

# **F E E S   A N D   C H A R G E S**

## **PART I**

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

**Effective April 01, 2019**

Signed in the original document (see German Version).

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# 1. General Terms and Conditions

## 1.1 Terms and Conditions

The Airport Rostock-Laage-Güstrow GmbH (RLG) imposes the following Airport Charges in accordance to this document and its following conditions.

The Services listed in this document will be provided on request as far as personnel, equipment and vehicles are available and can be allocated. A legal claim to perform these services does not exist except an obligation under a contract is signed by the RLG.

Even after accepting an obligation the RLG reserve the right to cancel, postpone or discontinue any order if their capacities/capabilities are exhausted/exploited due to other commitments within their continuous duty operations. The same applies in case of acts of nature beyond control, measures of labor dispute or natural disasters which will preclude or safe operations or result in an unreasonable expense.

Applied services not covered by this document will be charged separately. In addition the Airport User Regulation applies.

## 1.2 Charges debtor

Joint debtors for all airport charges are:

- a) the airline carrying out the flight in question under its airline code/ flight number,
- b) the airlines carrying out the flight in question under their airline code/ flight (code sharing),
- c) all aircraft operators,
- d) any natural or legal person using the aircraft, who is not the owner or operator, such as a charterer or lessee

## 1.3 Exemptions

- Flying **two approaches** without landing/touch&go (low approaches) within 2 hours at the airport will be considered as one landing charged according to paragraph 2.
- No charges will be levied for **emergency landings** due to technical defects of the aircraft or due to actual or threatened violence, provided Rostock-Laage was not the intended destination anyhow. Diversion landings are not considered emergency landings.
- **Civil government aircraft** are exempt from landing charges provided the aircraft is operating on a Government mission. The same exemption is applicable to aircraft piloted by an employee of a regional or federal aviation authority on an official mission. Such civilian Government aircraft must be owned by the Federal Republic of Germany or one of the Federal States of Germany, and must have civilian registration. This applies only within the operating hours. Outside the operating hours, the prices stated in the schedule of charges are charged. The exemption applies only to the landing fees referred to in

paragraph 2, for all other services and charges the prices specified in the schedule of charges are charged.

- Charges according to paragraph 2 till 8 can be reduced on request due to a high number of aircraft movement related to air traffic listed from a) to c). A separate agreement between customer and RLG is required.

**a) for training and familiarization flights**

Training flights are flights during which trainee pilots in the course of their aeronautical training by authorized establishments gain experience to obtain their pilot license, or those flights necessary to obtain licenses according to the German Regulation for Aviation Personnel (LuftPersV) resp. JAR/EASA FCL-1 and 2.

Familiarization flights are flights for aeronautical and technical instruction, difference instruction and familiarization of licensed pilots. The instructor pilot must hold the relevant type rating and all necessary licenses; the instructor pilot must be on board of the aircraft together with the trainee.

**b) for technical test flights**

Technical test flights are flights for the test of aircrafts before their first admittance or after execution of maintenance works.

**c) for Touch and Goes**

The applicable landing fee based on MTOM will be charge for performing touch and goes (landing with an immediate acceleration for take-off) also.

## **1.4 Terms of payment, payment due date**

All charges and fees of this document (Airport Charges) must be paid cash, per debit or credit card in EURO before taking-off. The condition to pay cash may only be waived, if the customer has either provided some kind of prepayment or a security in form of a bank guarantee on first demand without a condition of deposition under German law of a bank authorized to practice in Germany.

In special cases a previous agreement with RLG will enable to pay the required fees later via billing. The invoice is sent after the services are provided. Invoices must be settled immediately on receipt in Euros free of charge or costs on the accounts of RLG. RLG retains the right to enforce an interest rate of 8 percentage points above the relevant base lending rate in line with section 247 of the German Civil Code if payments are delayed and also retains the right to demand advanced payments if necessary.

## **1.5 Value added tax**

All charges are fees in the sense of section 10 paragraph 1 of the law covering V.A.T. In accordance with this law, the debtor is therefore required to pay V.A.T. unless in the case of non-taxable or tax-free aviation revenues as defined by law and the company has demonstrate that the statutory prerequisites are fulfilled.

## 1.6 Liability

Customers accept liability towards the airport operator (RLG) for any damage or loss to people or property which was caused by their behavior or the behavior of their employees and other vicarious agents in carrying out the request.

The airport operator (RLG) is not liable for any damage or loss to property, which arises in providing the required services or in connection with these or with machinery, tools and equipment which have been made available for use, unless the damage or loss was caused intentionally or negligent by the airport operator (RLG) or its employees or its vicarious agents. This also applies in case the airport operator (RLG) takes objects in custody, when it is not absolutely necessary to carry out the order, or if a safe and reasonable alternative for storing the goods is available to the customer.

Customers exempt the airport operator (RLG) from any third party claims in connection with carrying out the order, unless these claims have been caused intentionally or negligent by the airport operator, its employees or its vicarious agents.

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

Any contract between RLG and any customer or debtor according to this List of Charges will be governed exclusively by the laws of the Federal Republic of Germany.

This document is published in German and English languages. The German version of these general terms and conditions is authoritative. Translations are provided for information purposes only.

Place of fulfillment is Laage, Germany.

Place of jurisdiction is Rostock, Germany.

If any part of these terms and conditions invalid, the remainder is not, therefore, invalid.

Debtors that have their registered office outside of Germany and with whom a lasting business relationship exists are obligated to name an agent with a registered office in Germany authorized to take receipt of service. The same applies in the event a debtor moves its registered office to a location out-side of Germany after the business relationship has begun.

This List of Charges becomes effective on April 01, 2019 and replaces the previous version dated March 01, 2016.

## 2. Landing Charges

For each landing of an aircraft at Rostock-Laage airport, a charge (landing charge) is payable to the airport operator.

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

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 of this type of aircraft will be used.

### 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	6,00 €	6,50 €	10,00 €
MTOM above 1,200 up to 1,400 kg	9,00 €	10,00 €	12,00 €
MTOM above 1,400 up to 2,000 kg	13,00 €	19,00 €	24,00 €
<b>above 2,000 kg Max Take-off mass for each landing for each 1000kg or part thereof</b>			
above 2,000 up to 6,000 kg	10,00 €	14,00 €	38,00 €
above 6,000 kg	5,00 €	5,00 €	5,00 €

\*) Aircraft comply with these requirements if certification documents issued by a certifying authority or other acceptable documentation by the aircraft's manufacturer proves in each individual case that the certified noise level limits will not be exceeded.

Relevant for the calculation of charges is the actual submission of complete proof of compliance of the conditions mentioned before, which can be verified by RLG immediately after landing.

If such proof cannot be produced, all charges will be calculated as if the aircraft were certified according to ICAO Annex 16 chapter 2.

Retroactive refunds will not be made.

\*\*) Aircraft meeting the increased noise protection requirements in the sense of the Airfield Noise Protection Regulation dated 5<sup>th</sup> January 1999 (published in NfL I-134/99 and BGBl I P.35 resp.) are aircraft with a noise certificate acc. to ICAO Annex 16 chapter 6. resp. LSL Chapter IV, which fall below the noise level limits as per ICAO Annex 16 Chapter 6 Para 6.3 resp. LSL Chapter VI Table VI 2.3 by more than 8db(A) or acc. Table 2.4 by more than 4db(A);

aircraft with a noise certificate acc. to ICAO Annex 16 chapter 10 resp. LSL Chapter X, which fall below the noise level limits as per Table X 2.4 by more than 4db(A).

\*\*\*) Noise regulation for aircraft (LVL) dated 1<sup>st</sup> July 2003 (as published in 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	for each landing			
≤ 6.000 kg		76,00 **) €	172,00 € **)	390,00 € **)
6.001 to 14.000 kg	60,00 €**)	130,00 € **)	260,00 € **)	440,00 € **)
MTOM	for each landing for each 1,000kg MTOM or part thereof			
above 14.000	5,00 €	12,00 €	25,00 €	50,00 €

\*) 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).

Relevant for the calculation of charges is the actual production of a complete proof of compliance to the conditions mentioned before, which can be verified by RLG immediately after landing.

If such proof cannot be produced all charges will be calculated as if the aircraft were certified according to ICAO Annex 16 Chapter 2. Retroactive refunds will not be made.

\*\*) flat rate independent of the aircraft's individual MTOM

## 3. Passenger Charges

For commercial flights, in addition to the landing charges as shown in paragraph 2, passenger charges are levied which are based on the number of passengers on board of an aircraft during landing resp. take-off.

### a) Schengen countries

if the previous take-off resp. the subsequent landing was/is planned to be at an airport within the Federal Republic of Germany or in a country where the Schengen Agreement is applicable

**4,03 €**

### b) Non-Schengen countries

if the previous take-off resp. the subsequent landing was/is planned to be at an airport other than the ones outlined in paragraph 3 a before

**4,53 €**

c) No PRM fees are charged.

d) The number of passengers on board the aircraft during landing and take-off will not include children under the age of 2 years who are not entitled to occupy their own seat.



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

RLG offers to customers, which operate the flights in their own economic risk (not as full charter by tour operators), to generate a sustainable and dynamic growth of air transport for the operation at the airport Rostock-Laage traffic-stimulating conditions set out below. These must be requested in writing.

The individual conditions of the traffic conditions must be fulfilled. For this purpose, the airlines have to demonstrate the eligibility and the compliance with the conditions in a suitable form.

##### **a) Destination Promotion Scheme**

The destination funding will be funded with the inclusion of a new destination for a period of three years starting from the date of the first flight, if the criteria below are met.

A new destination is regular (at least once a week) flights to cities (IATA City Code), which were not served non-stop during the twelve months prior to the commencement of the flight from Rostock-Laage airport.

The new destination must be served at least two consecutive schedule periods.

There will be a grant on the passenger fee and the mass-based landing fee for all take-offs and landings of the respective destinations. The funding is 80% in the first, 50% in the second and 20% in the third year.

If the customer ceases to operate the new route before the end of five years, then 50% of the total amount of RLG funding granted to the new destination has been refunded.

The RLG can set off the subsidy amount to be granted against receivables from this fee regulation to the respective customer.

##### **b) Volume promotion amount**

At the end of the year, the passenger volume per flight movement of the calendar year of each customer incl. Partner (same flight number) for the Rostock-Laage airport is assessed. Depending on the amount of passenger traffic generated, a subsidy amount is then determined which provides for a refund of up to 50% of the passenger charges.

If a passenger volume of over 50,000 passengers is reached, a subsidy amount is granted on the passenger fee:

<b>Passenger Volume</b>	<b>Reimbursement</b>
more than 50,000 passengers p.a.	in the amount of 10%
more than 75.000 passengers p.a.	in the amount of 20%
more than 100.000 passengers p.a.	in the amount of 30%
more than 110.000 passengers p.a.	in the amount of 40%
more than 130.000 passengers p.a.	in the amount of 50%

The volume subsidy amount is reduced by any previously granted destination funding amounts. The assessment is made only after reaching the first threshold, i. in the case of passenger traffic from 50,000 passengers. This also applies in the case of the partial recovery of the destination funding amount due to suspension of the operation of the new route.

In the year of introduction of this schedule (2019), the limit for the refund is 9/12 of the stated passenger volume (April-December 2019 = 75%). Only the fees paid during the period April-December 2019 will be reimbursed up to the percentages indicated.

## 5. ATC Charge

For the use of air traffic control services and facilities, a fee will be charged per approach. (accounted for intended landing, touch & go or low approach)

The fee amounts to:

**2,50 € for each 1.000 kg MTOM**

## 6. Infrastructure Charge

An infrastructure charge will be imposed to finance the central infrastructure facilities. It is based on the number of passengers on board at take-off.

The fee amounts to:

**4,22 € per departing passenger.**

## 7. Landing and / or departure between 22:00 and 07:00 h

For landings and / or take-offs between 22:00 and 07:00, a surcharge will be charged for the time the airport is operational (early / late opening). It serves to finance the resulting additional costs. All times are local times.

### Early / late opening

22:01 – 06:59 h	each started 30 min..	<b>150,00 EUR</b>
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For home based aircrafts as well as a high number of passenger or air traffic movements separate agreements can be arranged.

## 8. Parking Charges

For aircraft parking, parking charges have to be paid by the customer to RLG.

The parking charges are based and calculated on the MTOW of the aircraft.

Parking charges for each 24-hour period or fraction thereof and for each 1,000 kg MTOM or fraction thereof, are

**2,95 €.**

For a maximum period of 3 hours between landing and take-off, no parking charges will be applied.

For aircrafts owned by flying clubs who are having a separate contract with the Wehrbereichsverwaltung (military administration) for using the airfield Laage the parking fee is only applicable, if these aircraft is parked within the area operated by RLG.

Parking an aircraft for several subsequence days or for aircraft which are stationed at RLG entitles the customer to make an agreement with RLG for special conditions beforehand.

## 9. CUPPS Charge

In commercial air traffic and works traffic, a fee for the use of the CUPPS equipment for computer-assisted passenger handling is to be paid to the airport operator for every take-off of an aircraft at the Rostock-Laage airport.

The CUPPS charge in commercial air traffic and works traffic is based on the number of passengers aboard the aircraft at take-off. Children under the age of 2 not entitled to their own seat will not be included. It is

**1,05 € per departing passenger.**