

**Charges approved by Supreme Civil Aviation Authority**  
**(application filed, waiting for approval)**

valid from: 01.01.2026

Approved by the Federal Ministry of Science and Transport of Austria as Supreme Civil Aviation Authority per decree GZ-2024-0.762.739 according to § 9 FEG and art. 14 para. 2 EC-PRM-REG Nr. 1107/2006.

**1. Landing Charge**

**a) Landing charge up to 5.000 kg MTOW**

The charge per landing amounts to:

MTOW		From 01.01.2026
	up to 1.000 kg	16,97
from 1.001 kg	up to 1.500 kg	32,19
from 1.501 kg	up to 2.000 kg	42,14
from 2.001 kg	up to 2.500 kg	67,21
from 2.501 kg	up to 3.000 kg	75,48
from 3.001 kg	up to 3.500 kg	92,41
from 3.501 kg	up to 5.000 kg	107,81

**b) Landing charge more than 5.000 kg MTOW**

The charge per landing per ton MTOW or part thereof (e.g. 6.001 kg = 7 t) amounts to:

MTOW		From 01.01.2026
from 5 t	up to 200 t	24,67
from 201 t	up to 270 t	22,21
from 271 t	up to 320 t	20,81
from 321 t		19,15

However not less than the highest rate in the next lower weight category.

**2. Passenger Service Charge**

**a) Regular Passenger Service Charge**

Commercial and Non-commercial Flights		
MTOW		From 01.01.2026
	up to 2.000 kg	no passenger service charge
from 2.001 kg	up to 5.000 kg	12,90
from 5.001 kg		19,43

**c) Transfer Passenger Charge:**

	From 01.01.2026
Transfer passenger charge	9,72

**3. PRM-charge**

	From 01.01.2026
PRM-charge (passengers with reduced mobility) – only commercial flights)	0,64

**4. Parking Charge**

The first 4 hours are free of charge. Then the charge per 24 hour period or part thereof (calculated as per beginning of actual block time) shall be:

- a.) up to 5 t **20 %**
- b.) from 5 t up to 10 t **15 %**
- c.) more than 10 t **10 %**

of the respective applicable landing charge

## 5. Infrastructure Charge

### a) Airside Infrastructure Charge

For **scheduled and charter flights** and **general aviation** above 10 t MTOW the following charges apply (if one of the two limits is exceeded the next higher class applies):

MTOW	seats	From 01.01.2026
10 up to 17	up to 37	47,20
up to 25	up to 50	59,26
up to 44	up to 80	92,80
up to 59	up to 125	127,55
up to 70	up to 168	172,70
up to 100	up to 190	183,88
up to 159	up to 235	244,91
up to 200	up to 275	307,54
from 200	from 276	379,26

For transit flights there shall be a reduction of the infrastructure charge of 40 %.

For **General Aviation** aircrafts up to 10 t:

	From 01.01.2026
flat rat	41,64

### b) Landside part of infrastructure charge:

	From 01.01.2026
Infrastructure charge (not applicable for General Aviation)	2,18

## 6. Security Charge

	From 01.01.2026
Security charge	15,16
transfer passengers	7,58

## 7. Charge for the extension of Operating Hours

	From 01.01.2026
Charge für extension of operating hours per quarter of an hour or part thereof (= 15 min)	334,78

**Incentive Program**  
**(application filed, waiting for approval)**

**1. Basics**

Salzburg Airport commits itself to a distinguished market development in compliance with the legal framework (in particular with regard to the non-discrimination rule according to FEG and the law on state aid). The focus of the measurements lies in the development of year-round connections, strong summer routes and close partnerships with the airlines best suited to the goals of Salzburg Airport, in particular with regard to hub connections and code sharing. This incentive program is intended to promote year-round connections or high-frequency connections during the summer season in order to improve the connectivity of Salzburg Airport and thus of the entire region.

Salzburger Flughafen GmbH (SFG) reserves the right to request changes to the incentive program or parts of it at any time.

Furthermore, SFG reserves the right to revoke the incentive program or parts of it for important reasons with immediate effect. In particular, an important reason is

- a significant decrease in traffic (passengers and / or movements) of more than 20% over a period of at least 3 months or if the circumstances indicate that such a decrease in traffic will undoubtedly continue for more than 3 months;
- a significant change in the level of charges as a result of a change in the legal basis for charge regulations (in particular with regard to price caps, escape clauses, etc.) in accordance with the appendix to the Airport Charges Act (FEG);
- Reasons other than those mentioned in a) and b), caused by statutory, official, judicial or comparable requirements that make it objectively unreasonable for SFG to continue the incentive program.

**2. Agreement**

An objective, transparent and non-discriminating incentive program is intended to support the development of air traffic accordingly and is available to every user as long as the relevant criteria are met.

The prerequisite for granting incentives is the conclusion of an agreement between the airline, which is physically operating the flight, and SFG. Previously existing marketing agreements will be partially replaced by the incentive program. They will therefore lose their validity and may need to be concluded anew. In the agreement the starting date, terms of payment and any repayment obligations in the event of non-fulfillment of the criteria between the contracting parties are to be stated.

**3. Incentives**

**a) General Requirements**

In any case, the following requirements must be met in order to qualify for incentives:

- incentives are granted only for scheduled flights, no charter flights or other special flights (diversions, ferry flights, etc.)
- scheduled flights that can be booked both online (e.g. on the airline's website) and at travel agencies (e.g. via GDS) as one-way and return flights in or from both directions
- the airline operates scheduled flights with high frequency, which means:
  - at least 2 landings per calendar week over a period of at least 45 weeks per calendar year
  - at least 50 landings during the summer season (IATA summer season)
  - with aircrafts with a capacity of at least 50 seats

The incentives are granted in the form of discounts on the official charges applicable to the respective aircraft or as a bonus. Unless otherwise stated, the discounts and bonuses can be cumulated.

**b) Frequency Discount**

The progressive frequency discount is intended to create incentives to maintain the traffic volume or to generate more traffic. The basis is the number of flights (scheduled flights) per airline per calendar year regardless of the destination.

landings / year	discount landing charge	discount passenger charge
0 – 49	-	-
50-299	10%	10%
from 300	15%	15%

**c) Year-round Bonus**

The year-round bonus is intended to create incentives to offer year-round scheduled routes. On the one hand, this is intended to give passengers the opportunity to use Salzburg Airport as a departure or arrival airport all year-round. On the other hand, traffic peaks should be balanced out at the airport and year-round connectivity should be offered. The minimum requirements are at least 2 landings per calendar week over a period of at least 45 weeks per calendar year from one destination (airport) (per destination, not per airline). The bonus is granted per departing passenger (dPAX); the amount of the bonus depends on the number of seats of the aircraft in operation.

The year-round bonus and the season shift bonus cannot be cumulated.

seats	bonus / dPAX
50-69	EUR 1.75
70-129	EUR 3.50
from 130	EUR 7.00

**d) Season Shift Bonus**

The season shift bonus is intended to create incentives not only to offer scheduled connections in the winter season (peak season), but also in summer in order to achieve a balanced utilization of capacities at the airport. The minimum requirements consist of a total of at least 50 landings during the entire summer season (IATA summer season) from one destination (airport) (per destination, not per airline).

The bonus is granted per departing passenger (dPAX); the amount of the bonus depends on the number of seats of the aircraft in operation.

The year-round bonus and the season shift bonus cannot be cumulated.

seats	bonus / dPAX
50-69	EUR 1.75
70-129	EUR 3.50
from 130	EUR 7.00

**e) Destination Bonus**

The destination bonus is intended to encourage the start of new direct connections. New destinations or destinations that previously have not been offered on a high frequency (unserved / underserved) will be supported.

The minimum requirements for the destination bonus are at least 2 landings per calendar week over a period of at least 45 weeks per calendar year or at least 50 landings during the entire summer season (IATA summer season) to a destination (airport).

Appendix A lists those destinations that are considered to be served up to now and are therefore excluded from the destination bonus.

The airline that is the first to publish and sell the flight to a new destination in the global computer reservation system or on the airline's website is entitled to this bonus.

The amount of the bonus applies per landing and depends on the seat capacity of the aircraft. The bonus is limited in time to a maximum of 3 years and declining in time. The year begins with the start of operations ("route year").

The destination bonus and the stability bonus cannot be cumulated.

seats	year (route year)	bonus / landing
50-69	Year 1	EUR 175.00
	Year 2	EUR 150.00
	Year 3	EUR 125.00
70-129	Year 1	EUR 350.00
	Year 2	EUR 300.00
	Year 3	EUR 250.00
from 130	Year 1	EUR 700.00
	Year 2	EUR 600.00
	Year 3	EUR 500.00

**Appendix A**

AMS	Amsterdam	HAM	Hamburg	OLB	Olbia
AYT	Antalya	HER	Heraklion	OTP	Bukarest
BER	Berlin	HRG	Hurghada	PMI	Palma
BEG	Belgrad	IBZ	Ibiza	RHO	Rhodos
DUS	Düsseldorf	IST	Istanbul	RUH	Riad
DXB/DWC	Dubai	LGW	London Gatwick	SKP	Skopje
FRA	Frankfurt	LTN	Luton	STN	London Stansted

**f) Stability Bonus**

The stability bonus is intended to strengthen the existing route portfolio and ensure a long-term, consistent range of destinations.

The stability bonus is granted, if a destination is served by the same carrier without interruption for at least 3 years.

The minimum requirements for the stability bonus are at least 2 landings per calendar week over a period of at least 45 weeks per calendar year or at least 50 landings during the entire summer season (IATA summer season) to this destination (airport).

The amount of the bonus applies per landing and depends on the seat capacity of the aircraft.

The stability bonus and the destination bonus cannot be cumulated.

seats	bonus / landing
50-69	EUR 100,00
70-129	EUR 200,00
Ab 130	EUR 400,00

**Noise Reduction Charge**  
**(application filed, waiting for approval)**

**1. General Provision of Noise Reduction Charge**

In accordance with the provisions of section 4a of the Airport Charges Act (Flughafenentgeltgesetz, FEG), a Noise Reduction Charge component is added at Salzburg Airport as a surcharge or deduction (bonus/malus) to the applicable Landing Charge in accordance with point II.2.1. for all aircraft with more than 2 seats (Y). Excluded from this are those aircrafts that are 100% exempt from Landing Charges.

In order to classify the aircraft into the correct bonus/malus group, the flight operator, the aircraft operator, the air transport company or the owner of the aircraft must provide the civil airport operator with the noise certificate of the aircraft in accordance with ICAO Annex 16, fleet lists and/or AHM (with the relevant noise values).

If the noise certificate, fleet lists and/or AHM (with the relevant noise values) from the aircraft is not made available to the civil airport operator before or at the time of landing, the civil airport operator will classify the aircraft in the highest (i.e. highest surcharge or lowest discount) group.

The civil airport operator immediately takes the values of noise certificates into account when calculating the charge as soon as they have been reported (by e-mail to: nc@salzburg-airport) and verified. There will be no retroactive refund.

**2. Assessment Bases**

To determine the bonus/malus group to be applied, the individual noise values of the aircraft according to the noise certificate (expressed in EPNdB) as well as the ICAO noise limit for the corresponding aircraft are used.

For this purpose, the average of the noise values according to ICAO Annex 16 (Noise Approach, Noise Flyover and Noise Lateral) is used. The EPNdB (Effective Perceived Noise) calculated in this way is divided by the number of seats of the aircraft (Y). The resulting value represents the benchmark for classifying the aircraft into a bonus/malus group.

**3. Calculation Rates**

The surcharge or discount resulting from the group will be applied to the applicable landing charge in accordance with this Airport Charges Regulations.

Group	dB/Y	Landing Charge
SZG 1	0,0000 – 0,4800	- 20 %
SZG 2	0,4801 – 0,6600	+/- 0 %
SZG 3	0,6601 – 0,9999	+ 3 %
SZG 4	Ab 1,0000	+ 10 %

## Charges

valid from: 01.01.2026

### 1. Handling Charges

#### Basis of Assessment

The basis of assessment for the handling charges for passenger aircraft depends on the actual seating capacity respectively the MTOW of the aircraft.

The classification of an aircraft in a charge group depends on the criterion of the number of seats and the MTOW. If either of these category limits is exceeded the aircraft falls into the next category up. The internal calculation of individual aircraft handling costs has been taken in consideration for the ordering of aircrafts into the charge groups.

Maximum seating capacity will be calculated until the correct certification is provided. There will be no backdated repayments.

The following handling charges are valid for all **Carriers / Commercial Flights**:

		From 01.01.2026	
seats	MTOW	RHC	THC
		EUR	EUR
up to 37	up to 17	535,18	409,22
up to 50	up to 25	727,60	581,19
up to 80	up to 44	1 158,69	1 015,38
up to 125	up to 59	1 516,15	1 149,61
up to 168	up to 70	2 032,57	1 353,98
up to 190	up to 100	2 386,81	1 447,79
up to 239	up to 159	3 327,28	2 100,46
up to 275	up to 200	4 280,28	2 658,35
from 276	from 200	6 595,99	4 097,30

### 2. Hangar Charges

#### a) General

A charge for the storage of an aircraft in a hangar accrues.

The towing in or out of the hangar of an aircraft can only be done by Salzburg Airport. The claim by Salzburg Airport for this charge arises at the time of handing over the aircraft to Salzburg Airport for towing.

#### Basis of Assessments and Rates (for unheated hangars)

The basis of assessment for the charge to be paid is the maximum take off weight. Hangar charge:

MTOW	MTOW		EUR/24h 01.01.2026
	up to 5.000 kg	per 500 kg or part thereof	22,04
over 5.000 kg	up to 10.000 kg	per 1.000 kg or part thereof	43,87
over 10.000 kg		per 1.000 kg or part thereof	47,73

#### b) Monthly flat rate charge

Monthly flat rate (at least 20 days) per calendar month or part thereof

MTOW	MTOW		EUR/month 01.01.2026
	up to 5.000 kg	per 500 kg or part thereof	397,40
over 5.000 kg	up to 10.000 kg	per 1.000 kg or part thereof	695,77
over 10.000 kg		per 1.000 kg or part thereof	755,30

The monthly flat rate can only be granted by the Civil Aerodrome Operator according to the amount of hangar space available (written application is required!)

The single towing in or out of the hangar of an aircraft respectively for the purpose of providing hangar space:

<b>MTOW</b>	<b>MTOW</b>	<b>EUR/01.01.2026</b>
	up to 2.000 kg	<b>16,94</b>
over 2.000 kg	up to 5.000 kg	<b>33,66</b>
over 5.000 kg	up to 10.000 kg	<b>66,86</b>
over 10.000 kg	up to 15.000 kg	<b>134,64</b>
over 15.000 kg		<b>185,91</b>

The towing in or out of the hangar of an aircraft for the purpose of work to be done by other companies will be calculated as a single service.