

# **AIRPORT C H A R G E S**

## **PART I**

**Airport Rostock-Laage-Güstrow GmbH (RLG)**

**Effective June 01, 2021**

Signed in the original document (see German version).

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# 1. Terms of business

## 1.1 Terms and conditions

Flughafen Rostock-Laage-Güstrow GmbH (RLG) charges airport fees in accordance with this Schedule of Fees under the following terms and conditions.

The services listed in the schedule of charges will be provided upon request, provided that personnel, equipment and vehicles can be made available. There is no legal entitlement to the performance of these services unless there is a contractual obligation to do so.

Even after acceptance of an order, RLG reserves the right to postpone, not to execute the order or not to continue the execution if its capacities are utilized by other obligations within the scope of its operational duty with regard to personnel, equipment or vehicles. The same shall apply in cases where force majeure, industrial action or natural disasters make execution or further execution of orders impossible or unreasonably difficult.

Performed services that are not included in this schedule of charges will be charged separately. In addition, the provisions of the Airport User Regulations shall apply.

## 1.2 Charges debtor

The debtors of all airport charges as joint and several debtors are:

- a) the airline under whose airline code/flight number the respective flight is operated,
- b) the other airlines under whose airline code/flight number the respective flight is operated (code sharing),
- c) all aircraft operators,
- d) the natural or legal person who has the aircraft in use without being the keeper or owner, such as a tenant or lessee.

## 1.3 Exemptions

- **Approaching the airport twice** within 2 hours (low approach/low overflight) without landing is considered as landing for the purpose of calculating the landing fee.
- In the case of **emergency landings** due to technical faults on the aircraft or due to the use or threatened use of force, no landing charges are payable - unless Rostock-Laage Airport is already the scheduled destination airport. Evasive landings are not emergency landings.
- No landing fees are payable for **civil government aircraft**, provided the flight is on government business. Similarly, no landing fee is payable for aircraft operated by an employee of a federal or state civil aviation authority in the performance of official duties as a responsible pilot. Civil government aircrafts are all aircrafts whose owner is the Federal Republic of Germany or a state of the Federal Republic of Germany and which

bear a civil nationality and registration mark. This applies within operating hours. Outside operating hours, the prices specified in the schedule of charges will be levied. The exemption applies only to the landing fees specified under item 2; for all other services and fees, the prices specified in the Schedule of Fees and Charges will be charged.

- The charges specified in items 2 to 8 may be reduced in the event of a high number of flight movements of the services in items a) to c) upon request and on the basis of the requirements upon conclusion of a separate agreement between the customer and RLG.

**a) for training and instruction flights**

Training flights are flights during which student pilots, as part of their training at approved training facilities or operations (pilot training school), fly conditions that are necessary to obtain a pilot's license or a rating as defined in the German Aviation Personnel Ordinance (LuftPersV) or JAR/ EASA FCL 1 and 2.

Familiarization flights are flights that serve to provide aeronautical and technical instruction, differences training and familiarization for airmen. The pilot to be instructed must hold the pilot licence prescribed for the aircraft type used; the instructor must be on board the aircraft used.

**b) for technical test flights**

Technical test flights are flights to test aircraft prior to their initial certification or after maintenance work has been performed.

**c) for touch and goes**

The part of the landing charge calculated according to the maximum take-off mass of the aircraft must also be paid in the event of a touchdown with immediate subsequent take-off of the aircraft (touch and go).

## **1.4 Terms of payment**

All fees from this fee schedule are to be paid before take-off in cash, by debit or credit card in euros or by issuing a SEPA direct debit mandate. This can only be waived if the client has made an advance payment.

In special cases, payment may be made in arrears by means of an invoice, subject to prior agreement with RLG. Invoices will be issued after the service has been rendered. Invoices are to be paid immediately upon receipt, free of costs and charges, in EURO to one of RLG's accounts. In the event of late payment, the airport reserves the right to charge interest on arrears at a rate of 8 percentage points above the respective prime rate in accordance with § 247 of the German Civil Code (BGB) and, if necessary, to demand advance payments in the future.

## **1.5 Value added tax**

All listed charges apply within the meaning of Section 10 (1) of the German Value Added Tax Act (Umsatzsteuergesetz). The debtor of the fee must therefore pay the applicable sales tax in addition, unless there is a sales tax exemption under the Sales Tax Act.

## **1.6 Liability**

The principal (customer) is liable to RLG for all damage to persons and property caused by his or by the conduct of his employees and other vicarious agents and assistants in the execution of the order.

RLG is not liable for damage to property caused during or in connection with the performance of the requested services or during the provision of equipment, tools and facilities, unless the damage is caused by RLG or its employees and other vicarious agents due to negligence or intent. This also applies in cases in which RLG assumes custody of objects if the assumption of custody is not absolutely necessary for the execution of the order or if a safe and reasonable alternative of storage is available to the principal.

The principal (customer) indemnifies RLG against all claims made by third parties in connection with the execution of the order, unless these claims by third parties are caused by RLG, its employees or other vicarious agents due to negligence or intent.

## **1.7 Place of Fulfillment, Place of Jurisdiction, Effectiveness**

The law of the Federal Republic of Germany applies exclusively to a contractual relationship that comes into being between RLG and the customer or the party owing the fee.

This Fee Schedule is published in German and English. In case of dispute, only the German text is binding.

Place of performance is Laage, Germany.

Place of jurisdiction is Rostock, Germany.

If any part of this Fee Schedule is invalid, the remaining part shall not be invalid for that reason.

Debtors with registered offices outside the Federal Republic of Germany, with whom a permanent business relationship exists, are obliged to name an authorized representative with residence/registered office in the Federal Republic of Germany. The same shall apply if the party liable for payment moves its registered office outside the Federal Republic of Germany after the commencement of the business relationship.

This Fee Schedule shall enter into force on June 01, 2021 and shall replace the version dated April 01, 2019.

## 2. Landing Charges

For each landing of an aircraft at Rostock-Laage Airport, a fee (landing fee) must be paid to the airport operator.

The landing fee is based on the maximum take-off weight (MTOM) of the aircraft as recorded in the certification documents and on its noise category.

The MTOM must be verified by the Airplane Flight Manual (AFM) - Basic Manual - section for weight limitations. Until these documents are available, the highest known MTOM of this aircraft type will be used as a basis.

### 2.1 Propeller aircraft, motor gliders, air sports equipment and helicopters

	Certified acc. to ICAO Annex 16 resp. LSL *) conforming with increased noise reduction requirements **) resp. LVL ***)	Certified acc. to ICAO Annex 16 resp. LSL *)	Not certified acc. to ICAO Annex 16 resp. LSL *)
for each landing			
Ultralights	€ 6.00		
MTOM up to 1,200 kg	€ 7.00	€ 10.00	€ 20.00
MTOM above 1,200 up to 1,400 kg	€ 10.00	€ 15.00	€ 25.00
MTOM above 1,400 up to 2,000 kg	€ 15.00	€ 20.00	€ 30.00
<b>above 2,000 kg Max Take-off mass per landing per 1000kg or part thereof</b>			
above 2,000 up to 14,000 kg	€ 10.00	€ 14.00	€ 38.00
above 14,000 kg	€ 9.50	€ 22.00	€ 50.00

(\*) Aircraft comply with the above conditions, provided that it is demonstrated for them on the basis of certification documents from a certification authority or comparable documents from the manufacturer in individual cases that the permissible noise limits are not exceeded. Decisive for the calculation of the charge is the actual presentation of a complete and by RLG verifiable proof of compliance with the above-mentioned conditions by the aircraft operator immediately after the landing.

If no such proof is submitted, the charges will be calculated on the basis of the category "without approval according to ICAO Annex 16 or LSL".

Retroactive refunds will not be made.

\*\*) Aircraft that meet the increased noise protection requirements as defined in the Landing Site Noise Protection Ordinance of 5.1.1999 (Nfl I-134/99 or BGBl I p.35). Aircraft with noise certification according to ICAO Annex 16 Chapter 6 or LSL Chapter VI, which meet the noise limits according to ICAO Annex 16 Chapter 6 Section 6.3. or LSL Chapter VI, Table VI 2.3 by more than 8 dB(A) or according to Table 2.4 by more than 4 dB(A); Aircraft with noise certification according to ICAO Annex 16 Chapter 10 or LSL Chapter X, which do not comply with the noise limits according to Table X 2.4. by more than 4 dB(A).

\*\*\*) Noise Regulations for Aircraft (LVL) of 01.07.2003 (Nfl II 65/2003)

## 2.2 Jet Aircraft

	Certified acc. to ICAO Annex 16 Chapter 3 and Bonus List *)	Certified acc. to ICAO Annex 16 Chapter 3 *)	Certified acc. to ICAO Annex 16 Chapter 2 *)	Not certified acc. to ICAO Annex 16
MTOM	per landing			
≤ 6.000 kg		€ 85.00 **)	€ 196.00 **)	€ 410.00 **)
6.001 to 8.000 kg		€ 90.00 **)	€ 250.00 **)	€ 450.00 **)
8.001 to 14.000 kg		€ 150.00 **)	€ 310.00 **)	€ 490.00 **)
MTOM	Per landing per 1,000kg MTOM or part thereof			
14.001 to 25.000 kg		€ 12.50	€ 27.00	€ 60.00
Above 25.000 kg	€ 9.50	€ 22.00	€ 35.00	€ 75.00

\*) Jet aircraft comply with the requirements of ICAO Annex 16 Chapters 2 or 3 if certification documents issued by a certifying authority or other acceptable documentations by the aircraft's manufacturer proves in each individual aircraft's case that the noise level limits stipulated in these Chapters are not exceeded.

The bonus scheme applies to all types of aircraft included in the bonus list for take-off and landing aircraft of the Federal Ministry of Transport (most recently published in the News for Aviation, Part I, No. 83/2003 of 20.3.2003).

Decisive for the calculation of the charge is the actual presentation of a complete and by RLG verifiable proof of compliance with the above-mentioned conditions by the aircraft operator immediately after the landing.

If no such proof is submitted, the charges will be calculated on the basis of the category "without approval according to ICAO Annex 16 or LSL".

Retroactive refunds will not be made.

\*\*) Flat rate regardless of individual aircraft MTOM



### **3 Passenger Charges**

In the case of commercial flights, in addition to the landing fees shown under item 2, a passenger fee is payable, which is calculated in each case according to the number of passengers on board when the aircraft lands and takes off.

#### **a) Schengen countries**

If the preceding take-off or subsequent landing of the aircraft took place or is planned at an airfield in the Federal Republic of Germany or in a country where the Schengen Agreement applies **€ 4.03**

#### **b) Non-Schengen countries**

If the previous take-off or subsequent landing of the aircraft took place or is planned at an airfield other than the one mentioned under a) **€ 4.53**

**c)** No PRM charges will be levied.

**d)** The number of passengers on board when the aircraft lands does not include children under 2 years of age who are not entitled to their own seat.

### **4 Traffic stimulating conditions and Promotion Scheme**

In order to generate sustainable and dynamic growth in air traffic for operations at Rostock-Laage Airport, RLG grants the customers who operate the flight connections in their own economic risk (not through full charter of tour operators) the traffic-stimulating conditions outlined below. These must be applied for in writing.

The individual requirements of the traffic-stimulating conditions must be met. To this end, the airlines must provide RLG with appropriate proof of eligibility and compliance with the conditions.

#### **a) Destination subsidy**

The destination subsidy will be granted for a period of three years from the date of the first flight when a new destination is added, provided that the criteria listed below are met.

A new destination is considered to be a regular flight connection (at least once a week) to cities (IATA city code) that have not been served non-stop from Rostock-Laage Airport in the last twelve months prior to the commencement of the flight of the respective flight connection.

A subsidy is granted on the passenger charge and the mass-related landing charge for all take-offs and landings of the respective destinations. The subsidy amounts to 80% in the first, 50% in the second and 20% in the third year.

If the customer ceases to operate the new route before five years have elapsed, 50% of the total subsidy granted for the new destination since its commencement must be refunded to RLG.

RLG may set off the subsidy amount to be granted against claims arising from this charge arrangement against the respective customer.

## **b) Volume subsidy amount**

At the end of the year, the passenger volume per flight movement of the calendar year of each customer is evaluated for Rostock-Laage Airport. Depending on the passenger volume generated, a subsidy amount is then determined, which provides for reimbursement.

If the passenger volume of at least 10,000 passengers is reached, the following passenger fee is due:

<b>Passenger Volume</b>	<b>Passenger fee Schengen</b>	<b>Passenger fee Non Schengen</b>
more than 10,000 passengers p.a.	€ 3.75	€ 4.25
more than 15,000 passengers p.a.	€ 3.50	€ 4.00
more than 20,000 passengers p.a.	€ 3.25	€ 3.75
more than 50,000 passengers p.a.	€ 3.00	€ 3.50

The volume subsidy amount is reduced by any destination subsidy amounts previously granted. The assessment is made from the time the first threshold is reached, i.e. in the case of passenger volume from 10,000 passengers. The destination promotion amount and the volume discount cannot be combined.

In the year of introduction of this fee schedule (2021), the limit for achieving the rebate is 6/12 of the specified passenger volume (June-December 2021=50%). Only the fees paid in the period June-December 2021 will be refunded in the amount of the indicated percentages.

## **5 ATC Charge**

For the use of services and facilities of air traffic control, a charge per approach (counting unit is the intended landing, touch & go or low approach) in the amount of

**€ 3.50**

per 1,000 kg maximum take-off mass (MTOM) or part thereof.



## 6 Infrastructure Charge

An infrastructure charge is levied to finance the central infrastructure facilities. It is calculated on the basis of the number of passengers on board at take-off. It amounts to

**€ 4.22 per departing passenger.**

## 7 landing and/or take-off outside the opening time published in the NOTAM

For all take-offs/landings outside the opening hours published in the NOTAM, a surcharge (early/late opening) of €100.00 per half hour or part thereof will be levied. It serves to finance the resulting additional costs. All times indicated are local times.

Calculation basis PPR			
<b>Between 06:00 until the airport opening time published by NOTAM.</b>	<b>Per NOTAM published airport closing time until 20:00</b>	<b>20:00 – 06:00</b>	<b>Closed days</b>
Time period between planned landing or planned take-off until airport opening	Period between airport closure and planned landing or takeoff	6 x PPR for the planned takeoff/landing	4 x PPR for the planned takeoff/landing
If both a landing and a takeoff are planned, the time period from the planned landing counts.	If both a landing and a takeoff are planned, the time until the planned takeoff counts	If both a landing and a take-off are planned, additional PPR charges will be incurred for the period between the planned landing and the planned take-off.	If both a landing and a take-off are planned, additional PPR charges will be incurred for the period between the landing and the take-off.

For any delays of the scheduled flight times and resulting longer opening times of the airport, additional PPR fees will be charged.

PPR charges also apply if the scheduled flights have not been cancelled at least 8 hours in advance.

For locally based aircraft and in case of a high number of flight movements or passengers, special arrangements can be made upon request.

## 8 Parking Charges

Customers must pay a parking fee to RLG for parking their aircraft at the airport.

The amount of the parking fee is based on the maximum take-off mass (MTOM) of the aircraft.

For each 24 hours or part thereof and for each 1,000 kg or part thereof of maximum takeoff mass, the parking charge amounts to

**€ 3.50.**

No parking charge is levied for a total of no more than 2 hours after the aircraft has landed. For aircraft with more than 350 seats, the free parking time increases to 4 hours.

For aircraft of air sports clubs that have concluded a joint use agreement for Laage Air Base with the responsible military district administration, the parking fee only applies if the aircraft is parked in the RLG area.

A contract can be concluded between the customer and RLG prior to the commencement of parking for aircraft that have a dwell time of several consecutive days or are stationed in RLG.

## 9 CUPPS Charge

In the case of commercial air traffic and own account traffic, a charge for the use of the CUPPS equipment for computerized passenger handling must be paid to the airport operator for each take-off of an aircraft at Rostock-Laage Airport.

The CUPPS charge is calculated for commercial air traffic and own account traffic according to the number of passengers on board the aircraft at take-off. Children under 2 years of age not entitled to their own seat are not included. It amounts to

**€ 1.05 per departing passenger.**