



Pricelist for Skien Flyplass, Geiteryggen for 2021

1	Annual Pass: <ul style="list-style-type: none"> The issuance of an annual card is only aimed at non-commercial flights, ie the operator of the flight must not have income associated with the flight in question. Annual passes cannot be redeemed for school aircraft owned or used by an operator in commercial aviation. 			
	MTOW (in Kg)	VFR Day	Incl. VFR Night	
	0 – 650	4 000	5 000	Single landing with annual pass without VFR night costs NOK. 100, -
	651 – 1000	5 000	6 000	
	1001 – 1500	6 000	7 000	
	1501 – 2000	7 000	8 000	
	2001 – 3000	8 500	9 500	
	3001 – 5700	9 500	10 500	
	Over 5700 (dispensasjon nødvendig) El/ hybrid	15 000 Gratis	16 000 1 000	
2	Starting fee based on MTOW (specified in KG)		VFR Dag	Inkl. VFR Natt
	0-2500 (Free of charge <i>Saturdays and Sundays</i>)		150	250
	2501 – 5700		300	400
	EL/hybrid		Gratis	100
3	Commercial players			
	Agreement required, pls. contact GLSS			
4	Parking fee (applies to aircraft/ helicopter paying starting fee)			
	0-3 days		Included in starting fee	
	More than 3 days		200 / day	
	Long term parking by appointment only.			
5	Rental of airport areas			
	Rental of airstrip (Monday – Friday)		2 100 / hour	
	Rental of airstrip during weekends between April 1 st and October 2 nd		3 500 / hour	
	Rental of airstrip all other weekends		2 800 / hour	
6	Rental of services			
	Radioassistance atc.		250 / hour	



7	Notes	
	<ul style="list-style-type: none">• <i>All prices include VAT;</i>• <i>Aircraft with an Annual Card have priority if the number of movements approaches the license limit;</i>• <i>All aircraft with a permanent base on Geiteryggen must pay an annual pass;</i>• <i>Half-year passes for aircraft with partial occupancy on the site (seaplanes and the like) - 60% of annual passes;</i>• <i>All users of the airport (persons with access to the airport) must normally pay a user fee via club. Visiting flying personnel do not pay user fees;</i>• <i>Fee for instrument approach will be added - determined when this becomes operational;</i>• <i>In the event of discrepancies between the Norwegian and the English price lists, the Norwegian price list will apply.</i>	

1. General provisions

1.1 Scope

For aircraft using Skien Airport, Geiteryggen, fees are paid for the facilities and services made available in accordance with this tariff regulation to Grenland Luftsportssenter (GLSS).

The starting fee shall cover the cost of services provided to aircraft:

- Technical operations
- Operation of own buildings
- Rolling stock
- Runways, taxiways etc, incl. lighting
- Technical infrastructure

1.2 Who is liable for fees

The fees are linked to single aircraft and their owner is obliged to answer for the fees that have accrued. If the aircraft is left to a licensed operator or operator with an operating license for use at its own expense, the user can be invoiced. Likewise, every user becomes responsible for the fee when aircraft that are not used in commercial aviation are left to use it for their own account.

GLSS can grant individual exemptions from the tariff regulations. Exemption can be granted upon written application and requires a written agreement between the parties.

Dispensation application has to be submitted well in advance of the operation. The basis for a possible dispensation can be, among other things, air shows or similar non-commercial activities.



GLSS may stipulate payment for benefits that are not covered by this tariff regulation.

1.3 Touch and Go

"Touch and Go" means a series of departures and landings (max. 5) that are carried out close to each other without stopping for disembarkation / boarding / break at the airport.

If the series ends with "Touch and Go" and the destination is another airport / landing site, the fee is calculated as for one departure from Skien Airport.

For "Touch and Go", only a start fee is paid per. completed series.

1.4 Exemption from start fee

Visiting aircraft of particular historical significance can apply for an exemption from the departure fee.

Conditions for applying:

- The aircraft must have a special historical significance and must be of general interest to aviation;
- No business operations;
- The aircraft must be operated by a club or non-profit organization for the purpose of preserving the aircraft for historical reasons;
- Landing training with noisy aircraft is not permitted.

Exemptions will apply from the date the exemption was granted and will not have retroactive effect.