

BELGRADE AIRPORT doo Belgrade

Airport services price list No. _____ of _____

Valid from 01.01.2026.

Replaces: Airport Services Price List No. GD-2292/2024-1 dated 31.10.2024.

AIRPORT SERVICES PRICE LIST

I. USE OF CENTRALIZED INFRASTRUCTURE		FEE in EURO / AIRCRAFT ROTATION	
MTOW - kg		COMMERCIAL LANDING	TECHNICAL LANDING
		Infrastructure	Infrastructure
Up to 5,000		20.49	10.24
od 5.001 - 10.000		44,65	22,33
10.001 - 16.000		119,51	59,76
16.001 - 24.000		210,93	105,47
24.001 - 35.000		275,43	137,72
35.001 - 48.000		296,50	148,26
48.001 - 60.000		318,20	159,10
60.001 - 70.000		372,63	186,32
70.001 - 80.000		411,44	205,71
80.001 - 90.000		449,04	224,53
90.001 - 150.000		535,25	267,63
150.001 - 180.000		696.66	348.33
180.001 - 210.000		884.06	442.23
210.001 - 260.000		1,135.64	567.81
over 260,000		1,435.22	717.61
II. CONTACT POSITION		"5 MINUTE INTERVAL" EURO / AIRCRAFT	
MTOW - kg		COMMERCIAL LANDING	TECHNICAL LANDING
From 24,001 - 35,000		15.31	5.11
35,001 - 48,000		17.10	5.70
48,001 - 60,000		18.98	6.33
60,001 - 70,000		16.04	5.36
70.001 - 80.000		18,56	6,19
80.001 - 90.000		20,25	6,71
90.001 - 150.000		23,29	7,76
150.001 - 180.000		15,21	5,04
180.001 - 210.000		15,21	5,04
210.001 - 260.000		22.36	7.45
over 260,000		28.11	9.33
III. LANDING		EURO / TON	
		COMMERCIAL LANDING	TECHNICAL LANDING – RETURN FLIGHT, TRAINING
			TECHNICAL LANDING FOR OTHER PURPOSES
Landing			
- for aircraft up to 25 t. per ton		6.87	1.69
- for aircraft over 25 t. per ton		9.28	2.40
Lighting			
- for aircraft up to 25 t. per ton			2.17
- for aircraft over 25 t. per ton			2.97
IV. PARKING		EURO 0.20 per ton/hour	
V. CUTE FEE*		EURO 0.82 per departing passenger	

Notes:

- Prices are expressed excluding VAT, for RS residents, the calculation is conducted at the official middle exchange rate of the NBS valid on the day of the tax liability.
 - The price for using Centralized Infrastructure represents the calculated amount per MTOW of the aircraft.
 - The contact stand's price represents the amount calculated per 5-minute intervals and MTOW.
 - Contact stand time represents the difference between the actual "off-block" time (AOBT) of a departing flight and the actual in-block time (AIBT) of the same aircraft on the previous inbound flight. The scheduled contact stand time is the difference between the scheduled time of departure (STD) of the departing flight and the scheduled time of arrival (STA) of the same aircraft on the previous inbound flight.
 - Contact stand time is reduced by the delay code caused by the airport operator due to the weather and until the end of 2026 due to air traffic control restrictions.
 - For narrow-body aircraft, a contact stand will be charged for a maximum of 180 minutes. For wide-body aircraft, the contact stand will be charged for a maximum of 240 minutes. After this time, the contact stand will be charged as aircraft parking. The use of the contact stand and parking are not charged simultaneously.
 - To optimally use the capacity of the apron, the Airport Operations Control Centre (AOCC) issues orders for towing aircraft on remote positions in case of a longer stay of the aircraft at the airport due to the scheduled flight (arrival and departure airport not the same). When there are enough available contact stand positions and the gates, AOCC may approve the aircraft staying longer at the contact position instead of moving to a remote position. In this case, the time of using the contact position will be decreased according to the following:
 - a. For narrow-body aircraft: $STD - STA - 60$ minutes
 - b. For wide-body aircraft $STD - STA - 120$ minutes
 - Use of the contact stand for a stay longer than 4 hours between 22:00 and 05:00 (overnight) is charged for a maximum of 60 minutes, and after that period, it will be charged as parking.
 - The parking charge represents the amount calculated per each ton MTOW of the aircraft per each hour.
 - Parking of aircraft on passenger flights, if up to 1 hour, shall not be charged.
 - Parking of aircraft on a cargo flight, if up to 4 hours, shall not be charged.
 - Landing and Lighting price represents the calculated amount per MTOW of the aircraft.
 - Lighting service is calculated according to the period of sunset/sunrise.
- * The CUTE fee is calculated and charged separately and is not included in the fee for the use of centralized infrastructure from point I of the Table (Use of centralized infrastructure).