FLUGHAFEN FRIEDRICHSHAFEN GMBH

SCHEDULE OF CHARGES

Part I

Airport Charges Subject to Authorisation



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Preamble

Bodensee-Airport Friedrichshafen is Germany's southernmost commercial airport and connects the four-country region (Germany, Austria, Switzerland, and Liechtenstein) with international air traffic. With direct flights throughout Europe, Bodensee-Airport contributes significantly to the strength of the business location.

The charges levied by the airport operator and approved by the Baden-Württemberg Ministry of Transport serve to ensure the economic operation of the airport.

An approach charge is levied for air traffic control services, which is billed directly to the fee debtor by the air traffic control organization. The airport operator is entitled to pass on the necessary data to the air traffic control organization for this purpose.

1.1 General Terms and Conditions

1.1.1 Debtor Regulation

The debtors of landing, passenger, parking, airship, approach, and security charges are, in each case as joint and several debtors,

a) the airline operating the flight under its airline code/flight number, and

b) the airline(s) operating the flight under its/their airline code/flight number (code sharing), and

c) the aircraft operator of the aircraft that has landed, and

d) the owner of the aircraft that landed, and

e) the natural or legal person who actually or legally uses or operates the aircraft that landed without being the operator or owner (e.g., but not limited to, lessee, lessee), including the natural or legal person for whom a third party – natural or legal – actually or legally uses the aircraft that has landed (e.g., but not limited to, the aircraft charterer).

1.1.2 Basic for calculation

The weight-related charges are calculated independently of the respective operating criteria for aeroplanes, rotary wing aircraft, and motor gliders according to the highest take-off mass of the aircraft (MTOM) recorded in the certification documents. For airships, the charge is calculated based on the total length of the airship.
For aircraft with a maximum take-off mass (MTOM) of more than 2,000 kg, the fee is also calculated based on the number of passengers on board the aircraft at take-off. Active crew members (pilot in command, co-pilot, flight attendants, and flight instructors) are not counted as passengers..

The maximum take-off mass (MTOM) must be verified by the Airplane Flight Manual (AFM) - Basic Manual - Section for Weight Limitations. Until these documents are submitted, the highest known MTOM of this aircraft will be used as a basis. Retroactive refunds will not be made.

The fee is calculated on the basis of the actual submission of complete and verifiable proof by the airport operator that the aircraft operator has complied with the above conditions in good time for the settlement date.

If the relevant evidence is not submitted, the fees will be calculated on the basis of the data available to the airport operator for this type of aircraft. No retroactive refunds will be made.

1.1.3 Payment date

Fees must be paid in euros before departure; in special cases, they may be paid retrospectively by prior agreement with the airport operator. The airport operator reserves the right to charge a processing fee for sending an invoice.

1.1.4 Sales tax

Landing, takeoff, passenger, security, and parking fees are fees within the meaning of Section 10 paragraph 1 of the Sales Tax Act. The fee debtor must therefore, within the meaning of this Act, pay the sales tax in addition to the entrepreneur providing the service, unless the statutory requirements under § 4 of the Sales Tax Act in conjunction with § 8 of the Sales Tax Act apply to tax-exempt transactions for aviation and these requirements are proven by the entrepreneur.

1.1.5 Applicable law, place of performance, miscellaneous

The business relationships between Flughafen Friedrichshafen GmbH and the user or other parties liable for payment are subject to German law. The place of performance for the obligations of each party is exclusively Friedrichshafen Airport. Substantive German law applies, excluding international private/conflict of laws provisions and the United Nations Convention on Contracts for the International Sale of Goods (CISG).
The place of jurisdiction is Ulm, Germany.
The German version of these fee regulations takes precedence. Translations into other languages are for information purposes only.

1.1.6 General definitions of terms

Landing
Fees are payable for every aircraft landing at Friedrichshafen Airport. All aircraft landing at the airport, touching down and immediately accelerating and taking off again (touch & go) or performing a low approach are also subject to payment.
No fee is charged by the airport operator for go-around maneuvers (missed approaches) for technical, operational, meteorological, or safety reasons. The fee debtor must immediately notify the airport operator if an exception applies.

Exceptions
In the event of emergency landings due to technical faults in the aircraft or due to the use or threat of force or medical emergencies – provided that the airport is not the scheduled destination airport anyway – no charges shall be payable under this schedule of charges. Diversion landings due to weather conditions or other restrictions at the planned destination airport do not constitute safety or emergency landings in this sense.
Flights in connection with the provision of services on behalf of and at the expense of the airport operator or the air traffic control organization (e.g., survey flights) may be excluded from the calculation. Similarly, the airport operator may waive the calculation of fees for special charitable occasions upon request.

Training flights
Training flights are flights during which a civilian student pilot, as part of their training at an approved training organization (flight school), fulfills the requirements necessary to obtain a civilian pilot's license or a rating in accordance with the examination regulations for aviation personnel.
Check flights, which are carried out in the presence of an examiner in order to maintain or regain the privileges of license holders, are equivalent to training flights.

Instruction flights
Training flights are flights that serve to provide civil pilots with flight and technical training; the pilots undergoing training must hold the pilot's license required for the aircraft type used; the instructor must be on board the aircraft used. A discount only applies if prior registration with the airport operator has been made.

Passengers
The actual number of passengers on board at takeoff must be reported by the pilot to the airport operator prior to takeoff. If no information is provided, the airport operator may use the maximum approved seating capacity of the aircraft type as the basis for calculating the fee. Children under 2 years of age who are not entitled to their own seat are not taken into account.

The number of passengers also includes employees—with the exception of the crew on duty—of the airline concerned or another airline, and other persons who are on board the aircraft at takeoff free of charge or at a reduced price.

Parking
Parking is deemed to have taken place as soon as an aircraft is parked in a parking position. No parking fee is charged for a parking period of up to 4 hours (from the time of landing to the time of departure). A change of position of the aircraft during the ground time has no influence on the total parking time. Parking in this sense does not apply if the aircraft is parked on an area that is owned by the aircraft operator or rented by the aircraft operator for the parking of aircraft.

Public holidays
In addition to federal public holidays, state public holidays are also counted as ublic holidays. Public holidays are treated as equivalent to Sundays.

1.2 Landing charges

1.2.1 General information

A fee (landing fee) must be paid to the airport operator for each landing of an aircraft at Friedrichshafen Airport. The landing fee also covers the fees for the takeoff of the aircraft.

The landing fee is calculated based on the highest takeoff weight of the aircraft (MTOM) recorded in the registration documents and its noise certification. The MTOM must be verified by the Airplane Flight Manual (AFM) – Basic Manual – Section for Weight Limitations. Until these documents are submitted, the highest known MTOM for this aircraft type will be used as a basis.
Proof of compliance with the noise class or noise category of the aircraft shall be provided by submitting the relevant manufacturer's specifications or comparable documents and certificates from a registration authority which prove compliance with the requirements in each individual case.

A recognized database shall be used as proof of assignment to the emission category. Alternatively, the aircraft operator may submit comparable documents or certificates.

For aircraft with an MTOM of more than 2,000 kg (Sections 1.2.3 and 1.2.4), certification in accordance with ICAO Annex 16 Chapter 3/4 applies if, on the basis of manufacturer's data or comparable documentation from a certification authority, it can be demonstrated in each individual case that the noise limits certified in accordance with Chapter 3/4 are not exceeded. The actual submission of the relevant evidence by the fee debtor within the meaning of point 1.1.1 of these fee regulations prior to take-off is decisive for the calculation of the fee. All other aircraft are classified analogously according to the noise limits of ICAO Annex 16.

The bonus scheme applies to all aircraft types included in the bonus list for departing and arriving aircraft of the Federal Ministry of Digital and Transport in its currently valid version. (Currently valid version: NfL I 83/03). Retroactive refunds will not be made.

1.2.2 Weight-based landing charges

1.2.2.1 Landing charges up to 2,000 kg MTOM

The portion of the landing charge calculated based on the maximum take-off mass (MTOM) of the aircraft is charged in euros per landing:

✈ **For aircraft with a maximum take-off mass (MTOM) of up to 2,000 kg:**

Drive type		Propeller aircraft, including motor gliders and combustion-powered air sports equipment			Jet aircraft	helicopter	Other types of drive systems (electric, hydrogen)
Noise pollution See Appendix 1 for definition.		Noise certificate 1	Noise certificate 2	Without proof		not relevant	
MTOM	< 1.200 kg	29,68 €	13,78 €	39,60 €	28,00	29,12 €	6,70
	1.201 to 2.000 kg	41,34 €	22,26 €	66,00 €	39,00	40,56 €	10,80

1.2.2.2 Landing fee for aircraft with a maximum take-off mass (MTOM) of between 2,000 kg and 14,000 kg

The portion of the landing fee calculated on the basis of the aircraft's maximum take-off mass (MTOM) is as follows (in euros per landing):

✈**For aircraft with a maximum take-off mass (MTOM) above 2,000 kg and below 14,000 kg**

Aircraft		Combustion-powered aircraft		Other drive types (see Appendix 1)
Certification		With noise approval/certification	Without proof	
MTOM	per 1,000 kg or part thereof	12,72 €	29,57 €	8,00 €

1.2.2.3 Landing charges above 14,000 kg MTOM

The portion of the landing charge calculated based on the maximum take-off mass (MTOM) of the aircraft is in EUR per landing:

✈**For aircraft with a maximum take-off mass (MTOM) above 14,000 kg**

Aircraft		Combustion-powered aircraft		Other drive types (see Appendix 1)
Certification		With noise approval/certification	Without proof	
MTOM	per 1,000 kg or part thereof	9,25 €	28,40 €	7,00 €

1.2.3 Noise charge

A noise-related charge must be paid to the airport operator for each landing. The charge is calculated using fixed amounts per noise category.

Classification into the respective noise category is based on the cumulative value (ICAO Annex 16) from the three certified noise values (lateral, approach, and flyover) according to the aircraft's noise certificate. Until the aircraft operator submits the documents, the cumulative noise value of the aircraft type known to the airport operator is used as a basis. A change in the cumulative noise value according to the Airplane Flight Manual (AFM) will only be recognized if the change has been communicated by the aircraft operator in good time before the billing date. The noise charge for each landing is:

noise category	Max. MTOM	EPNdB*	remuneration
Kat L1	<2	Flat rate	1,06 €
Kat L2	<5	Flat rate	10,60 €
Kat L3	<10	Flat rate	26,50 €
Kat L4	>10	240,0 EPNdB - 252,8 EPNdB	42,40 €
Kat L5	>10	252,9 EPNdB – 265,7 EPNdB	106,00 €
Kat L6	>10	265,8 EPNdB – 278,6 EPNdB	233,20 €
Kat L7	>10	278,7 EPNdB – 285,1 EPNdB	363,80 €
Kat L8	>10	über 285,1 EPNdB	556,40 €

* EPNdB = Effectively Perceived Noise dB, cumulative value from the values specified in the noise certificate (lateral/approach/flyover)

1.2.4 Emission fee

The emissions-based landing charge is calculated per kilogram of nitrogen oxide equivalent emitted (= emissions value) during the standardised landing and take-off procedure (“landing and take-off cycle”, LTO) of an aircraft for each landing. The charge is calculated using fixed amounts per emissions category.

The emission value is determined using the ERLIG formula (ERLIG = Emission Related Landing Charges Investigation Group, ECAC) on the basis of certified nitrogen oxide (NOx) and hydrocarbon (HC) emissions per engine in the LTO cycle in accordance with ICAO Annex 16, Volume II. The necessary information on aircraft and engine types is obtained from a recognized database (for the classification of the most important aircraft types, see Appendix 1).

The basis for determining emission values is the ICAO database for turbofan and jet engines and the FOI Swedish Defense Research Agency database for turboprop engines. If there are no entries or differing entries for an engine type in these emission databases, the highest recorded emission value is applied regardless of the respective operating criteria. The use of an engine type with lower emission values must be proven to the airport operator by presenting the Airplane Flight Manual (AFM) in conjunction with the corresponding ICAO certificate or manufacturer's certificate in good time before landing. Until such proof is provided, the airport operator shall base the fee calculation on the emission value known for the aircraft or engine type.

Any increase or reduction in the aircraft's emission values according to the AFM, ICAO certificate, or manufacturer's certificate must be reported to the airport operator immediately.

Emission-free aircraft (e.g., electric/hydrogen) are exempt from emission charges. Retroactive refunds will not be made.

The emissions-based landing charge for each landing is:

emissions category	NOx + HC (LTO)*	remuneration
Kat E1	<1kg	1,05 €
Kat E2	1,1kg - 4,0 kg	10,50 €
Kat E3	4,1kg - 7,0 kg	21,00 €
Kat E4	7,1 kg - 10,0 kg	31,50 €
Kat E5	10,1 kg - 13,0 kg	52,50 €
Kat E6	13,1 kg - 16,0 kg	75,00 €
Kat E7	16,1 kg - 19,0 kg	108,00 €
Kat E8	>19,1 kg	216,00 €

1.2.5 Increased fees

If takeoff and/or landing takes place outside the published operating hours, increased fees will be charged. The calculation is based on the MTOM of the aircraft and the registered or actual landing/takeoff time. Delays or postponements for which the airport operator is not responsible shall be borne by the party liable for payment.
Registration must be made at the air traffic control office within the published operating hours. For registrations received less than 2 hours before the event, an additional call-off fee will be charged for provision.

Time-dependent special fee before opening						
day of the week	Time (local time)	time interval	Item no.	MTOM up to 10,000 kg	Item no.	MTOM from 10,001 kg
Monday – Friday	12:00 a.m. - 6:00 a.m.	every 15 minutes	20115	75,00 €		130,00 €
Saturday	0:00 a.m. - 6:00 a.m.	every 15 minutes	20116	75,00 €		130,00 €
	6:00 a.m. - 9:00 a.m.	every 60 minutes	20117	75,00 €		130,00 €
Sunday	0:00 a.m. - 6:00 a.m.	every 15 minutes	20107	150,00 €		260,00 €
	6:00 a.m. - 9:00 a.m.	every 60 minutes	20108	150,00 €		260,00 €

Time-dependent special fee after closing time						
day of the week	Time (local time)	time interval	Item no.	MTOM up to 10,000 kg	Item no.	MTOM from 10,001 kg
Monday – Friday	10:00 p.m. – 10:30 p.m.	-	20109	75,00 €		130,00 €
	10:30 p.m. – 11:59 p.m.	every 15 minutes	20110	75,00 €		130,00 €
Saturday	Park closed until 11:59 p.m.	every 15 minutes	20112	75,00 €		130,00 €
Sunday	Park closed until 11:59 p.m.	every 60 minutes	20113	150,00 €		260,00 €

On public holidays, the time-based special rate is calculated in the same way as for Sundays.

1.2.6 Discounts for training and introductory flights

A flat-rate discount of 25% applies tot he fees specified in 1.2.2, 1.2.3, 1.2.4 for all training and introductory flights. The discount does not apply on weekdays between 12:30 p.m. and 02:30 p.m. or on Saturdays, Sundays and public holidays.

1.3 Passenger charges

1.3.1 Obligation to pay

A passenger fee is payable for the number of passengers on board at the time of takeoff.

1.3.2 Passenger fee based on the number of passengers on board

The passenger fee, which is calculated based on the number of passengers on board the aircraft at takeoff, is per departing passenger:

If the planned destination of the flight is an airport within the scope of the Schengen Agreement (member states where no exit checks by the authorities responsible for border control are required), the passenger charge is

✈ **8,18 €**

If the planned destination of the flight is an airport outside the scpoe oft he Schengen Agreement (member states where exit checks by the authorities responsible for border control are required), the passanger charge is

✈ **8,92 €**

1.4 Parking charges

1.4.1 Obligation to pay

Those liable for payment within the meaning of Section 1.1.1 of these fee regulations shall pay a rental fee (parking fee) to the airport operator for parking their aircraft at the airport.

For parking periods of more than 10 days (uninterrupted), a discount of 10% shall be granted for the entire parking period. Rented areas are excluded from this.

1.4.2 Mass-based parking fees

✈ The parking fee for aircraft with an MTOM of up to 3,000 kg is 18,00€ for each 24-hour period or part thereof	**18,00 €**
✈ over 3,000 kg MTOM for each commenced 24 hours and each commenced 1,000 kg of maximum take-off mass €6.00	**6,00 €**

1.4.3 Exemption

No parking fee shall be charged for parking for a total period of no more than four hours after landing or after taxiing out of a hangar and before the subsequent takeoff of the aircraft.

1.5 Airship charges

1.5.1 Payment obligation

For the use oft he airport with airships, the fee debtor within the meaning of Section 1.1.1 shall pay an anchor mast fee and the landing fee

1.5.2 Anchor mast fee

The anchor mast fee is payable upon the erection of an anchor mast and amounts to €400 per 24 hours or part thereof for all airships.

The period relevant for the calculation of the anchor mast fee begins with the erection of the anchor mast and ends with its dismantling.

1.5.3 Landing fee

The landing fee is payable upon landing of the airship and amounts to:

✈	For airships up to	80 m total length	34,50€
✈	For airships up to	100 m total length	57,00€
✈	For airships over	100 m total length	94,00€

1.6 Security charges

1.6.1 Passenger-related security charges

In addition to landing charges, including basic charges under 1.2, and/or passenger charges under 1.3, security charges are payable.

The security charges serve
a) To refinance
   - ✈ security measures for the provision of security facilities
   - ✈ additional insurance premiums for war and terrorism risk

b) to implement security measures in accordance with the apllicable
   - ✈ EU regulations
   - ✈ National aviation security program (NLSP)

c) To implement additional security measures fort he screening of persons other than passengers

The security charge for passenger flights is €2.69 per departing passenger.

1.7 Charges for Gliders

No charges under Part I of the Schedule of Charges shall be levied for any gliders.

1.8 Traffic promotion conditions and provisions

Preamble:

In order to promote flight connections, the sustainable development of new flight routes, and to ensure connectivity in the region, Flughafen Friedrichshafen GmbH grants a financial subsidy for each departing passenger or a reduction in landing fees in accordance with §19b LuftVG (German Air Traffic Act) under certain conditions.

1.8.1 General conditions

Only airlines that operate flights to and from Friedrichshafen Airport and whose seats can predominantly be booked via the airline's publicly accessible sales channels (so-called 'individual seat sales') are eligible for funding. Air traffic within the meaning of these provisions is defined as commercial flights to a destination at least once a week for a period of at least 12 consecutive weeks. Interruptions of up to 3 weeks are not taken into account (per flight schedule season).

To participate in this subsidy program, an application must be submitted together with the planned flight schedule (route, times, aircraft type) to marketing@bodensee-airport.eu before the start of flight operations. Only the airline under whose IATA or ICAO code the flights are marketed (in the case of codeshare: the operating carrier) is eligible to apply. The flight movements and passengers recorded in the systems of Flughafen Friedrichshafen GmbH are decisive. Only flights that can be booked by end customers via publicly accessible sales channels (airline website, GDS, online portals, etc.) are eligible for funding. For the granting and calculation of incentives, only flights actually operated under the airline code and, if the number of passengers is the basis for the calculation, only passengers who actually flew are relevant.

If reference is made to a flight schedule season, this is based on the following calendar periods: the summer season runs from the last Sunday in March to the last Saturday in October, and the winter season runs from the last Sunday in October to the last Saturday in March.

Several subsidy programs can be applied for at the same time.

1.8.2 Support program for new destinations

A new destination is a destination that, at the time of applying for funding, is not served by any airline at Friedrichshafen Airport, is not already being offered for sale by any airline in the following flight schedule season, and has not been served for at least one flight schedule season. The airline operating the flight is entitled to financial support based on the airline code under which the flights are operated.

If several airports can be flown to in one destination, the IATA 3-letter code of the airport is used.

If the route is discontinued within the maximum funding period of 36 months, the entitlement to this funding expires with immediate effect after publication of the route discontinuation. This also applies to flights already operated within a flight schedule season.

If a new destination is discontinued during the funding period, it is possible that the remaining new route funding will be taken over by another airline. This does not extend the total funding period.

For a new destination, Flughafen Friedrichshafen GmbH pays a subsidy of

10 EUR	in year 1 (first 12 calendar months after maiden flight)
8 EUR	in year 2 (second 12 calendar months after maiden flight)
6 EUR	in year 3 (third 12 calendar months after maiden flight)

Per departing passenger.

- Requirements:
  Aircraft with an emission category of at least E4 or better

At the end of the respective flight schedule season, the subsidy is paid out as an interest-free credit. The subsidy is limited to a maximum of 36 months after the first flight.

1.8.3 Promotion of passanger growth for an airline

If the growth in passengers for an airline at Friedrichshafen Airport is > 0 compared to the previous year's flight schedule season (summer-summer or winter-winter), Flughafen Friedrichshafen GmbH will pay

1 EUR	for each departing passenger from 1 to 8,000 passengers.
2 EUR	for each departing passenger from 8,001 to 12,000 passengers
2,50 EUR	for each departing passenger from 12,001 to 18,000 passengers
3 EUR	for each departing passenger from 18,001 passengers

This subsidy is granted regardless of the flight routes based on the total number of passengers flown by an airline (IATA or ICAO code) in order to support steady growth. If growth is < 0 (decline in passengers), the flight schedule season with the highest number of passengers in the last three years shall always be used as the comparison flight schedule season for passenger growth.

At the end of the respective subsidy period (comparative flight schedule season), the subsidy is paid out as an interest-free credit.

Contact:

Please send your inquiry to: invoices@bodensee-airport.eu