge

11.4.1 Charge duty

An air navigation charge is levied for each LDG or APCH without subsequent LDG.

11.4.2 Charge determination

The charge depends on the MTOM, as stated in the Airworthiness Certificate or Aircraft Flight Manual or the Register of Immatriculation or an equivalent document. Any part of a tonne will be treated as a whole tonne.

11.4.3 Charge amount

The amounts in force are listed in [GEN 4.2 AIR NAVIGATION SERVICES CHARGES](#).

11.5 Passenger boarding charge

11.5.1 Charge duty

For each passenger departing on an ACFT a boarding charge is levied whereby [11.5.2](#) is reserved.

11.5.2 Exemptions

The following are exempt from the charge:

- passengers in direct transit;
- passengers on private FLTs inasmuch as the first LDG after TKOF takes place at a Swiss AP (incl. Bâle-Mulhouse).

11.5.3 Charge amount

a) For private FLT:	The charge amounts to CHF 7.-- per passenger (excl. VAT)
b) For commercial FLT:	The charge amounts to CHF 12.-- per passenger (excl. VAT)

11.6 Parking charge

11.6.1 Charge duty

For the parking of an ACFT in the OPN, a charge is levied that depends on the parking time and the MTOM. A fraction of a tonne or a day is considered a full tonne or day.

11.6.2 Determination of the parking time subject to the charge

- MIL PARKING SOUTH: Free 3 hours for aircraft with ground handling provided by Sion airport FBO; otherwise, a charge applies from the first hour.
- TRANSIT PARKING NORTH (H21 and H22 included) : Free 2 hours for aircraft with ground handling provided by Sion airport FBO; otherwise, a charge applies from the first hour.
- TRANSIT 10 NORTH: Free 1 hour.
- GVM PARKING: non GVM aircraft a charge applies from the first hour.
- GAC PARKING NORTH (JULIETTE/KILO/LIMA/INDIA): Free 4 hours.
- Helipad H1 to H5, Free 1 hour (included plateforme).

11.6.3 Charge amount

MTOM in kg	CHF (excl. VAT)
up to 2000 kg	6.50
in excess of 2000 kg	7.55 per ton

11.7 Freight charge

11.7.1 Charge duty

A charge is levied on air-freight that is unloaded from an ACFT.

11.7.2 Exemption

Air freight in transit is exempt from this charge.

11.7.3 Charge amount

The charge amounts to CHF 0.04 (excl. VAT) per kg.

11.8 Charge for the supply of fuels and lubricants

11.8.1 Charge duty

A charge is levied on the supply of fuels and lubricants for ACFT.

This charge is owed by the supplier that is authorised to deliver fuels and lubricants at the AP.

11.8.2 Charge amount

Fuels and lubricants	Charge per litre in CHF (excl. VAT)
Aviation gasoline AVGAS	0.02
Jet fuel A1	0.01
Other fuels	0.01
Lubricants	0.10

11.9 Ground service charge (handling)

11.9.1 Charge duty

A charge is levied for the ground service of an ACFT performed by Sion AP Authority or another authorised company.

11.9.2 Charge amount

Charges are AVBL O/R from Sion AP Authority.

11.10 Other charges

11.10.1 Tax for modification of licences

For the renewal of one or several licences at the same time, or for one or more inscriptions at the same time into one or more licences, a charge of CHF 20.-- (excl. VAT) is levied.

11.10.2 Charge for night-operation

For a night-operation (TKOF or LDG outside AP operational HR, as stated in the AP operation regulations), a charge of CHF 250.-- (excl. VAT) per half HR or fraction of a half HR is levied, in addition to other AP charges.

In case of cancellation, TKOF or LDG during the operational hours a charge of CHF 50.-- is levied for each extension request.

11.10.3 Landing charge for night flight training

For a LDG which is part of an official training night FLT, a charge of CHF 5.-- (excl. VAT) is levied in addition to other AP charges.

11.10.4 Fire and Rescue**11.10.4.1 Charge duty**

For all ACFT from Category 4 and higher a fire and rescue charge is levied. Category 4 to 6/7 only on request, PPR 3 hours before.

11.10.4.2 Charge amount

Category 4/5	400.-- per turnaround
Category 6/7	800.-- per turnaround

11.11 Exemptions**11.11.1 Principle**

The exemptions in accordance with [11.11.2](#) are applicable to the mass- and noise-related LDG charges, the passenger embarkation charge and the parking charge.

11.11.2 Beneficiaries

The exemption is valid for:

- official FLTs of employees of the Federal Swiss Accident Investigation Board;
- foreign State ACFT transporting the Head of State or members of the government on the occasion of State visits.

11.11.3 Justification of the claim

The claim for a reduction to or exemption from an ACFT charge within the limits of these regulations must be submitted immediately and, along with justification for the claim.

The evidence necessary for the claim must be submitted to the AP, if so requested.

11.12 Implementation

These charge regulations are valid as of 01 JUN 1991.

Decided by the Municipal Council of Sion on 14 DEC 1989.

APV by the General Council of Sion on 13 FEB 1990.

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