

# **Tariff regulations**

## **for the**

### **commercial airport Karlsruhe/Baden-Baden**

#### **valid from April 1<sup>st</sup> 2018**

### **General conditions**

All charges shall generally be paid in Euro to the airport operator prior to the take-off following the landing. In special cases, the charges may be paid at a later date if prior arrangements with the airport operator have been made.

All charges of this tariff regulations are charges pursuant to § 10 Para 1 of the law on turnover tax. The debtor, therefore, has to pay the turnover tax additionally.

In this tariff regulations the debtor of the charges is the aircraft operator. Debtors of the charges are as joint debtors:

- a) the airline carrying out the respective flight with its airline code/flight number;
- b) the aircraft operator;
- c) the natural or legal person using the aircraft without being operator or owner, such as lessees.

The airport operator is entitled at any time to request, at its discretion, an adequate security by either depositing a non-interest bearing amount of money, or by an appropriate guarantor, or by providing any others means serving the purpose.

The airport operator reserves the right to levy a charge for the service of forwarding an invoice, if necessary.

As a general rule no reimbursements will be made.

## **Part I – Landing and passenger charges**

### **1. General**

1.1 Under the terms of this tariff regulations, the aircraft operators or pilots shall pay a landing charge to the airport operator for the landing of their aircraft.

Under the terms of this tariff regulations, the aircraft operators or pilots shall pay a passenger charge to the airport operator for the departure of their aircraft with passengers on board.

1.2 The amount of the landing charge payable is based on the maximum take-off mass (MTOM) of the aircraft as entered in the certificate of airworthiness, its noise category and its emission category.

The MTOM shall be proved by the Airplane Flight Manual (AFM) – Basic Manual – Section for Weight Limitations. Until presentation of these documents, the maximum known MTOM of this aircraft type will be taken as basis.

The fulfilment of the noise category by the aircraft is proved by:

- the confirmation and entry in noise certificates according to NfL II – 65/03, issued by a licensing authority, or
- designation according to § 4 Para 6 of the ordinance for noise abatement at airfields dated 5<sup>th</sup> January 1999 in accordance with NfL II – 138/99 (environmental protection sign), or
- the presentation of corresponding data of the manufacturer or comparable documents and certificates of a licensing authority, which prove in individual cases that the pre-conditions have been fulfilled.

A recognized database is used for the evidence of the classification into the relative emission category. The aircraft operator can alternatively present comparable certificates or documents.

Decisive for calculating the charges is the actual presentation of complete evidence, verifiable by the airport operator, concerning the observance of the afore-mentioned conditions by the aircraft operator or pilot-in-command just in time prior to take-off. This evidence has to be presented to the airport operator, who verifies and documents it. If the respective evidence is not presented, calculation of the charges will be based on the aircraft data, which are available to the airport operator.

- 1.3 In commercial air traffic and in works traffic with aircraft over 2.0 t MTOM a passenger charge is payable, which is based on the number of passengers aboard the aircraft when departing. Passengers are also employees – with the exception of the crew on duty – of the concerned or another airline and other persons who are free of charge or at a reduced rate aboard the aircraft when departing.

The pilot-in-command is obliged to notify the aviation supervision office of the actual number of passengers aboard liable to charges. If he fails to do so, the maximum seat capacity will be used as a basis for calculating the passenger charge.

The number of passengers aboard the aircraft when departing will not include children under the age of 2 years not entitled to occupy a seat.

- 1.4 Reductions are granted for training and instruction flights from SR-30 until SS+30 provided the departure or landing does not take place outside the published operating hours of the airport. Reductions are granted for training and instruction flights of aircraft operators based at Karlsruhe/Baden-Baden airport at all other times left, provided the departure or landing does not take place outside the published operating hours of the airport. The reduced landing charge is 60% of the reference rate.

Training flights pursuant to this tariff regulations are flights in which a civilian flight student flies on certain conditions under his/her training under licensed training operators (air pilot school). These are conditions which are required for a civil air pilot licence or for a licence under the test regulations for aviation staff.

Instruction flights pursuant to this tariff regulations are flights for piloting and technical instructions of civilian pilots; the relevant pilot must have a suitable pilot's licence as specified for the relevant aircraft model. The marshal must be on board the plane that is in use.

- 1.5 The landing charge is also payable for a touch-and-go landing with immediately ensuing acceleration and take-off of the aircraft. The reductions for training and instruction flights will be applied.
- 1.6 The landing charge is also payable for low approaches. The reductions for training and instruction flights will be applied. In the case of go around manoeuvres for technical, meteorological reasons or reasons of air traffic (missed approach), no charges will be raised.
- 1.7 For maintenance flights, which are overhauled in a maintenance company settled at the airport Karlsruhe / Baden-Baden, rebates are granted, if the company appears as debtor and the flights are indicated as maintenance flights to the airport operator just in time. Maintenance flights pursuant to this tariff regulations are flights, which are necessary to check the services, which were made by the maintenance company at the aircraft. The reduced landing charge is 65% of the reference rate.



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- 1.8 No landing charge is payable for emergency landings due to technical failure of the aircraft or due to hijacking - unless the airport is not anyway destination airport as scheduled. Diversion landings are not concerned as emergency landings.

2. Landing and passenger charges

2.1 Landing charges

2.1.1 Propeller-driven aircraft up to 9,000 kg MTOM, power gliders included

**Noise category A („increased noise abatement“)**

For aircraft belonging to noise category A the landing charges are:

with a MTOM up to 1,400 kg	8.72 €
with a MTOM over 1,400 kg up to 2,000 kg	16.36 €
with a MTOM over 2,000 kg up to 9,000 kg for every 1,000 kg of the MTOM or part thereof	10.10 €

**Noise category B („special noise abatement“)**

For aircraft belonging to noise category B the landing charges are:

with a MTOM up to 1,400 kg	16.18 €
with a MTOM over 1,400 kg up to 2,000 kg	26.87 €
with a MTOM over 2,000 kg up to 9,000 kg for every 1,000 kg of the MTOM or part thereof	16.18 €

## Noise category C

For aircraft belonging to noise category C the landing charges are:

with a MTOM up to 1,400 kg	24.80 €
with a MTOM over 1,400 kg up to 2,000 kg	46.13 €
with a MTOM over 2,000 kg up to 9,000 kg for every 1,000 kg of the MTOM or part thereof	24.80 €

A landing charge of 15.25 € will be levied for landings of triple-axed ultralight aircraft, permitted in the scope of maintenance works required (PPR).

### 2.1.2 Propeller-driven aircraft with more than 9,000 kg MTOM and jet-propelled aircraft

For propeller aircraft with a MTOM above 9,000 kg and jet aircraft according to ICAO Annex 16 Chapter 3 and 4 the landing charge consists of 3 components:

- 2.1.2.1 Landing charge for every 1,000 kg of the MTOM or part thereof
- 2.1.2.2 Noise-related landing charge
- 2.1.2.3 Emission-related landing charge

#### 2.1.2.1 Landing charge for every 1,000 kg of the MTOM or part thereof

with a MTOM up to 100,000 kg	6.00 €
with a MTOM over 100,000 kg up to 200,000 kg	5.00 €
with a MTOM over 200,000 kg	4.00 €

### 2.1.2.2 Noise-related landing charge

For each landing a noise-related landing charge is payable to the airport operator. Billing is based on fixed amounts per noise category.

The classification into the relative noise category is derived from the accumulated value (ICAO Annex 16) of the three certified noise data (Take-off, Side-line, Approach) according to the noise certificate of the aircraft. Unless this documentation is submitted by the aircraft operator, the airport operator will take the known accumulated value of this aircraft type (recognized international database with aircraft registrations, examples see Appendix 2) as basis for calculation. Any change of the accumulated value according to the Airplane Flight Manual (AFM) will only be accepted if the airport operator has been notified by the aircraft operator well-timed prior landing.

The noise-related charge amounts per landing:

Noise category 0: all aircraft with a MTOM up to 10,000 kg	51.10 €
Noise category 1: up to 240 EPNdB*	71.54 €
Noise category 2: from 240.1 up to 252 EPNdB*	102.20 €
Noise category 3: from 252.1 up to 264 EPNdB*	143.08 €
Noise category 4: from 264.1 up to 276 EPNdB*	208.80 €
Noise category 5: from 276.1 up to 288 EPNdB*	271.44 €
Noise category 6: from 288.1 up to 300 EPNdB*	359.04 €
Noise category 7: from 300.1 up to 315 EPNdB*	446.08 €
Noise category 8: over 315 EPNdB*	544.00 €
*EPNdB = Effectively Perceived Noise dB, accumulated value of the 3 certified noise values in the noise certificate	



### 2.1.2.3 Emission-related landing charge

The emission-related landing charge is calculated per kg of nitrogen equivalent (= the emission value) within the standardized LTO cycle („Landing and Take-Off cycle“, LTO) of an aircraft per landing. The charges are invoiced by fixed amounts per emission category.

The emission value is calculated using the ERLIG formula (ERLIG = Emission Related Landing Charges Investigation Group, ECAC) on the basis of the certified nitrogen oxide (NO<sub>x</sub>) and hydrocarbon (HC) emission values per engine in the LTO cycle according to ICAO Annex 16, Volume II.

The required data on engine and aircraft types are retrieved from a recognized international database (examples see Appendix 3).

The emission values are calculated on the basis of the ICAO Aircraft Engine Database for turbo jet engines as well as the FOI Swedish Defence Research Agency Database for propeller-driven engines. If the emission databases contain no or conflicting entries for an engine type, the highest known emission craft type will be applied.

When engines are used which emit less than the registered amount of nitrogen oxide equivalent, documentation must be provided to the airport operator by presenting the AFM along with the ICAO certification or the manufacturer's documentation well-timed prior landing. Until the above-mentioned documentation is provided, invoicing will be based on the known emission value for the respective aircraft and engine type.

The airport operator must be notified without delay of any increase or reduction in the emission value of the aircraft as entered in the AFM or ICAO certificate or manufacturer's documentation.

No refunds will be made.

The emission-related charge amounts per landing:

Emission category 1: up to 1.0 kg*	5.11 €
Emission category 2: from 1.1 up to 4.0 kg*	10.22 €
Emission category 3: from 4.1 up to 7.0 kg*	20.44 €
Emission category 4: from 7.1 up to 10.0 kg*	35.77 €
Emission category 5: from 10.1 up to 13.0 kg*	52.20 €
Emission category 6: from 13.1 up to 16.0 kg*	73.08 €
Emission category 7: from 16.1 up to 19.0 kg*	108.80 €
Emission category 8: over 19.0 kg*	217.60 €
*Emission value in kg per landing and aircraft	

### 2.1.3 Rotorcraft

The landing charge for rotorcraft is:

with a MTOM up to 1,400 kg	15.40 €
with a MTOM over 1,400 kg up to 2,000 kg	36.16 €
with a MTOM over 2,000 kg for every 1,000 kg of the MTOM or part thereof	19.42 €

#### 2.1.4 Landings and/or take-offs outside the published operating hours

The following additional charges will be raised for landings and/or take-offs outside the published operating hours of the airport:

All stated times are UTC. The stated times in parentheses are referred to the statutory summer time.

##### prior opening time:

Mon – Sat

00:00 – 04:59 (00:00 – 03:59): 55.00 € for every 15 min.\*

Sun- / HOL

00:00 – 04:59 (00:00 – 03:59): 110.00 € for every 15 min.\*

##### after closing time:

Mon – Sat

22:01 – 23:59 (21:01 – 23:59): 55.00 € for every 15 min.\*

Sun- / HOL

22:01 – 23:59 (21:01 – 23:59): 110.00 € for every 15 min.\*

\* or part thereof

The charges listed above can only be calculated if the notification of the landing / departure to the aviation supervision office is binding, and takes place until 20:00 (19:00) at the latest. The basis for calculation is the notified resp. actual landing / departure time. Delays not caused by the airport operator will be charged to the debtor.

Notification made outside the time-scope stated above, resp. outside the published operating times, should be made 2 hours prior to the planned landing / planned departure, however, 1 hour at the latest. An additional lump-sum special charge of 150.00 € will be levied for this.

2.2 Passenger charges based on the number of passengers aboard the aircraft

The passenger charge based on the number of passengers aboard the aircraft (aircraft with a MTOM over 2,000 kg) when departing amounts to per passenger:

provided the subsequent departure of the aircraft is effected at an aerodrome within the Federal Republic of Germany, within a state of the European Union, EEA or Switzerland is:	5.92 €
provided the subsequent departure of the aircraft is effected at an aerodrome outside the Federal Republic of Germany, a state of the European Union, EEA or Switzerland is:	6.91 €

2.3 Alternative charge regulation for scheduled air traffic

For aircraft in scheduled air traffic, serving a destination at previously with the airport operator agreed times continuously throughout the year (for aircraft not based at the airport at least 3 days per week and 45 weeks per year and for aircraft based at the airport at least 2 days per week and 45 weeks per year), the following airport charges differing from items 2.1 and 2.2 may be levied. The alternative charge is calculated according to point 2.3.1 together with point 2.3.2.

2.3.1 The passenger charge is based on the number of passengers aboard the aircraft when departing (cf. Part I, point 1.3) and counts per passenger depending on the subsequent landing aerodrome as follows:

	I	II
aircraft with up to 50 seats	8.87 €	9.64 €
aircraft with up to 100 seats	7.86 €	8.60 €
aircraft with up to 150 seats	7.25 €	7.99 €
aircraft with more than 150 seats	6.34 €	7.07 €

I: Provided the subsequent landing of the aircraft is effected at an aerodrome within the Federal Republic of Germany, within a state of the European Union, EEA or Switzerland.

II: Provided the subsequent landing of the aircraft is effected at an aerodrome within a state outside the Federal Republic of Germany, the European Union, EEA or Switzerland.

2.3.2 The charges according to point 2.3.1 are reduced respectively increased according to the noise category of the operating aircraft (cf. point 2.1.2.2) as follows:

noise category 0	-	20%
noise category 1	-	15%
noise category 2	-	10%
noise category 3	-	5%
noise category 4	+/-	0%
noise category 5	+	5%
noise category 6	+	10%
noise category 7	+	15%
noise category 8	+	20%

The aircraft operator may request alternative calculation (2.3) instead of the calculation according to items 2.1 and 2.2 from the airport operator upon the presentation of a proof concerning the fulfilment of the preconditions mentioned above.

## 2.4 Security charge

In addition to the landing and passenger charges, a security charge is levied for commercial air transport and works traffic with aircraft over 2.0 t MTOM.

The amount of the security charge payable is based on the number of passengers aboard the aircraft when departing.

The security charge amounts to 1.35 € per departing passenger.

The number of passengers aboard the aircraft when departing will not include children under the age of 2 years not entitled to occupy a seat.

## Part II – Approach charges

### 1. General

- 1.1 For the utilization of ATC services and facilities provided by the airport operator by aircraft, a charge (approach charge) is payable by aircraft operators or pilots according to this tariff regulations to the airport operator.
- 1.2 For aircraft and helicopters, the approach charge payable is based on the maximum take-off mass (MTOM) as entered in the certificate of airworthiness (cf. Part I, point 1.2).
- 1.3 Charges start to count with the landing, touch-and-go or the low approach. For landings, touch-and-go or low approaches leaving the traffic circuit no approach charge will be levied for training and instruction flights of aircraft operators based at Karlsruhe/Baden-Baden airport.

### 2. Charges

The approach charge for all aircraft per unit amounts to (cf. Part II, point 1.3):

with a MTOM up to 1,400 kg	3.76 €
with a MTOM of over 1,400 kg up to 2,000 kg	5.62 €
with a MTOM of over 2,000 kg for every 1,000 kg of the MTOM or part thereof	3.76 €

The approach charge amounts to maximum 180.00 € per unit (cf. Part II, point 1.3).



## Part III – Parking charges

### 1. General

- 1.1 According to the terms of this tariff regulations, the aircraft operators or pilots shall pay a charge (parking charge) to the airport operator for the parking of their aircraft.
- 1.2 For aircraft and rotorcraft the parking charge is based on the MTOM entered in the licensing document of the aircraft (see Part I, point 1.2).

### 2. Charges

The parking charge is for every 24 hours or part thereof:

with a MTOM up to 1,400 kg	3.95 €
with a MTOM of over 1,400 kg up to 2,000 kg	6.58 €
with a MTOM of over 2,000 kg for every 1,000 kg of the MTOM or part thereof	3.95 €

The minimum parking charge payable is 10.96 €.

No parking charge is payable if a total parking time of three (3) hours between the landing resp. the beginning of the parking, and the departure resp. termination of the parking of the aircraft is not exceeded.

Note: For the parking of an aircraft in a hangar, charges will be raised independently of this tariff regulations.

For aircraft of scheduled and charter air traffic stationed at Karlsruhe/Baden-Baden airport for at least one flight plan period, the parking charge will be reduced by 50%. Aircraft are considered as stationed if they are parked liable to be charged at the minimum of 5 from 7 days.

With the proof that the above-mentioned conditions will be fulfilled, the aircraft operator must apply for the reduction at the airport operator instead of the calculation in accordance with Item 2.

## Part IV – Terminal charge GAT

### 1. General

- 1.1 For the utilization of the facilities in the General Aviation Terminal by crews and passengers, the aircraft operators or pilots shall pay a terminal charge to the airport operator in addition to other charges that apply.
- 1.2 For aircraft and rotorcraft the terminal charge is based on the MTOM entered in the licensing document of the aircraft (see Part I, point 1.2).
- 1.3 The terminal charge will be due as infrastructural charge altogether as a lump sum upon the landing of the aircraft, depending on the MTOM of the aircraft but independent of using individual services.

### 2. Charges

The terminal charges for all aircraft concerned are:

with a MTOM of over 2,000 kg up to 4,000 kg	10.96 €
with a MTOM of over 4,000 kg up to 5,700 kg	21.92 €
with a MTOM of over 5,700 kg up to 10,000 kg	32.89 €
with a MTOM of over 10,000 kg up to 14,000 kg	43.85 €
with a MTOM of over 14,000 kg	54.81 €

## Part V – Airships

### 1. General

For the use of the airport, airships have to pay a landing charge and a mooring mast charge. The charges will be calculated according to the total length of the airship.

The period decisive for calculating the mooring mast charges begins with the setting up of the mooring mast and ends with its dismantling.

### 2. Charges

The landing charges for airships are:

- up to 49.99 m total length	16.44 €
- from 50.00 m up to 59.99 m total length	21.92 €
- from 60.00 m total length	27.41 €

The mooring mast charge for airships for every 24 hours or part thereof is:

- up to 49.99 m total length	76.73 €
- from 50.00 m up to 59.99 m total length	87.70 €
- from 60.00 m total length	98.66 €

Between SS+30 and SR-30, an additional surcharge of 10.96 € will be levied for take-offs and/or landings.

## Part VI – Taking effect

This tariff regulations becomes effective on April 1<sup>st</sup> 2018.

## **Appendix 1 to the tariff regulations**

### **Noise categories for aircraft according to Part I, point 2.1.1**

#### **Noise category A („increased noise abatement“)**

Analogue to §4 Para 3 of the ordinance for noise abatement at airfields, propeller-driven aircraft up to 9,000 kg MTOM and powered gliders comply with the increased noise abatement requirements if they fall below the noise values established in attachment 2 of the ordinance for noise abatement at airfields according to LSL

- chapter VI by at least 6 dB (A) or
- chapter X by at least 7 dB (A)

#### **Noise category B („special noise abatement“)**

The maximum noise level coming from propeller-driven aircraft up to 9,000 kg MTOM must at least reach the noise levels laid down in attachment 2 of the ordinance for noise abatement at airfields.

Historical aircraft up to 9,000 kg MTOM built before 1960 will be calculated according to noise category B unless they can present a superior noise certificate.

#### **Noise category C**

The maximum noise level coming from propeller-driven aircraft up to 9,000 kg MTOM exceeds the noise levels laid down in attachment 2 of the ordinance for noise abatement at airfields.

## Appendix 2 to the tariff regulations

### Noise categories for aircraft according to Part I, point 2.1.2

The allocation is effected by the airport operator based on a recognized international database. This database consists of accumulated noise values of an aircraft registration. The same aircraft type may be allocated to another noise category than in the exemplary list due to other power plants. Examples of the allocation of aircraft relating to the noise category according to the recognized international database:

Noise category	Type of aircraft	
Noise category 0:	all aircraft with a MTOM up to 10,000 kg	
Noise category 1:		
Noise category 2:	AT45 C680 C750 LJ60	ATR 42-500 Cessna Citation 680 Sovereign Cessna Citation 750 X Learjet 60
Noise category 3:	AT75 AT76 CL30 CL60 CRJ1 CRJ2 CRJ7 CRJ9 D328 DH8C DH8D E135 E145 F2TH F50 F70 F900	ATR 72-500 ATR 72-600 Bombardier BD-100 Challenger 300 Canadair CL-600 Challenger 600-604 Canadair Regional Jet CRJ-100 Canadair Regional Jet CRJ-200 Canadair Regional Jet CRJ-700 Canadair Regional Jet CRJ-900 Fairchild-Dornier 328 De Havilland DHC-8-300 Dash 8 De Havilland DHC-8-400 Dash 8 Embraer EMB-135 / ERJ-135 Embraer EMB-145 / ERJ-145 Dassault Falcon 2000 Fokker 50 Fokker 70 Dassault Falcon 900



Noise category	Type of aircraft	
Noise category 3:	G150 GALX GL5T GLEX GLF4 GLF5 GLF6 H25B HA4T J328 SB20 SF34	Gulfstream G150 Gulfstream G200 Bombardier BD-700 Global 5000 Bombardier BD-700 Global Express Gulfstream 4 Gulfstream 5 Gulfstream G650 Hawker-Siddeley HS-125-700 Hawker 4000 Horizon Fairchild-Dornier 328 Jet Saab 2000 Saab 340
Noise category 4:	A318 A319 A320 AN26 AT72 B462 B735 B736 B737 B738 C650 E170 E190 F100 FA20 FA50 FA7X MD87 MD90 RJ85	Airbus A 318 Airbus A 319 Airbus A 320 Antonov AN-26 ATR 72-200 BAe 146-200 Boeing 737-500 Boeing 737-600 Boeing 737-700 Boeing 737-800 Cessna 650 Citation III Embraer EMB-170 / ERJ-170 Embraer EMB-190 / ERJ-190 Fokker 100 Dassault Falcon 20 Dassault Falcon 50 Dassault Falcon 7X McDonnell Douglas MD-87 McDonnell Douglas MD-90 BAe Avro RJ-85
Noise category 5:	A310 A321 A332 A333 A343	Airbus A 310 Airbus A 321 Airbus A 330-200 Airbus A 330-300 Airbus A 340-300



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<b>Noise category</b>	<b>Type of aircraft</b>	
Noise category 5:	B734 B739 B753 MD81 MD83	Boeing 737-400 Boeing 737-900 Boeing 757-300 McDonnell Douglas MD-81 McDonnell Douglas MD-83
Noise category 6:	ABY AN12 B77L C130 IL76 MD11 YK42	Airbus A 300B4-600 / C4-600 / F4-600 Antonov AN-12 Boeing 777-200 (LR) Lockheed C-130 Hercules Ilyushin IL-76 (chapter IV) McDonnell Douglas MD-11 Yakovlev Yak-42
Noise category 7:	A124 B744 B74S B77W	Antonov AN-124 Boeing 747-400 Boeing 747 SP Boeing 777-300 (ER)
Noise category 8:	IL76	Ilyushin IL-76 (not chapter III)



## Appendix 3 to the tariff regulations

### Emission categories for aircraft according to Part I, point 2.1.2

The allocation is effected by the airport operator based on a recognized international database. The attached scheme exemplary shows the allocation of aircraft relating to the emission category.

<b>Emission cat.</b>	<b>Type of aircraft</b>	
Emission cat. 1:	AN26 C25A C25B C25C C510 C525 E50P E55P EA50 PRM1 SF34	Antonov AN-26 Cessna 525A Citation CJ2+ Cessna 525B Citation CJ3 Cessna 525C Citation CJ4 Cessna 510 Citation Mustang Cessna 525 Citation CJ1+ Embraer EMB-500 Phenom 100 Embraer EMB-505 Phenom 300 Eclipse EA-500 Raytheon 390 Premier I Saab 340
Emission cat. 2:	AN12 AT45 AT72 AT75 AT76 B462 BE40 C130 C500 C501 C550 C551 C560 C56X C650 C680	Antonov AN-12 ATR 42-500 ATR 72-200 ATR 72-500 ATR 72-600 BAe 146-200 Hawker 400A (Beechjet) Lockheed C-130 Hercules Cessna 500 Citation I Cessna 501 Citation I/SP Cessna 550B Citation Bravo Cessna 551 Citation II/SP Cessna 560 Citation Encore Cessna 560 Citation XLS Cessna 650 Citation III Cessna 680 Citation Sovereign



Emission cat.	Type of aircraft	
Emission cat. 2:	C750 CL30 CL60 CRJ1 CRJ2 D328 DH8C DH8D E135 E145 F2TH F50 F900 FA20 FA50 FA7X G150 GALX H25B HA4T J328 LJ31 LJ35 LJ45 LJ55 LJ60 SB20	Cessna 750 Citation X Bombardier BD-100 Challenger 300 Canadair CL-600 Challenger 600-604 Canadair Regional Jet CRJ-100 Canadair Regional-Jet CRJ-200 Fairchild-Dornier 328 De Havilland DHC-8-300 Dash 8 De Havilland DHC-8-400 Dash 8 Embraer EMB-135 / ERJ-135 Embraer EMB-145 / ERJ-145 Dassault Falcon 2000 Fokker 50 Dassault Falcon 900 Dassault Falcon 20 Dassault Falcon 50 Dassault Falcon 7X Gulfstream G150 Gulfstream G200 Hawker-Siddeley HS-125-700 Hawker 4000 Horizon Fairchild-Dornier 328 Jet Learjet 31 Learjet 35 Learjet 45 Learjet 55 Learjet 60 Saab 2000
Emission cat. 3:	A318 A319 CRJ7 CRJ9 E170 E190 F100 F70 GL5T GLEX GLF4	Airbus A 318 Airbus A 319 Canadair Regional Jet CRJ-700 Canadair Regional Jet CRJ-900 Embraer EMB-170 / ERJ-170 Embraer EMB-190 / ERJ-190 Fokker 100 Fokker 70 Bombardier BD-700 Global 5000 Bombardier BD-700 Global Express Gulfstream 4



<b>Emission cat.</b>	<b>Type of aircraft</b>	
Emission cat. 3:	GLF5 GLF6 RJ85	Gulfstream 5 Gulfstream G650 BAe Avro RJ-85
Emission cat. 4:	B734 B735 B736 B737 MD81	Boeing 737-400 Boeing 737-500 Boeing 737-600 Boeing 737-700 McDonnell Douglas MD-81
Emission cat. 5:	A320 B738 B739 MD83 MD87	Airbus A 320 Boeing 737-800 Boeing 737-900 McDonnell Douglas MD-83 McDonnell Douglas MD-87
Emission cat. 6:	MD90	McDonnell Douglas MD-90
Emission cat. 7:	A321 A332 A333 B753	Airbus A 321 Airbus A 330-200 Airbus A 330-300 Boeing 757-300
Emission cat. 8:	A124 ABY A310 A343 B744 B74S B77L B77W IL76 IL76 MD11 YK42	Antonov AN-124 Airbus A 300B4-600 / C4-600 / F4-600 Airbus A 310 Airbus A 340-300 Boeing 747-400 Boeing 747 SP Boeing 777-200 (LR) Boeing 777-300 (ER) Ilyushin IL-76 (chapter IV) Ilyushin IL-76 (not chapter III) McDonnell Douglas MD-11 Yakovlev Yak-42