

AIRPORT CHARGES

- 1. Airport Charges**
 - 2. Aircraft Ground Handling Charges**
 - 3. Special Services Charges**
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FLUGHAFEN FRIEDRICHSHAFEN GMBH



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Preamble

Friedrichshafen Airport is the southernmost commercial airport in Germany close to Austria, Switzerland and Liechtenstein. Direct connections all over Europe and to the major hubs are a significant contribution to the region's excellent business location.

The charges are used for the viable operation of the airport and should cover the actual cost by 100%. Following charges usually apply for the use of the airport according to the following Part 1, which includes:

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.

For landings that take place very early in the morning or evening, an additional charge will be demanded.

A passenger charge is payable, which is based on the number of passengers aboard the aircraft when departing. The charge per passenger is falling before departing.

An approach fee for air traffic safety services will be charged.

If applicable a parking fee will be charged for every aircraft with over four hour's ground time.

Airship charges are payable at the airport for airport use by airships.

Part 1

Airport Charges

1.1 General Conditions

1.1.1 Debtor arrangement

Debtors of the landing, passenger, parking, airship, approach and security charges are as joint debtors,

- a) the airline company under whose airline code/flight number the respective flight is carried out,
- b) the airline companies jointly and severally under whose airline code/flight number the respective flight is carried out (Code-Sharing),
- c) the aircraft operator,
- d) the owner of the aircraft
- e) the natural or legal person using the aircraft without being the operator or owner, (for example, although not exclusively, the hirer or leasing holder), including the natural or legal person for whom a third party has landed an aircraft, with the de facto or legal right of use (for example, although not exclusively, the aircraft charterer).

1.1.2 Assessment Base

The amount of the landing charge payable is based independent of the respective criteria for airplanes, rotorcraft, and powered gliders applicable according to the maximum take-off mass of the aircraft (MTOM) entered, and in case of a take-off mass (MTOM) above 2 tons also in the licensing documents and for commercial air transport additionally on the number of passengers aboard the aircraft when landing. The crew on duty (PiC, Co-pilot, flight attendant and instructors) do not count as passengers.

The MTOM shall be proved by the Airplane Flight Manual (AFM) - Basic Manual - Section for Weight Limitations. Until the presentation of these documents, the maximum known MTOM of this aeroplane will be taken as a basis. Reimbursements will not be made.

1.1.3 Exceptions

- Landing fee will not be charged for emergency landings due to a technical failure of the aircraft or forced landing – if FDH is not the scheduled destination airport. Diversions are not emergency landings.
- The number of passengers aboard the aircraft when landing will not include children under two years of age, as they are not entitled to occupy a own seat.

1.1.4 Date of Payment

The Landing, Passenger, Parking, Airship, Approach and Security charges is payable in EUR prior to take-off; in special cases it may be paid at a later date if prior arrangements have been made with the aerodrome operator. For the subsequent submission of an invoice, the airport operator reserves the right to charge an additional processing fee.

1.1.5 Value Added Tax (VAT)

Is a charge pursuant to § 10 Para 1 of the law on turnover tax. The debtor, therefore, has to pay the turnover tax additionally.

1.1.6 Official Language

German is the official language, in case of doubt the German version of the Airport Charges (Entgeltordnung) applies.

1.2 Landing Charges

1.2.1 General

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

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 fulfillment of the noise and emission 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 5th 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. No refunds will be made.

For aircrafts over 2.0 t MTOM (section 1.2.3 and 1.2.4) applies the approval of ICAO Annex 16 Chapter 3 / 4, if it is proved by certifying documents of a licensing authority or comparable documents of the manufacturer that the noise values permissible in the afore-mentioned chapter are not exceeded. Decisive for calculating the charges is the actual presentation of the respective evidence by the debtor pursuant to No. 1.1.1 of this airport tariff prior to take-off.

The bonus regulation is valid for all aeroplane types enlisted in the arrival and departure list published by the Federal Ministry of Transport, Building and Housing (BMVBW) in the valid version, respectively. (Currently applicable version: NfL I 83/03). There are no retroactive refunds.

1.2.2 Airport Charges up to 2,000 kg MTOM

The part of the landing charge determined according to the maximum take-off mass (MTOM) in EUR per landing for flights within Germany and for cross-border flights is as follows:

→ for aircraft with a maximum take-off mass (MTOM) up to 2,000 kg:

drive type		for propeller-driven aeroplanes (including powered gliders)			for aircraft with other power unit and helicopters
		present		not present	not relevant
MTOM	noise certificate				
		up to 1,200 kg	€13.00	€28.00	€36.00
	over 1,200 kg up to 2,000 kg	€21.00	€39.00	€60.00	€39.00

1.2.3 Airport Charges over 2,000 kg to 14.000 kg MTOM

The part of the landing charge determined according to the maximum take-off mass (MTOM) in EUR per landing for flights within Germany and for cross-border flights is as follows:

→ for aircraft with a maximum take-off mass (MTOM) over 2,000 kg to 14.000 kg

aircraft		all aircraft	
admission		With approval pursuant to ICAO Annex 16 Chapter 3/4 and listed in the "bonus list"	without
MTOM	for each 1,000 kg	12,00 €	27,90 €

1.2.4 Airport Charges over 14,000 kg MTOM

The part of the landing charge determined according to the maximum take-off mass (MTOM) in EUR per landing for flights within Germany and for cross-border flights is as follows:

→ for aircraft with a maximum take-off mass (MTOM) over 14,000 kg

aircraft		all aircraft	
admission		With approval pursuant to ICAO Annex 16 Chapter 3/4 and listed in the "bonus list"	without
MTOM	for each 1,000 kg	8,50 €	25,80 €

1.2.5 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, Sideline, 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	Max. MTOW	EPNdB*	Price
Category L1	<2		1.00 €
Category L2	<5		10.00 €
Category L3	<10		25.00 €
Category L4	>10	240,0 EPNdB - 252,8 EPNdB	40.00 €
Category L5	>10	252,9 EPNdB – 265,7 EPNdB	100.00 €
Category L6	>10	265,8 EPNdB – 278,6 EPNdB	220.00 €
Category L7	>10	278,7 EPNdB – 285,1 EPNdB	340.00 €
Category L8	>10	über 285,1 EPNdB	520.00 €
*EPNdB = Effectively Perceived Noise dB, accumulated value of the 3 certified noise values in the noise certificate			

1.2.6 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_x) 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 1).

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.

Emission category	NO _x + HC (LTO)*	Price
Category 1	<1kg	1.00 €
Category 2	1,1kg - 4,0 kg	10.00 €
Category 3	4,1kg - 7,0 kg	20.00 €
Category 4	7,1 kg - 10,0 kg	30.00 €
Category 5	10,1 kg - 13,0 kg	50.00 €
Category 6	13,1 kg - 16,0 kg	70.00 €
Category 7	16,1 kg - 19,0 kg	100.00 €
Category 8	> 19,1 kg	200.00 €

1.2.7 Increased Charges

Landings or takeoffs at following local times are subject to a supplement in addition to the charges listed under 1.2.2, 1.2.3 and 1.2.4.

Increased charges - morning				
weekday	time	time interval	Article No.	Price
Mon – Fri	00:00 - 06:00	each 15 min	20115	€65.00
Sat	00:00 - 06:00	each 15 min	20116	€65.00
	06:00 - 09:00	each 60 min	20117	€65.00
Sun	00:00 - 06:00	each 15 min	20107	€130.00
	06:00 - 09:00	each 60 min	20108	€130.00

Increased charges - evening				
weekday	time	time interval	Article No.	Price
Mon – Fri	22:00 - 22:30	---	20109	€65.00
	22:30 – 23:59	each 15 min	20110	€65.00
Sat	20:00 – 23:59	each 15 min	20112	€65.00
Sun	20:00 – 22:00	each 60 min	20113	€130.00
	22:00 – 23:59	each 15 min	20114	€130.00

All times are local times.

On public holidays the time dependent charge is billed accordingly to Sunday.

The mandatory registration of the landing/takeoff no later than 19:00 local time and 2 hours before the planned landing/takeoff is required for the calculation of the above-mentioned charges. The registered and/or actual landing/takeoff time is used as the calculation base. Delays that are not caused by the airport operator are in the responsibility of the party paying the charges.

These charges are subject to a 50% surcharge for aircraft no listed in the bonus regulations, ICAO Annex 16 or its according application.

Registrations outside the above-mentioned times and later than 2 hours before the flight event as well as landings and takeoffs without registration will be charged with an additional surcharge of €200.00 and 25% extra to the passenger charge.

1.2.8 Reductions

The charges listed under 1.2.2, 1.2.3 and 1.2.4 are subject to a reduction, with the exception of 12:30 pm–2:30 pm and on Sundays and holidays.

- for training and instruction flights insofar as take-off and landing do not take place outside the published operating hours of the airport of 25%
- for aircraft with noise certificate, however, they amount to at least €13.00
- for aircraft without noise certificate at least €30.00

1.2.9 Definitions

→ Training flights

Training flights in the sense of 1.2.8 are flights during which a civil student pilot within the scope of his training at an approved training institution (flight training school) meets the requirements necessary for obtaining a civil pilot's licence or authorisation in the sense of the "Prüfordnung für Luftfahrtpersonal" (order for the licensing of aviation personnel). If a towing airplane is used during a training flight of a glider, which complies with these conditions, the flight of the towing airplane will be equated with a training flight for calculating the charges.

→ Instruction flights

Instruction flights in the sense of 1.2.8 are flights during which technical and flight instructions are given to civil pilots; the pilots to be instructed have to be in possession of the pilot's licence prescribed for the type of aircraft being flown; the instructor must be aboard the aircraft being used.

1.2.10 Special Provisions

→ **Touch and Go**

That part of the landing charge based on the maximum take-off mass of the aircraft is also payable for a touch-and-go landing with immediately ensuing acceleration and take-off of the aircraft (in the case of IFR training approaches also without a touch-and-go landing).

→ **Hovering flights of rotorcraft**

A charge, to the amount of a landing charge, is raised for hovering flights of rotorcraft that exceed the extent of comparable rolling motions of airplanes for every 10 minutes or part thereof. The reductions for training and instruction flights in accordance with No. 1.2.8) are applicable.

1.3 Passenger Charges

1.3.1 Financial Obligation

Additionally to the different components of the landing charges, a passenger charge has to be paid that 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.

1.3.2 Passenger-Related Charges

That part of the landing charge based on the number of passenger aboard the aircraft when landing

- 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 or Iceland, Norway or Switzerland is: €7.43
- provided the subsequent departure of the aircraft is effected at an aerodrome outside the Federal Republic of Germany, a state of the European Union or outside of Iceland, Norway or Switzerland is: €7.96

1.4 Parking Charges

1.4.1 Financial Obligation

A parking charge is payable to the airport operator by the debtors pursuant to No. 1.1.1 of this airport tariff for the parking of their aircraft at the airport.

1.4.2 Parking Charges Related to MTOM

- | | |
|---|---------------|
| → The parking charge for every 24 hours or part thereof and for each 1,000 kg of the maximum take-off weight or part thereof is | €4.10 |
| → Parking charges are at minimum for every 24 hours or part thereof | €15.00 |

1.4.3 Exceptions

No parking charge is payable for parking for a period not exceeding four hours after landing and/or after taxiing out of a hangar and prior to an aircraft taking off.

1.5 Airship Charges

1.5.1 Financial Obligation

Use of the airport by airships is subject to a mooring mast charge and a landing charge payable by the debtors pursuant to No. 1.1.1 of this airport tariff.

1.5.2 Mooring Mast Charges

The mooring mast charge is payable upon the setting up of a mooring mast, and for every 24 hours or part thereof for airships:

→ airships up to	50 m total length	€80.00
→ airships up to	80 m total length	€125.00
→ airships up to	100 m total length	€250.00
→ airships over	100 m total length	€400.00

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

1.5.3 Landing Charges

The landing charge is payable upon the landing of an airship and is for airships

→ airships up to	50 m total length	€21.00
→ airships up to	80 m total length	€32.50
→ airships up to	100 m total length	€53.00
→ airships over	100 m total length	€88.00

1.6 Approach Charges

1.6.1 Financial Obligation

For the utilisation of ATS services and facilities a fee (approach fee) according to 1.1.1 of the airport charges will be charged for approaches at Friedrichshafen Airport.

Entry into the CTR, as well as departure from the CTR, or an approach in connection with a landing, is considered as utilisation. Charges start to count with the entry and/or landing. Repeated touch-and-go approaches are considered separate billable processes.

1.6.2 Approach Charges Related to MTOM

The charge for utilisation is

→ up to 2,000 kg take-off mass:	€3,50
→ from 2,001 up to 19,999 kg take-off mass for every 1,000 kg	€3.29
→ From 20,000 kg take off mass for every 1,000 kg	€2.92

1.6.3 Reductions

In case of training and instruction flights according to 1.2.9 conducted by airline companies and aero sport associations based at the Friedrichshafen Airport, a discount of 25% is granted for landings, touch and- go and low-level approaches from the aerodrome circuit.

1.7 Security Charges

1.7.1 Financial Obligation

In addition to landing charges, including ground charges and/or passenger charges, security charges are payable to the airport operator.

The security charges serve as

- a) a refinancing for
 - Security measures for providing security equipment
 - Additional insurance premiums for war and terrorism risk
- b) for the implementation of security measures pursuant to
 - EU Directives
 - National aviation safety programme (NLSP)
- c) for the implementation of additional safety measures for the control of persons other than passengers

1.7.2 Security Charges Related to Passengers

Security charges for passenger flights are as follows:

→ security measures pursuant to a)	€0.69
→ Security measures pursuant to b)	€1.56
→ additional safety measures pursuant to c)	<u>€0.23</u>
	€2.48

Per passenger.

The number of passengers is constituted by all of passengers on board at the moment of take-off except active pilots (PIC, co-pilot, flight attendants and flight instructors).

1.8 Gliders

Gliders will be charged according to special agreement.

Appendix 1 to the charge order

Noise category A („increased noise abatement“)

Analogue to §4 Para 3 of the ordinance for noise abatement at airfields, propellerdriven 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

Classification of main aircraft types (Noise and emission categories)

Noise categories for aircraft according to Part I, point 1.2.5 and 1.2.6 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	Emission category
Airbus A320 Serie	A318	Airbus A 318	L6	E4
	A319	Airbus A 319	L6	E4
	A320	Airbus A 320	L6	E5
	A321	Airbus A 321	L7	E7
ATR	AT45	ATR 42-500	L4	E2
	AT76	ATR 72-600	L5	E2
Boeing 737	B733	B 737-300	L6	E4
	B734	B 737-400	L6	E4
	B735	B 737-500	L6	E4
	B737	B 737-700	L6	E4
	B738	B 737-800	L6	E5
	B739	B 737-900	L6	E5
Bombardier Canadair Regional Jet	CRJ9	CRJ 900	L5	E3
Bombardier DHC-8 Serie	DH8C	DHC-8 Q300	L5	E2
	DH8D	DHC-8 Q400	L5	E2
Bombardier Global Serie	GLEX	Bombardier BD-700 Global Express	L5	E3
	GL5T	Bombardier BD-700 Global 5000	L5	E3
	GL6T	Bombardier Global 6000	L5	E3
Dornier	D328	Dornier 328	L5	E2
	J328	Dornier 328 Jet	L5	E2
Embraer	E135	Embraer E 135	L5	E2
	E145	Embraer E 145	L5	E2
	E170	Embraer E 170	L6	E3
	E190	Embraer E 190	L6	E3
Fokker	F50	Fokker 50	L5	E2
	F70	Fokker 70	L5	E3
	F100	Fokker 100	L5	E3
Gulfstream	GLF5	Gulfstream 5	L5	E3
	GLF4	Gulfstream 4	L5	E3
	GLF6	Gulfstream G650	L5	E3
	GALX	Gulfstream G200	L5	E3

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Part 2

Aircraft Ground Services

2.1 General Conditions

The ground service of aircraft is carried out by the Flughafen Friedrichshafen GmbH (FFG) on the basis of the following terms and conditions:

2.1.1 Area of Application

2.1.1.1

The FFG provides the services listed under point 2.2.1 “Schedule of basic services” in the framework of dispatch.

2.1.1.2

The FFG also provides, in the framework of dispatch, such services upon request that are not listed in this schedule of basic services or exceed the service scope listed. The special services provided will be billed according to the applicable edition of the “Compensation for special services” (Part 3).

2.1.2 Scope of services

2.1.2.1

The FFG provides the services to be furnished with trained personnel as well as with facilities and equipment that correspond to the normal and regular repeated scope of dispatch of Flughafen Friedrichshafen. The FFG is thereby entitled to engage third parties as auxiliary help.

2.1.2.2

The air carriers must notify FFG of their flight schedules as soon as possible (at least 24 hours in advance) and punctually, so that FFG can fulfil its obligatory services listed in the “schedule of basic services”. The air carriers will notify FFG in a timely manner if special equipment or special services beyond the usual and regular recurring scope of services are required.

2.1.2.3

If an announced aircraft is late, pursuant to 2.1.2.2, and if as a result there is an overlapping of the servicing of another aircraft that is to be serviced by FFG, then FFG reserves the right to give preference to other aircraft in the provision of services to be performed. This also applies to emergency landings and flights that are announced within less than 24 hours of the planned landing, which FFG will service in the scope of its facilities.

2.1.2.4

In case of emergencies in the facility of ground traffic services, FFG is entitled to immediately undertake all the required measures without prior consultation with the air carrier. The air carrier, in whose area the emergency has arisen, must bear the costs for this, unless the emergency was caused by FFG.

2.1.3 Liability

The client holds FFG free from all claims that are made against FFG in connection with the performance of the duties by third parties. For all damage to persons or property that were caused by the client or the actions of its employees in the performance of their duties, the client is liable.

FFG is not liable for damage to persons or property that results during or on the occasion of the authorised services, unless these damage is culpably brought about by FFG or their employees. Consequential damage is not covered by FFG and is to be settled according to IATA AHM 810 Part 2.

Any possible liability from the assumption of a guarantee or of a procurement risk remains unaffected by this.

FFG is liable for damage or lost travel luggage, air freight, air mail, or live animals pursuant to the measures of the Montreal Agreement.

On a case-by-case basis, the liability of FFG does not exceed the liability of the customers to their other contractual partners.

2.1.4 Fees

- Flat-rate fees are to be paid for the basic services to be performed by FFG corresponding to the currently valid edition of the “service fees for ground services” (Part 2, point 2.2).

The service fee is a flat-rate. The non-use of the services shown in the “list of ground services” shall not effectuate a discount on the flat rate.

Special fees are charged for services that exceed the scope of the basic services according to the current edition of the “Fees for special services” (Part 2, point 3).

The fees listed are to be paid in addition to the legal value added tax.

- FFG reserves the right to change the fees at any time. The air carriers will be notified of these changes 30 days in advance.

2.1.5 Method of Payment

- The incidental fees are to be paid in advance in cash, if no other method of payment was agreed upon. Such an agreement requires that FFG receives a security (deposit, bank guarantee) in the amount set by FFG.
- Place of execution and jurisdiction is Friedrichshafen.
- The airport use regulation for the Friedrichshafen airport in its current valid form is an integral part of these terms and conditions.

2.1.6 Value Added Tax (VAT)

The Handling and PRM charges is a charge pursuant to § 10 Para 1 of the law on turnover tax. The debtor, therefore, has to pay the turnover tax additionally.

2.2 Services

2.2.1 List of basic Services

2.2.1.1 Services pursuant to IATA Standard Ground Handling Agreement SGHA (IATA AHM 810 as of April 2004)

The following services are defined as standard:

Section 2. Passenger Services

- 2.1.3 (a, b) (2., 6.)

Section 3. Ramp Services

- 3.1.1 (1.); 3.1.2 (a); 3.1.3 (a); 3.1.4 (a); 3.1.5; 3.1.6 (a, b); 3.1.8;
- 3.2.1 (a, b);
- 3.3.1 (a, b); 3.3.2 (a, b) (6.);
- 3.4.1 (a, b, c) (1.)
- 3.5.1; 3.5.2 (c);
- 3.6.1 (a, b, c) (1.); 3.6.3 (a, b, c); 3.6.4 (a, b) (1., 2.); 3.6.5 (a, b) (1.); 3.6.6 (a, b, d, e); 3.6.7 (b);
- 3.7.1 (a) (1.), (b) (1.); 3.7.2 (a) (1., 2.)
- 3.7.3;
- 3.11.1 (a, b) (1., 2.);
- 3.12.1 (a, b) (1., 2., 3.);
- 3.16.3; 3.16.4 (a, b) (1., 2.); 3.16.5; 3.16.6; 3.16.7; 3.16.8; 3.16.9

Section 6. Support Services

- 6.5.1; 6.5.2; 6.5.3 without defueling; 6.5.4 without defueling; 6.5.6 (a, b) without defueling; 6.5.7 without defueling; 6.5.8; 6.5.9

Note: The Airport Friedrichshafen GmbH does generally no defueling.

The following services are available as special services on request:

Section 3. Ramp Services

- 3.1.2 (b); 3.1.3 (b); 3.1.4 (b);
- 3.4.1 (a, b, c) (4., 5.);
- 3.5.2 (a, b, d);
- 3.6.2 (a, b) (1., 2.);
- 3.6.6 (c); 3.6.8 (a, b) only for recurring flights;
- 3.8.1 (a, b) (1., 2.); 3.8.2 (a, c);

2.2.2 Service fees for basic services

2.2.2.1 Basic services for ground traffic services

For the provision of services within public operating hours, which correspond to the basic services listed in the schedule, fees according to the following schedule “Service fees for basic services” plus legal value added tax will be charged.

2.2.2.2 Increased service fees for basic services

a) Separate Services

For separate services, i.e. if the landing and starting of an aircraft no longer stand in direct relation (overnight, flight interruption, transfer, etc.) or if the time between the landing and starting of an aircraft amount to more than 4 hours, then the service fee for basic services increase by 25%, to 125%, and for a layover of the aircraft of over 24 hours, the service fee increases for basic services by 100%, to 200%.

b) Services outside of the airport operating hours

For the servicing of the aircraft outside airport public operating hours, the service fee for basic services increases by 50%, to 150%. If a start that was scheduled for service outside of the operating hours and respectively a scheduled landing are cancelled on short notice, then 50% of the service fee for basic service is due.

c) Reloading or partial loading of serviced aircraft

If after a completed loading, a reloading or partial loading take place, the additional work required for this will be billed by a surcharge of 50% to the service fee.

2.2.2.3 Delays

If an aircraft is late according to No. 1.2.2 by more than 2 hours, then the FFG reserves the right to charge a special fee for the preparations already made with respect to the landing.

2.2.2.4 PRM fee

This fee is based on the PRM (persons with restricted mobility) EU directive 1107/2006 and includes handling and providing equipment for the transportation of the disabled.

The PRM fee is based on the number of passengers on board at the start of the flight. The number of passengers on board the aircraft at the start of the flight does not include children under 2 years of age who do not occupy their own seats.

PRM fee per departing passenger: **€0.25**

2.2.2.5 Additional Services

The fee for additional services is set according to the applicable fee regulation according to the type and scope of the service (Part 3, point 3, "Fees for special services").

2.2.3 Service Fees for Basic Services

→ General Aviation

Weight (MTOM)	Article No.	Handling fee
up to 2 tonnes	10026	8.40 €
up to 3 tonnes	10029	16.00 €
up to 5 tonnes	10031	53.00 €
up to 10 tonnes	10033	126.00 €
over 10 tonnes ea. serv. tonnes	10034	17.30 €

→ Regularly scheduled flights/charter flights

Aircraft Type		Article No.	Handling fee
A 300	A300	10035	2.940,00 €
A 310	A310	10036	2.625,00 €
A 318	A318	10100	850,00 €
A 319	A319	10037	850,00 €
A 320	A320	10038	1.360,00 €
A 321	A321	10039	1.450,00 €
ATR 42	AT42	10040	339,00 €
ATR 72	AT72	10041	515,00 €
B 737-200	B732	10042	850,00 €
B 737-300	B733	10043	850,00 €
B 737-400	B734	10044	965,00 €
B 737-500	B735	10045	770,00 €
B 737-600	B736	10046	850,00 €
B 737-700	B737	10047	850,00 €
B 737-800	B738	10048	1.079,00 €
B 737-900	B739	10090	1.079,00 €
B 757-200	B752	10049	1.790,00 €
B 757-300	B753	10050	1.990,00 €
B 767-200	B762	10080	2.290,00 €
B 767-300	B763	10051	2.490,00 €
BAe 146-100	BA46	10052	695,00 €
BAe 146-200	BA46	10053	695,00 €
BAe 146-300	BA463	10054	749,00 €
Canad. Reg. Jet	CL65	10055	359,00 €
CRJ1	CRJ1	10082	359,00 €
CRJ2	CRJ2	10056	359,00 €
CRJ700	CRJ7	10078	472,00 €
CRJ900	CRJ9	10086	523,00 €
CRJ1000	CRJX	10101	580,00 €
C-Series	C100	10102	690,00 €

Luftfahrzeugtyp		Artikel-Nr.	Handling charges
Dash 7-100	DH7	10057	339,00 €
Dash 8-100	DH8A	10058	269,00 €
Dash 8-300	DH8C	10059	349,00 €
Dash 8-400	DH8D	10060	510,00 €
DC 9-30	DC9	10061	739,00 €
DC 9-50	DC95	10062	769,00 €
Do 328	D328	10063	189,00 €
Embraer 190/195	E190	10088	689,00 €
Embraer 170/175	E170	10087	523,00 €
Embraer 135/145	E145	10064	339,00 €
Embraer-120	E120	10065	180,00 €
Fokker F27	FK27	10066	349,00 €
Fokker F50	FK50	10067	349,00 €
Fokker F70	FK70	10068	510,00 €
Fokker F100	FK10	10069	689,00 €
Gulfstream IV	GLF4	10070	398,00 €
Gulfstream V	GLF5	10084	495,00 €
Jetstream 61 ATP	JS61	10071	410,00 €
MD 80-83	MD80	10072	1.030,00 €
MD 87	MD87	10073	1.030,00 €
MD 88	MD88	10085	1.030,00 €
MD 90	MD90	10072	1.030,00 €
RJ 85	RJ85	10079	749,00 €
Saab 2000	SF20	10074	339,00 €
Saab SF 340	SF34	10075	189,00 €
TU-154	TU54	10077	1.195,00 €
YK 42	YK42	10103	1.030,00 €
Sukhoi Superjet 100	SU95	10104	689,00 €

Aircraft types that are not listed in the fee schedule will be classified accordingly.

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Part 3

Special Services

3.1 General Conditions

The following listed services (special services) will be performed on request, if the requirements are provided. A legal claim for the provision of these services does not exist, if there are no contractual obligations. Services and deliveries provided that are not contained in this schedule will be billed separately.

The minimum billing unit for special services is the billing unit. If not otherwise regulated, this regards each unit or part thereof.

The rate applicable on the day of the service for the sales tax will be separately applied on the bill, if there is no sales tax exemption according to the sales tax law. The determining factor for the exemption from sales tax is the invoice recipient.

Changes and additions to this schedule are reserved.

3.2 Cute Charges

The airport Friedrichshafen GmbH is responsible for scheduling the check-in counters. In commercial airline traffic and transport on own account, a charge for the use of the CUTE equipment for EDP-supported passenger processing is payable to the airport operator for each aircraft takeoff, regardless of whether processing is conducted using Cute or manually.

The Cute charge is based on the number of passengers on board the aircraft upon takeoff. Children under the age of 2 years who do not have their own seat are not included.

The Cute charge per departing passenger is: **€0.52**

3.3 Special Services

<u>Product or Service</u>	<u>Article No.</u>	<u>Unit</u>	<u>Price</u>
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Airport Management System			
Utilisation	20267	Month	€300.00 €

Certification/Access Control			
Third party costs RP Tübingen ZÜP	40105	PROC	39,00 €
Third party costs rejection	40106	PROC	120,00 €
Administrative expenses new application/repetition	40107	PROC	39,00 €
ID Card inclusive print	40109	Unit	35,00 €
Chip	40110	Unit	29,00 €
Initial programing ID/Chip	40111	PROC	35,00 €
Reprograming ID/Chip	40112	PROC	25,00 €
Practical air safety training 1 hour	40113	PROC	39,00 €
Theoretical air safety training E-learning 3 hours	40114	PROC	65,00 €
Loss/Replacement	40115	PROC	170,00 € actual costs
Miscellaneous recharge	40116	PROC	
apron	40106	Unit	19,00 €

Rescue			
Rescue dolly	20214	HOURL	€60.00
Rescue material per 30 minutes	20210	UNIT	€40.00
Lifting airbag	20212	HOURL	€90.00
Combination traverse	20211	HOURL	€90.00

Fuelling/AirBP			
Aero BP 80 per Litre	20160	L	
Aero BP 15W50 per Litre	20157	L	
Aero BP W100 per Litre	20158	L	
Aero BP W80 per Litre	20159	L	Price on
Aero Jet per Litre taxable petroleum	20222	L	request
Aero Jet per Litre tax-free petroleum	20226	L	
Avgas per Litre taxable petroleum	20223	L	
Diesel per Litre	20213	L	
Motor oil 100 per Litre	20165	L	
Jet A1 per Litre taxable petroleum	20224	L	
Jet A1 per Litre tax-free petroleum	20225	L	
Super per Litre	20078	L	

<u>Product or Service</u>	<u>Article- No.</u>	<u>UNIT</u>	<u>Price</u>
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Resources			
Ballast 25 kg	20175	UNIT	6.60 €
Fire extinguishers	20215	PROC.	29,00 €
“Fire trainer” per training session including Gas	20194	UNIT	350,00 €
Carbon dioxide fire extinguisher 2 kg	20180	EA	95,00 €
Carbon dioxide fire extinguisher 5 kg	20183	EA	160,00 €
Carbon dioxide fire extinguisher 30 kg	20182	EA	1030,00 €
Fire extinguisher blanket	20176	UNIT	29,00 €
Extinguishing blanket container	20177	UNIT	29,00 €
Waste disposal	20216	KG	15,00 €
Oil binding agent (bag)	20185	UNIT	60,00 €
Oil binder disposal per bag	20197	EA	115,00 €
Powder extinguisher 6 kg	20191	EA	65,00 €
Powder extinguisher 12 kg	20188	EA	90,00 €
Powder extinguisher 50 kg	20189	EA	880,00 €
Foam extinguisher 9 kg	20192	EA	105,00 €
Foaming agent AFFF	20193	L	8,40 €
Training extinguisher	20195	EA	35,00 €
Grit (48 kg)	20155	UNIT	98,00 €
Fuel antifreeze protection	20156	L	2,90 €
Water extinguisher W5 AKS	20178	UNIT	95,00 €
Water extinguisher W6 AKM	20179	UNIT	115,00 €

Cleaning			
Basic Cleaning	20249	SEAT	4,90 €
Night stop Cleaning	20248	SEAT	0,95 €
Transit Cleaning	20246	SEAT	0,78 €

Miscellaneous Fees			
Processing fee per invoice	40011	EA	3,90 €
Additional ramp check audit	10105	HOUR	295,00 €
Bank fee per process	40012	PROC.	5,90 €
Commercial film shoot 1 hour	40013	HOUR	115,00 €
Commercial film shoot per additional hour	40003	HOUR	95,00 €
Commercial photo 1 hour	40014	HOUR	59,00 €
Commercial photo per additional hour	40015	HOUR	49,00€
Pre-Check-in per passenger	40150	UNIT	2,70 €
Advertising on request per hour	40151	HOUR	590,00 €

<u>Product or Service</u>	<u>Article- No.</u>	<u>UNIT</u>	<u>Price</u>
De-icing			
De-icing (per litre)	20034	LITRE	3,05 €
Airbus A 319 (A319)	20262	PROC	546,00 €
Airbus A 320	20142	PROC	630,00 €
Airbus A 321	20146	PROC	704,00 €
ATR 72	20145	PROC	326,00 €
Boeing 717	20147	PROC	415,00 €
Boeing 727	20148	PROC	825,00 €
Challenger 650 (CL60)	20150	PROC	252,00 €
CRJ-700	20263	PROC	326,00 €
CRJ-900/ CRJ-1000	20058	PROC	415,00 €
Dash 8-300 / Fokker 50 / Saab 2000 / CRJ-100 / CRJ-200	20028	PROC	252,00 €
Dash 8-400	20144	PROC	326,00 €
Embraer 135 / 145	20149	PROC	252,00 €
Embraer 170 / 175	20056	PROC	368,00 €
Embraer 190 / 195	20055	PROC	415,00 €
Boeing 737-200 / -300 / -500 / -600	20049	PROC	478,00 €
Boeing 737-400 / -700 / -800 / -900	20029	PROC	546,00 €
Boeing 757-200 / -300	20032	PROC	825,00 €
Boeing 767-200 / -300	20033	PROC	1229,00 €
Fokker 70	20143	PROC	326,00 €
Fokker 100	20030	PROC	415,00 €
MD 80 / MD 83 / MD 88 / MD 90	20031	PROC	630,00 €
BAe 146-200 / -300 / Avro RJ 85	20045	PROC	415,00 €
Gulfstream 4 (GLF4)	20141	PROC	415,00 €
Aircraft up to 14-20 t MTOW	20140	PROC	268,00 €
Aircraft up to and incl. 5.700 kg MTOM	20026	PROC	121,00 €
Aircraft up to and incl. 5.700 kg – 14.000 kg MTOM	20027	PROC	189,00 €

Non – listed types are classified accordingly.

<u>Product or Service</u>	<u>Article- No.</u>	<u>UNIT</u>	<u>Price</u>
Vehicles/Equipment			
Power plant 20 KV	20018	HOUR	69,00 €
Trailer large	20126	HOUR	60,00 €
Trailer small	20124	HOUR	39,00 €
Start device (GPU) per 30 minutes	20004	UNIT	39,00 €
Work platform per 30 minutes	20005	UNIT	89,00 €
Blinking light (aircraft night marker) per 12 hours	20006	UNIT	2,90 €
Air pressure start device and service per starting procedure	20007	UNIT	105,00 €
Hauling in/out multiple engine < 5,700 kg	20010	PROC.	21,00 €
Hauling in/out multiple engine 5,700 kg–14,000 kg	20122	PROC.	39,00 €
Hauling in/out multiple engine > 14,000 kg	20123	PROC.	55,00 €
Deployment pilot car	20132	HOUR	63,00 €
Disposal vehicle	20011	HOUR	100,00 €
Fire-fighting vehicle	20013	HOUR	220,00 €
Motorised passenger stairs per 30 minutes	20014	UNIT	41,00 €
Aircraft tractor with taxiway usage	20106	PROC.	39,00 €
Aircraft tractor without taxiway usage	20105	PROC.	25,00 €
Follow-me-car per pickup	20015	UNIT	3,90 €
Fresh water per 1.000 Litre	20016	UNIT	100,00 €
Forklift 2 T	20017	HOUR	9,00 €
Cabin heater small	20023	HOUR	35,60 €
Cabin heater large (90 kW)	20024	HOUR	69,00 €
Ambulance	20135	HOUR	120,00 €
Light mast trailer 9 kV	20137	HOUR	87,00 €
Truck	20128	HOUR	61,00 €
Blower per 30 minutes	20136	UNIT	29,30 €
Medical lift platform	20260	UNIT	88,00 €
Wheel loader	20129	HOUR	59,00 €
Clean-up vehicle large (truck and blower-sweeper)	20020	HOUR	93,00 €
Clean-up vehicle small	20021	HOUR	70,00 €
Rescue vehicle	20019	HOUR	144,00 €
Apron bus	20139	PROC.	30,00 €
GAT transfer	20079	PROC.	4,50 €
Toilet service (filling / emptying)	20011	PROC.	100,00€
Drinking water (emptying process)	20077	PROC.	50,00 €
Engine de-icing process ("Hot Air")	20238	PROC.	70,00 €
Towing vehicle/tractor without a driver	20127	HOUR	59,00 €
Runway illumination			
Runway illumination SS+30 through SR-30 per Hour	20050	UNIT	28,00 €

<u>Product or Service</u>	<u>Article- No.</u>	<u>UNIT</u>	<u>Price</u>
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Freight			
up to incl. 176 kg Freight flat rate	20051	FLAT RATE	€16.80
more than 176 kg per kg Freight	20052	KILO	€0.11

Hazardous Materials			
Personal cat. 7-12 trainer	40120	HOUR	€65.00
Personal cat. 7-12 documentation	40121	EA	€15.00
Personal cat. 7-12 training facility	40117	TRAINING	€300.00
Shippers declaration for dangerous goods	40122	UNIT	€35.00

Hall rent			
Hall rent upon request			

Noise protection equipment the "Usage regulations engine testing facilities" in the currently applicable version			
Use by aircraft up to incl. 5.7 tonnes per Hour	20001	HOUR	€17.80
Use by aircraft up to incl. 14 tonnes per Hour	20002	HOUR	€35.00
Use by aircraft up to incl. 25 tonnes per Hour	20060	HOUR	€58.00
Use by aircraft more than 25 tonnes per Hour	20061	HOUR	€74.00

Personnel			
Operations manager	20035	HOUR	€89.00
Standby hot refuelling w. passengers per 30 minutes	20138	UNIT	€165.00
Fireman	20037	HOUR	€49.00
Management per procedure	20154	PROC.	€55.00
Bldg supt./tradesman	20040	HOUR	€39.20
Assistant	20043	HOUR	€19.60
Director FFG fire department	20036	HOUR	€65.00
Air security assistant	20152	HOUR	€53.00
Employee pre-positioned	20042	HOUR	€38.00
Paramedic	20038	HOUR	€48.00
Shift Supervisor prepositioned	20039	HOUR	€53.00
Training fire extinguisher per person	20153	TRAINING	€40.00
Deputy manger FFG fire department	20151	HOUR	€62.00

Locking System			
Single key	40111	EA	€39.00
Group key	40147	EA	€45.00

<u>Product or Service</u>	<u>Article- No.</u>	<u>UNIT</u>	<u>Price</u>
Miscellaneous			
Lead vehicle external vehicles	20125	FLAT RATE	280.00 €
Special trips to the apron for passenger pickup/delivery, external transfers	20270	PROC.	70.00 €
VIP Support/Executive			
VIP Arrival → Pickup at aircraft with dedicated VIP vehicle → Luggage transportation to vehicle → Rapid entry	20053		425.00 €
VIP Departure → Supported check-in → Dedicated security inspection → Accompaniment/VIP vehicle to aircraft → Luggage transportation to aircraft → Rapid departure	20053		425.00 €
Additional services → Red carpet → Decorations → Lectern → Additional attendant → Additional trip per pickup		EA EA EA HOUR PROC.	Price on request
Apron Marker			
Apron marker FFG	40110	Unit	19,00 €
Apron marker LSC	40136	Unit	19,00 €
Apron marker Zeppelin	40146	Unit	19,00 €

Additional fees upon request