

List of Service Charges of Flughafen Nürnberg GmbH

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Please note, that this is an English translation of the German version; in cases of doubt the German version shall be legally binding.

I Aviation

I A Airport charges with subject to authorization according to § 19b LuftVG

Landing, take-off, passenger, parking and security charges effective from April 01, 2020

1 Landing and Take-Off Charges

Landing and take-off charges, according to the following criteria, have to be paid to the airport operator for each landing and each departure of an aircraft at the airport. The landing and take-off charges consist of the following components:

1.1 MTOM-related Landing and Take-Off Charge

The MTOM-related landing and take-off-charge is based on the maximum take-off mass (MTOM) of the aircraft as entered in the certification documents, independent of any operating criteria. The MTOM must be furnished proof by way of the Airplane Flight Manual (AFM) - Basic Manual - Section for Weight Limitations. Unless this documentation is submitted, the maximum known MTOM of this aircraft type shall be taken as calculation basis. Retroactive refunds are not possible. Any change of the MTOM according to AFM will only be accepted if the airport operator has been notified of the change at least one month in advance. There will be no retroactive reimbursements.

- a) The part of the landing and take-off charge based on the maximum mass of the aircraft is for powered aircraft with a maximum take-off mass of
- | | |
|--|--------|
| - up to 1,200 kg (per landing and per take-off) | 4,23 € |
| - more than 1,200 kg up to 2,000 kg (per landing and per take-off) | 8,46 € |
| - more than 2,000 kg (per commenced ton MTOM per landing and per take-off) | 4,23 € |
- b) For training flights and instruction flights the charges listed under a) are reduced for aircraft with a maximum take-off mass of
- | | |
|-----------|------------------|
| up to | 3,000 kg by 40 % |
| more than | 3,000 kg by 55 % |

Training flights in terms of paragraph b) are flights of civil student pilots of an authorized flight school necessary to meet the requirements to obtain a civil pilot's license or rating according to the LuftPersV or JAR-FCL.

Instruction flights in terms of paragraph b) are flights during which technical and aeronautical instructions are given to civil pilots; the pilots to be instructed have to be holder of a valid pilot's license and rating for the type of aircraft being flown; the instructor must be aboard the aircraft being used.

- c) The MTOM-related landing and take-off-charge has to be paid for a touch-and-go landing as well.
- d) No landing charge will fall due for emergency landings due to technical failures of the aircraft or due to an act of violence or threat of violence, provided that the airport is not the scheduled destination airport anyway. Alternate landings are not emergency landings.
- e) The charges mentioned in section a) will be reduced by 10 percent for medical flights. Those are direct flights to or from a hospital as well as the necessary positioning flights with ambulance aircraft. Ambulance aircraft is the term for airplanes with specialized medical / intensive care equipment.
Medical flights have to be announced in advance. Retrospective announcements will not be acknowledged.
- f) The aircraft types A320 NEO, B737 MAX (series) and C-series will obtain a reduction on take-off charges amounting to 30.00 EUR per take-off.

1.1.1 Additional take-off charges during the core night hours (between 00:00 h and 04:59 h [SL1]local time)

For each take-off during the core night hours between 00:00 h and 04:59 h [SL2]local time **additional take-off charges amounting to 2,86 EUR per ton MTOM** will have to be paid.

1.2 Landing and Take-Off Charge based on the noise category

In addition to the MTOW-related landing and take-off-charge, a charge based on the noise category of the aircraft has to be paid to the airport operator for each landing and each take-off of an aircraft at the airport.

- a) Certified in accordance with ICAO, Annex 16

The amount of the noise-related landing and take-off charge payable is based on the subsequent classification in noise categories and has to be paid for each landing and take-off. The categories are derived from the arithmetic average of the three certified noise data (Take-off, Sideline, Approach) according to the noise certificate. Unless this documentation is submitted, the maximum known arithmetic average of this aircraft type shall be taken as basis for calculation. Retroactive refunds are not possible. Any change of the arithmetic average according to the noise certificate will only be accepted if the airport operator has been notified of the change at least one month in advance.

Category effective	*Effectively Perceived Noise dB (Arithmetic average of the three certified noise data according to the noise certificate)	Charge per each landing and take off
Category 0	up to 1,200 kg	1,12 €
Category 1	from 1,201 kg to 10t. MTOM	3,55 €
Category 2	more than 10to. and up to 79 EPNdB*	13,01 €
Category 3	from 79.1 to 83 EPNdB*	18,55 €
Category 4	from 83.1 to 86 EPNdB*	20,94 €
Category 5	from 86.1 to 90 EPNdB*	23,69 €
Category 6	from 90.1 to 95 EPNdB*	30,77 €
Category 7	from 95.1 to 102 EPNdB*	34,75 €
Category 8	over 102.1 EPNdB*	78,96 €

- b) Not certified in accordance with ICAO, Annex 16

The amount of the noise-related landing and take-off charge payable depends on the power unit (Turbo-jet aircraft or aircraft with other power unit) and the maximum take-off mass (MTOM). Any change of classification or the MTOM according to AFM will only be accepted if the airport operator has been notified of the change at least one month in advance. Retroactive reimbursements are not possible.

Category	Aircraft type	Charge per 1000kg MTOM or part thereof and per each landing and take off
10	Turbo-jet aircraft	25,10 €
11	Aircraft with other power unit	14,46 €

- c) In addition to the noise-related landing and take-off charge (paragraph a) and b)) a night surcharge will fall due between 22:00 h and 05:59 h (local). The night surcharge will be sub-divided into the following time periods:

Category I	from 22:00 h until 22:59 h (local)	20% surcharge
Category II	from 23:00 h until 23:59 h (local)	100% surcharge
Category III	from 00:00 h until 04:59 h (local)	500% surcharge
Category IV	from 05:00 h until 05:59 h (local)	100% surcharge

- d) All aircraft types, which are verifiably equipped with vortex generators, will obtain a reduction of 10% after FNG will have received the respective confirmation.

1.3 NO_x-related Landing and Take-off Charges

The emission-based charge per emission value amounts to 1,50 EUR per take-off and per landing.

The emission value is the nitric oxide equivalent value per kilogram emitted by the aircraft during the standardized landing and take off procedure („landing and take off cycle”, LTO). The necessary data as to aircraft and engine types will be determined according to a recognized fleet data base.

The determination of the emission value will be effected by implementing the ERLIG formula (ERLIG = Emission Related Landing Charges Investigation Group, ECAC) on the basis of certified nitric oxide (NO_x) and hydrocarbon (HC) emissions per engine during the LTO cycle according to ICAO Annex 16, Volume II.

Calculation formula:

$$\text{NO}_{x,\text{aircraft}}[\text{kg}] = (\text{amount of engines} \times \sum_{\text{Mode}} \text{time} [\text{s}] \times \text{fuel consumption} [\text{kg/s}] \times \text{emission factor} [\text{g/kg}]) / 1000$$

If the HC engine emissions per LTO cycle exceed the certified value of 19.6 g/kN, the respective NO_x –value of the aircraft will be multiplied by a factor a:

$$a = 1; \quad \text{if } D_{\text{pHC}}/F_{00} \leq 19.6 \text{ g/kN}$$

$$a = (D_{\text{pHC}}/F_{00}) / 19.6 \text{ g/kN}; \quad \text{if } D_{\text{pHC}}/F_{00} > 19.6 \text{ g/kN with } a_{\text{max}} = 4$$

Nitric oxide equivalent (emission value) of the aircraft = a x NO_x of the aircraft.
The emission value will be taken into account up to the third decimal.

The basis for the determination of the emission values are the ICAO database for turbofan and jet engines (ICAO Aircraft Engine Emission Database) as well as the database of the FOI Swedish Defence Research Agency for turboprop engines.

If there are more or divergent entries in those emission data bases for one engine type, the highest recorded emission value will be implemented regardless of the respective operating criteria.

If there is no or contradictory engine information for an airplane, the highest recorded emission value for this aircraft type will be implemented.

If an engine is not contained in one of the available emission data bases and if no standard engine can be implemented either, the engine will be assessed according to the study of the German Aerospace Center dated February 28, 2005.

The operation of an engine type with lower emission values (e. g. due to different UID numbers or engine versions marked „re-rated“) has to be proven to the airport operator by submitting the Airplane Flight Manual (AFM) in connection with the respective ICAO certificate or the manufacturer’s notification. As long as this has not been proven, the airport operator will implement in the calculation of charges the respectively highest emission value known for this aircraft or engine type.

Any increase or decrease of emission values of an airplane according to AFM, ICAO certificate or manufacturer’s notification has to be communicated to the airport operator immediately.

Flight movements for which increased emission values can be detected retrospectively, additional fees may be charged; decreased values will be taken into account immediately as soon as they could be proven and verified. Retrospective reductions will not be granted.

Notwithstanding the general regulation, the emission of aircraft will be calculated:

Up to 1,200 kg MTOM flat fee per take off and per landing each	0,50 €
from 1,201 kg up to 10,000 kg MTOM flat fee per take off and per landing each	1,50 €

2 Passenger Charges

Additionally to the landing and take-off charge a passenger charge has to be paid to the airport operator.

For commercial air transport, civil Military transports and Military transports the passenger charge is based on the number of passengers aboard the aircraft at take-off.

The passenger charge per passenger is stipulated as follows:

- provided the coordinated final destination of the aircraft will be on an aerodrome within the Federal Republic of Germany or on an aerodrome outside of the Federal Republic of Germany and within the European Union or in Iceland, Norway or Switzerland 10,56 €
- provided the coordinated final destination of the aircraft will be on an aerodrome outside the European Union and outside Iceland, Norway or Switzerland 11,58 €

For the determination of the number of passengers aboard at take-off, children under the age of 2 years without own seats are not taken into account.

No passenger charge is payable for emergency landings due to technical failures of the aircraft or due to an act of violence or threat of violence, provided that the airport is not the scheduled destination airport anyway. Alternate landings are not emergency landings.

3 Parking Charges

A parking charge has to be paid to the airport operator for each parking of an aircraft at the airport.

The scale of the parking charge is based on the highest maximum take-off mass of the aircraft listed in the certification documents.

The parking charge for 24 hours or part thereof and for each 1,000 kg of the maximum take-off mass or part thereof, is based on the following list of categories:

Category	Position categories	Charged from on-block time onwards	Charge per 1,000 kg MTOM or part thereof and per 24 hours or part thereof
1	Mainapron N1 – jetway positions	90 minutes	5,69 €
2	Apron S1 and S2 (General Aviation Terminal) and commercial and non-commercial GAT service type codes on category 3 positions	4 hours	4,26 €
3	Mainapron N1 and N2 – remote positions	4 hours	2,84 €

The charge will not be at least 4,85 € for 24 hours or part thereof.

- 3.1 For parking of aircraft, which are expected to exceed 30 consecutive days, a rental agreement may be concluded between the aircraft operating agency and the airport operator prior to the beginning of parking.

4 Security charges

Security charges have to be paid in addition to the above-mentioned charges.

The security charges amount to the following:

for passenger flights	0,98 € per passenger (Passengers are the number of passengers on board of the aircraft at take-off.)
for cargo/mail and flights at the General Aviation Terminal (commercial and noncommercial GAT service type codes)	1,38 € for each 1,000 kg of the MTOM or part thereof

For the determination of the number of passengers aboard at take-off, children under the age of 2 years without own seats are not taken into account.

5 Promotion program „Blue Ocean Bonus“

5.1 Objective:

In order to promote the commencement of new itineraries, which have not been operated so far, airlines will be granted a discount on charges upon request by adhering to the following conditions. By means of the promotion, Albrecht Dürer Airport Nuremberg will bear a share of the airline's launching costs during the establishment of a new itinerary.

The objectives are in particular the economic strengthening of the Nuremberg Metropolitan Area, higher utilization of the airport facilities as well as a general reduction of airport charges due to a higher passenger volume achieved by those measures.

5.2 Definition of terms:

New itinerary	New itinerary means any itinerary which has not been operated regularly by any airline at least 2 times per week for at least two entire flight plan periods at the point of time when the promotion is applied for at Albrecht Dürer Airport Nuremberg. Interruptions of up to 4 weeks will not be taken into account for the assessment of regular operation. If several airports might be approached within one destination area, the IATA-3-letter-code will be decisive.
Supported airline	Any airline receiving promotion regarding the respective itineraries according to these regulations by the airport operator.

Other / further airlines	<p>An airline which has not received so far any support regarding the promotion of the respective itinerary according to these regulations,</p> <p>where the supported airline does not hold a stake of 50% or more,</p> <p>which is not a stake-holder of 50% or more in the supported airline and</p> <p>which has not operated code share flights on the itinerary of the supported airline, which will be promoted according to these regulations.</p>
Entire IATA flight plan period	<p>An itinerary will be regarded as operated for an entire flight plan period, if it will have been operated for at least 80% of the amount of weeks within one IATA flight plan period.</p>
Lacking availability for booking	<p>means the circumstance that the airport operator will notice that the itinerary is no longer available for booking, although it should be available on the basis of the regular course of events</p>
Market disruption	<p>means the termination or future termination or lacking availability for booking of an itinerary which is expected to last longer than one entire IATA flight plan period. The airport operator will take the decision, whether a market disruption is in place, by taking into account these regulations and the information provided by the airline operating the respective itinerary as well as what they are publishing towards the market, their customers and other stake-holders.</p>

5.3 Promotion period:

The maximum promotion period is five years. The promotion period starts as soon as the first flight on the new itinerary will be operated. The promotion will be granted at the very longest until the maximum promotion period will expire or until the new itinerary will no longer be operated by the supported airline, depending on which event will take place first.

In case of a market disruption, clause 5.5 will apply.

5.4 Promotion volume:

Promotion will only be granted for weight-related landing and take off charges according to paragraph 1.1 as well as passenger charges according to paragraph 2 of this list of charges according to the following scheme.

	year 1	year 2	year 3	year 4	year 5
Discount on weight-related landing and take off charges	100 %	85 %	70 %	50 %	25 %
Discount on passenger charges	60 %	55 %	50 %	45 %	40 %

In case of a planned seasonal interruption, the promotion will be granted again after resumption of the itinerary amounting to the same volume as it would have been granted in case of uninterrupted operations.

Promotion will not be granted relating to additional take-off charges during the core night hours (paragraph 1.1.1 of this list of charges), noise and emission-related charges (paragraph 1.2 and 1.3 of this list of charges), parking charges (paragraph 3 of this list of charges), security charges (paragraph 4 of this list of charges) as well as charges of paragraph IB of this list of charges.

5.5 Regulations in case of a market disruption

In case of a market disruption and under the prerequisite that no other airline is operating this itinerary, the respective itinerary will be regarded as a new itinerary from the predicted time of termination onwards even if it has actually not been terminated. Consequently, other airlines can apply for the promotion according to these regulations.

If another airline will apply for promotion of the itinerary according to the previous paragraph and starts operating the itinerary within the same IATA flight plan period when the predicted termination of the itinerary by the supported airline will take place or the following IATA flight plan period, they will obtain reductions on passenger fees amounting to 90% within the 1st promotion year, differing from clause 5.5.

The supported airline causing the market disruption may restart operations of the promoted itinerary at any time. Ihr wird auf Antrag allerdings nur die Fortsetzung der durch die tatsächliche Einstellung der Strecke abgebrochenen Förderung gewährt und eine erneute vollständige Förderung ist ausgeschlossen. Ebenso ausgeschlossen ist eine Anwendung der Bestimmungen aus Ziff. 5.5. Abs. 1 und Abs. 2. Sofern wegen der tatsächlichen Einstellung eine Förderung nach Ziff. 5.8. zurückgefordert wurde, beginnt die Förderung mit dem Förderjahr für das die Förderungen zurückgefordert wurden, in allen anderen Fällen wird die Förderung dort fortgesetzt, wo sie abgebrochen wurde. Die Förderung wird bis zum Erreichen der Höchstförderdauer und unter Berücksichtigung der Zeiten und Förderhöhen vor der tatsächlichen Einstellung gewährt.

The the implemented measures due to a market disruption and granted promotions will remain valid even if the supported airline causing the market disruption will eventually not terminate the operation of the itinerary or if the lacking availability for booking did not arise due to the intended termination and if on the basis of the supported airline's market communication and their information towards the airport operator, the latter had to draw the conclusion that a market disruption will take place.

5.6 Filing a request:

Airlines willing to take advantage of the promotion program, should inform Nuremberg Airport in writing by using the attached request form. The request form has to contain the necessary data entirely.

This applies particularly to data as to the planned time of the beginning of flight operations on the itinerary, the frequency of the planned flights, the implemented aircraft type and the expected passenger volume.

Any airline, which had been supported for any itinerary before, may only apply for promotion of the respective itinerary again, if the previously granted promotion was given during the entire promotion period, if between the day of termination of the previous promotion and the planned new start of the itinerary there are at least two entire flight plan periods and if all other prerequisites according to these regulations are fulfilled.

5.7 Granting the promotion

Promotion will only be granted, if the new itinerary is intended to be operated regularly at least twice per week for at least 80% of the number of weeks in a row during the respective IATA flight plan period and if this might be booked respectively. Appropriate evidence has to be submitted to Nuremberg Airport (e. g. excerpt from the booking system). In addition, Nuremberg Airport is entitled to ask for further evidence. If operations of any itinerary will start in the midst of any running IATA flight plan period, the regulation in paragraph 1 will be based on the remaining duration of the running period.

If an airline applies for promotion under the prerequisites of clause 5.5 paragraph 1, perhaps in connection with paragraph 2, the criteria of a new itinerary does not have to be fulfilled. The other prerequisites, particularly according to clause 5.7 paragraph 1 have to be fulfilled.

Albrecht Dürer Airport Nuremberg will inform the airline in writing as to the decision on granting the promotion. Rejections of promotions will be justified towards the airline.

The airport operator may also reject the promotion if flights are recurringly and intentionally transferred within one airline group or other business co-operations (like code-share) only with the goal to make use of the promotion for the longest possible period or in order to obtain it over and over again (misusing abuse of the promotion program).

The consent regarding promotion will no longer be valid after six months or four weeks after the planned date for starting the itinerary (depending on which date will fall due earlier), if operations did not begin on the promoted itinerary.

5.8 Reclaiming granted promotions

In case a supported airline will terminate operations of a promoted itinerary during the promotion period, Nuremberg Airport will be entitled to charge the difference between the reduced fees and the regular fees beginning from the start of the respective flight plan period during which the itinerary was terminated until the itinerary will be terminated definitely.

5.9 Validity and termination of the promotion program

Nuremberg Airport is entitled to terminate or change the promotion program in general with future effect. Nonetheless, consent to promotion already granted will remain valid. This does not apply, if superior law ranking higher than this list of charges would be infringed by continued granting of promotion.

6 General conditions

- 6.1 Debtors for the landing, take-off, passenger, parking and security charges are as joint-debtors:
- a) the airline under whose airline code/flight number the respective flight is executed,
 - b) the airlines as joint debtor under whose airline codes/flight numbers the respective flight is executed (code sharing),
 - c) the holder of the aircraft,
 - d) any other company claiming that FNG will issue the invoice covering the charges in its name.
 - e) the natural or legal person using the aircraft, without being holder or owner, like lessees.
 - f) the aircraft owner

The airport charges, as well as any value added tax payable, shall be paid in cash in Euro prior to take-off.

Payments may be postponed only in cases of pre-payment, under the provisions of a bank deposit or, alternatively, an absolute guaranty by a bank (surety agreement). In these cases billing is provided at the beginning of each month for the preceding month. Bills are payable after receipt in Euro currency into one of our accounts free of all charges. In case of payment default, FNG reserves the right to claim interest on arrears of 4% above the respective base interest rate of the European Central Bank.

As far as there is no surety agreement, all charges have to be paid prior to each departure, which have incurred up until that point of time. FNG is entitled to charge immediately upon utilization of any delivery or service the respective airport fee. FNG will issue an invoice to the debtor immediately, which has to be settled in cash or with an instantly effective means of payment accepted by FNG (credit card, EC/Maestro-card).

FNG may determine at its own discretion that appropriate and equitable collateral must be provided to secure outstanding or prospective receivables as well as the type, maximum amount and any other conditions related to the collateral agreement. The agreed terms can be amended in response to any substantial change in circumstances. This applies in particular when the debtor is repeatedly or substantially in arrears with payments or when any other special circumstances result in a reasonable interest in a collateral agreement. Statutory rights of FNG from reciprocal contracts remain unaffected. In particular, FNG may refuse the fulfillment of incumbent contract services even if operational matters of a flight are concerned.

The amounts stated in this charge list or elsewhere are net amounts, i. e. domestic entrepreneurs have to pay additionally the respectively valid VAT rate, unless the charges constitute tax-free aviation revenue according to legal stipulations and those pre-conditions can be proven by the entrepreneur (Sections 4, sub-section 2, UStG – VAT law) e. g. by an Air Operator Certificate (AOC).

Entrepreneurs residing and/or having their branch office within the EU have to prove their entrepreneurship in writing in advance by submitting their valid VAT-ID-No. (USt-ID-Nr.).

All other entrepreneurs, who are not residents of an EU member state and do not have a branch office there, have to prove their entrepreneurship by submitting an equivalent certificate by an authority of a third country (e.g. excerpt from the Commercial Register).

The above-mentioned documents have to be sent to Buchhaltung@airport-nuernberg.de.

If FNG points out in an invoice that the recipient should double-check the invoice within due time and object against its correctness, the invoice will be regarded as correct and accepted if the recipient fails to object in due time. A reasonable deadline for doing so will be one month starting from the issue date of the invoice, if FNG did not stipulate any longer deadline. The general legal

terms as to consequences of silence in commercial transactions will apply also within shorter deadlines.

FNG will send the invoices in electronic form as pdf documents according to the tax law regulations. The customer agrees to this with his order.

6.2 In case of services for which a tariff per hour is defined, the minimum calculation unit will be half an hour – if not defined otherwise. In case of longer utilization, the sum will be rounded up to the next half hour.

6.3 If FNG will purchase services from third parties on behalf of or for the benefit of another company, it may pass on the amount charged by the third party to the other company by adding a surcharge for the rendered efforts. The surcharge will be 15% of the passed on remuneration.

6.4 Registration procedures for passengers, cargo and mail

a) The following information has to be provided at landing and take-off

- Passengers
with the exception of the cabin crew on duty and children up to two years of age not entitled to occupy a seat. Last-minute passengers (LMC) must be included in the reported number of passengers.
- Cargo and mail
Cargo and mail include all items carried, regardless of whether parts of the load are carried on behalf of another airline (joint venture operation⁹ or for internal purposes of the airline (company and service cargo or mail). The masses of unit load devices (ULDs), e. g. containers, pallets, igloos, nets and equivalent devices are not counted towards cargo and mail masses. All mass data must be reported in kilograms.

b) The official flight report is part of the flight operations report at Nuremberg airport. In addition to the information required by law and transmitted exclusively to the Federal Statistical Office (Statistisches Bundesamt), the flight operations report contains information related to passengers, number of seats per booking class, passenger structure, passengers per booking class and the amount of baggage.

The flight operations report must be produced using a system operated by FNG. The flight operations reports must be transmitted as a file using a data transmission line of FNG. The required structure of this file is defined by the Federal Statistical Office (Statistisches Bundesamt) and FNG. The file must include all facts and figures of the flight operations report and the official flight report. The file is accepted as a hard copy only in exceptional cases.

The airline must ensure that all necessary inbound and outbound messages for the preparation of the official flight reports and flight operations reports for Nuremberg airport are prepared and dispatched. This generally involves such messages as Load Data Messages (LDM), Passenger Transfer Messages (PTM), Movement (MVT), Inbound Connection Lists (ICL), Container Pallet Messages (CPM), Statistical Load Summaries (SLS) and others in the respectively valid IATA format. The transfer messages must include the point of departure, the point of destination and the respective flight numbers. Personal data included in these messages is not forwarded to FNG.

All relevant data are stored by FNG.

The flight operations report has to be transmitted to FNG not later than the day after the landing or take-off. If FNG does not receive these data, the maximum possible number of passengers

and workload units for cargo or mail for the aircraft in question will be used to compute airport charges.

The collection and transmission of the data included in the official flight report for the Federal Statistical Office is governed by the Aviation Statistics Act.

In case of objections against invoices, the relevant documents (LDM, Load Sheet etc.) have to be submitted to ensure smooth processing. FNG reserves the right to charge processing fees if objections relate to missing or incorrect flight operations reports. Objections have to be filed at the very latest within one month after the date of the invoice. In case of any further questions, please contact your handling agent or the billing department of FNG.

6.5 Business relations between FNG and the respective user or other debtors are subject to German substantive law. The place of performance for each of the parties is exclusively defined as Nürnberg airport.

If any part of these general terms and conditions proves ineffective, this is without prejudice to the effectiveness of the remaining terms and conditions.

The German version of these general terms and conditions is authoritative. Translations are provided for information purposes only.

I B Airport charges not subject to authorization

7 PRM Charge

In addition to airport charges pursuant to tariff regulations aviation part 1A a PRM Charge is payable for the financing of assistance on airports for disabled persons and persons with reduced mobility when travelling by air (EU-Regulation 1107/2006 dated 5th July, 2006).

Effective from January 01, 2020, the PRM charge amounts to:

passenger flights	0,50 € per passenger (Passengers are the number of passengers on Board the aircraft for take-off.)
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The number of passengers aboard the aircraft when starting will not include children under the age of 2 years, who are not entitled to occupy a seat.

8 CUTE Charge

The Cute charge has to be paid in addition to landing charges and / or passenger charges for the financing of the CUTE and CUSS systems.

Effective from January 01, 2019, the CUTE charge amounts to:

passenger flights	0,43 € per passenger (Passengers are the number of passengers on Board the aircraft for take-off.)
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The number of passengers aboard the aircraft when starting will not include children under the age of 2 years, who are not entitled to occupy a seat.

9 General conditions – see paragraph I A, no 6

II Ground services General Terms and Conditions of Flughafen Nürnberg GmbH

1 General terms and conditions of ground services - Flughafen Nürnberg GmbH

effective from January 01, 2019

1.1 Handling services and standard

Flughafen Nürnberg GmbH (FNG) will conduct the ground handling services upon request by the airlines within the scope of the technical and staff-related range of opportunities.

Ground handling services will be effected according to FNG's usual procedures and international standards (ISAGO).

FNG will conduct the assigned services with trained staff. Upon request of the airlines and/or FNG, both parties will consult and support each other when it comes to scheduling the staff.

Charges according to Chapter III Additional Services will fall due for services which have been requested additionally by the airline.

FNG reserves the right to alter the list of services (item 2) any time; the airline will be informed accordingly in writing at least 60 days before the change will come into force.

All services will only be rendered upon instruction by the airline. Obtaining official permits etc. is the airline's responsibility.

1.2 Flight plans / handling sequence

In case of regularly scheduled flights within a certain period of time, the airline will provide FNG with their flight plans and potential specialties at least 3 months before it will come into force, so that FNG will be able to fulfill the services according to these terms and conditions.

Handling of individual flights is only possible if they had been announced to FNG at least 24 hours before the intended landing.

In case an airplane of the airline will be delayed and, consequently, the services to be rendered will overlap with those on behalf of third parties, FNG reserves the right to structure the sequence of those services autonomously. Likewise, this applies to diversions, which FNG will handle within the scope of their opportunities, as well as for flights which had been announced within a shorter period than 24 hours before the intended landing and for flights, which had been announced only one week before the intended landing.

1.3 Emergency landings and accidents

In any case, FNG will take all possible and appropriate measures immediately and without waiting for further instructions by the airline, in order to support passengers and crew as well as to secure the airline's property and to protect their own interest.

1.4 Charges, payment methods, data protection and other general conditions

See item I, sub-section 6 General conditions

1.5 Liability

FNG cannot be held liable for damages to the airline or for compensation claims against the airline in connection with the services rendered by FNG unless those damages or compensation claims were caused due to culpable conduct by FNG, their staff or sub-contractors.

FNG might be held liable for damages and loss of baggage, cargo, air mail and living animals within the scope of FNG's insurance policy in an amount of maximum 2,600,000 EUR per occurrence.

Notwithstanding paragraph 1 and 2, in individual cases FNG's liability will not exceed the airline's liability versus third parties.

1.6 Miscellaneous

- Use of check-in counters:
The allocation of check-in counters will be done by Flughafen Nürnberg GmbH.
- Use of Cute in terminals:
A fee per passenger will be charged for the use of cute in terminals in the check-in and gate area regardless of the fact if the handling was effected via Cute or manually (see I B charges not requiring authorization)

2 Service specifications for the administration of operations and Central Infrastructure facilities

2.1 Parking stands including facilities for pilotage / docking of airplanes

The parking stands on the apron are intended for the handling of airplanes. Other use – e. g. long-term parking of airplanes, more substantial maintenance works, engine test runs – is only allowed upon approval by the airport operator.

In the apron area, the airplane will be guided or piloted by the airport operator or one of their subcontractors.

Parking stands are administered and allocated by the airport operator. The airplanes will be marshaled by the handling agent's staff.

2.2 Jetways

Jetways consist of the transitional structure, the staircase and the movable jetway itself.

Jetways are administered and operated by the airport operator.

2.3 Disposal system for feces

The disposal system for feces consists of

a) the feces disposal station. It is located within the operations building. It has facilities for filling the vehicles with water and disinfectants as well as for draining the feces into a sub-floor-tank, which is connected to the sewage system. At the same time, the station serves for parking the vehicles in a heated space during cold weather conditions.

b) the feces disposal vehicles

The entire disposal system is administered and operated by the airport operator.

2.4 Supplying system for fresh water

The supplying system for fresh water consists of

a) the fresh water station. It is located within the operations building and has facilities for filling and disinfecting the vehicles. A 380 V electricity supply for the operation of the circulating pumps installed in the vehicles is available. At the same time, the station serves as heated parking facility for the fresh water vehicles.

b) the fresh water supply vehicles

The entire supply system is administered and operated by the airport operator

2.5 Waste collecting facility

The waste collecting facility for the disposal of waste from aircraft handling (except catering) consists of separate containers for the individual kinds of waste/recyclable material

Waste has to be taken from the airplane to the respectively marked collection facility and sorted separately into the respectively correct containers by the respective handling agent.

2.6 Baggage handling system

The baggage handling systems consist of

- a) the baggage sorting facilities and baggage transport for departing baggage from the check-in desk to the airplane.
- b) the baggage claim facilities and baggage transport for arriving baggage from the airplane to the baggage claim.

All baggage handling systems are administered and operated by the airport operator.

3 Charges passengers aircraft

effective from January 01, 2020

Type	Code	Parking Position: Jetway		Parking Position: Remote	
		Tarif	Charge €	Tarif	Charge €
up to 5 t MTOM		./.	./.	8000	63,20 €
Beechcraft 1900	BE1	./.	./.	8010	74,60 €
Dornier DO 228	D28	./.	./.	8010	74,60 €
Twin Otter DHC - 6	DHT	./.	./.	8010	74,60 €
Embraer 110 Bandeirante	EMB	./.	./.	8010	74,60 €
BAe Jetstream 31	J31	./.	./.	8010	74,60 €
LET L - 410	L4T	./.	./.	8010	74,60 €
Fairchild Metro 3 / 4	SWM	./.	./.	8010	74,60 €
Embraer EMB 120 Brasilia	EM2	./.	./.	8020	123,50 €
BAe Jetstream 41	J41	./.	./.	8020	123,50 €
Short 330	SH3	./.	./.	8020	123,50 €
Dornier DO - 328	D38	./.	./.	8030	164,40 €
Embraer ERJ 135	ER3	./.	./.	8030	164,40 €
Fairchild Dornier 328 Jet	FRJ	./.	./.	8030	164,40 €
Saab SF - 340	SF3	./.	./.	8030	164,40 €
Short 360	SH6	./.	./.	8030	164,40 €
Aerospatiale-Alenia ATR 42	AT4	./.	./.	8040	223,80 €
Canadair Regional Jet 100 / 200	CR1	./.	./.	8050	223,80 €
De Havilland DHC 8 - 300	DH3	./.	./.	8050	223,80 €
Embraer ERJ 145	ER4	./.	./.	8050	223,80 €
Fokker F 50	F50	./.	./.	8050	223,80 €
Saab 2000	S20	./.	./.	8050	223,80 €
Aerospatiale-Alenia ATR 72	AT7	./.	./.	8055	284,90 €
Canadair Regional Jet 700	CR7	./.	./.	8055	284,90 €
De Havilland DHC 8 - 400	DH4	./.	./.	8055	284,90 €
Fairchild 728	FA7	./.	./.	8055	284,90 €
BAe 146 - 100 / RJ 70	141	./.	./.	8060	305,30 €
Fokker 70	F70	7000	385,10 €	8060	305,30 €
Embraer 170	E70	7000	385,10 €	8060	305,30 €
BAe 146 - 200 / RJ 85	142	7010	431,30 €	8070	346,10 €
Canadair Regional Jet 900	CR9	7010	431,30 €	8070	346,10 €
Embraer 175	F75	7010	431,30 €	8070	346,10 €
Avro RJ 85	AR8	7010	431,30 €	8070	346,10 €
Fokker 100	100	7020	506,20 €	8080	405,90 €
BAe 146 - 300 / RJ 100 / 115	143	7020	506,20 €	8080	405,90 €
Avro RJ 100	AR1	7020	506,20 €	8080	405,90 €
Embraer 190 / 195	E90 / 95	7030	506,20 €	8080	405,90 €
Airbus A 318	318	7030	558,10 €	8090	446,40 €
Yakowlew YAK - 42	YK2	7030	558,10 €	8090	446,40 €

effective from January 01, 2020

Type	Code	Parking Position: Jetway		Parking Position: Remote	
		Tarif	Charge €	Tarif	Charge €
Boeing 737 - 500	735	7040	583,50 €	8100	465,60 €
Boeing 737 - 600	736	7040	583,50 €	8100	465,60 €
Airbus A 319	319	7050	659,40 €	8110	526,50 €
Boeing 737 - 300	733	7050	659,40 €	8110	526,50 €
Boeing 737 - 700	73G	7050	659,40 €	8110	526,50 €
McDonnell Douglas MD - 87	M87	7050	659,40 €	8110	526,50 €
McDonnell Douglas MD - 82	M82	7060	834,50 €	8120	667,60 €
McDonnell Douglas MD - 83	M83	7060	834,50 €	8120	667,60 €
Boeing 737 - 400	734	7070	860,00 €	8130	689,40 €
Boeing 727 - 200	722	7080	887,80 €	8140	709,70 €
Boeing 737 - 800	738	7080	887,80 €	8140	709,70 €
Boeing 737 - 900	739	7080	887,80 €	8140	709,70 €
Airbus A 320 - 100 / 200	320	7090	910,60 €	8150	730,00 €
Airbus A 321	321	7100	1.012,00 €	8160	810,10 €
Boeing 757 - 200	752	7110	1.214,90 €	8170	971,70 €
Boeing 757 - 300	753	./.	./.	8180	1.012,40 €
Airbus A 310 - 300	313	./.	./.	8190	1.133,10 €
Boeing 767 - 200	762	./.	./.	8190	1.133,10 €
Airbus A 330 - 200	332	./.	./.	8200	1.375,90 €
Boeing 767 - 300	763	./.	./.	8200	1.375,90 €
Airbus A 330 - 300	333	./.	./.	8210	1.498,00 €
Airbus A 340 - 300	343	./.	./.	8210	1.498,00 €
Boeing 777 - 200	772	./.	./.	8210	1.498,00 €
Boeing 747 - 400	744	./.	./.	8220	1.941,70 €

In case of non-commercial, maintenance, taxi, sightseeing, medical and ambulance flights as well as the respective positioning flights with aircraft of more than 1.2 t MTOM, a usage fee of 15% percent of the above mentioned charges will be invoiced for the operation and administration of central infrastructure facilities.

A fee amounting to 27,00 EUR per departure has to be paid for walkboarding procedures on parking positions 10 – 13 due to the fact that the second boarding counter at those gates cannot be used otherwise. Moreover, a charge amounting to 81,10 EUR per departure will be invoiced for all walkboarding procedures, regardless of the parking position, due to traffic-flow safety measures.

4 Charges cargo aircraft

effective from January 01, 2020

Type	Code	Tarif	Charge €
up to 20t MTOM		9000	18,40 €
Antonov AN - 26	AN6	9020	31,30 €
Aerospatiale-Alenia ATR 72	CL61	9021	35,50 €
BAe 146 - 200 QT / AVRO QT	14F/14Y	9040	67,30 €
Lockheed Electra L - 188	LOF	9040	67,30 €
BAe 146 - 300 QT / AVRO QT	14G/14Z	9050	80,10 €
Boeing 737 - 300/-400	73Q/73P	9060	95,80 €
Antonov AN - 12	ANF	9070	106,60 €
Lockheed Hercules L - 100 - 20 / 30 / C130	LOH/C130	9080	137,10 €
Boeing 757 - 200 PF	75F	9090	221,50 €
Airbus A 310 - 200 / -300	31F/313	9100	249,70 €
Airbus A 300 B4 / C4 / 600	ABF/ABX	9110	264,70 €
Boeing 767 - 300 / -200	76F/76X	9110	264,70 €
Airbus A330-300 / MDC DC-10-30	333/D1C	9115	343,40 €
Boeing MD Globemaster	C17	9120	422,10 €
Boeing 770-200 / MDC MD11	772/M1F	9130	473,60 €
Boeing 747 - 100 / 200	74X	9140	556,40 €
Boeing 747 - 400	74Y	9150	594,40 €
Boeing 747 - 800	74N	9155	665,50 €
Antonov AN-124	A4F	9160	718,50 €

III Additional services of Flughafen Nürnberg GmbH

1 Terms and conditions for the conditions for the supply of goods and services (additional services) by Flughafen Nürnberg GmbH

effective from January 01, 2019

1.1 Placing and accepting orders

Individual services and deliveries will only be executed after placing a legally binding, signed order. Order placement is not the basis for claims on the execution of the requested individual services and deliveries; order acceptance can only be done under reservation that the execution of the desired individual services and deliveries is possible.

1.2 Execution of orders

Proper execution of the individual services or deliveries has to be confirmed by the recipient on the order form.

If the confirmation cannot be effected, the ordering customer will bear the costs also in case he or she is not the recipient.

1.3 Billing procedures

For services, for which an hourly rate has been defined, the minimum calculation unit will be half an hour, unless otherwise stated in the list of charges.

The stated charges for equipment and vehicles are usually without the cost components for operating staff and drivers, unless otherwise stated; the charges for staff deployment have to be paid additionally.

1.4 Pricing methods

The smallest work unit for services with fixed hourly rates of pay is half an hour unless otherwise settled in the list of fees and charges.

The charges shown for making available equipment and cars are, as a rule, without share of the expense for operation personnel and driver; personnel expenses have to be added.

1.5 Terms of payment

See, Paragraph I A, no.6

1.6 Liability

The party placing the order shall relieve FNG from all claims, which may be filed by third parties in connection with the execution of the order.

The party placing the order shall be liable to FNG for all damages to persons or property caused by its or by acts of its agents during the execution of the order.

FNG does not assume any liability for damages which, regardless of the cause, are inflicted on persons or property during or in connection with the execution of the requested services or which result from the making available of equipment, tools or facilities; this does also apply when FNG has assumed the supervisory responsibility, except that such

damages are caused purposely or by gross negligence by FNG, its staff or communicating agents.

In the event of damage to or loss of baggage, freight, mail or live animals, FNG shall assume liability to the extent provided by its insurance cover but limited to a maximum amount of 2.600.000,00 Euro in each individual case.

2 Additional services and charges of Flughafen Nürnberg GmbH

effective from January 01, 2020

Tarif	Subject	Unit	Amount
31000	Fire brigade		
31100	Staff		
31101	Fire brigade incident commander	HH per hour	176,46 €
31102	Fire brigade supervisor	HH per hour	141,17 €
31103	Firefighter	HH per hour	117,61 €
31105	Guard duty for engine run (incl. 2 firefighters and fireengine)	HS per 30 minutes	258,77 €
31200	Vehicles		
31201	Airport Fire Fighting Vehicle13000L	HH per hour	333,03 €
31202	Fire Engine	HH per hour	134,95 €
31203	Command Vehicle	HH per hour	83,74 €
31204	Environmental Protection Vehicle	HH per hour	93,74 €
31205	Telescopic Loader	HH per hour	124,95 €
31206	Container loading truck	HH per hour	114,95 €
31207	Arian Ladder	HH per hour	191,25 €
31300	Services		
31301	Fire protection for refuelling of aircraft	VG per event	152,59 €
31302	Guard duty	HH per hour	on request
31303	Measurement (gas, radioactive)	VG per event	43,66 €
31307	Visitation fire brigade	PP per person	4,70 €
31310	Fire extinguisher check	VG per event	31,93 €
31311	Chemical protective suit, clean+check	ST per piece	91,49 €
31312	Breathing Mask clean+check	ST per piece	11,93 €
31313	Comp. Air breathing clean+check	ST per piece	29,99 €
31314	Comp. Air breathing refuelling	ST per piece	10,61 €
31316	Cooling of landing gear brakes	HS per 30 minutes	140,25 €
31318	Check of fall protective equipment for	VG per event	45,49 €
31325	Fire prevention training	PP per person	80,27 €
31326	Recovery of aircraft max 5 t MTOM	VG per event	2.967,69 €
31327	Recovery of aircraft 5 t to 30 t MTOM	VG per event	5.935,18 €
31328	Recovery of more than 30 t MTOM	VG per event	11.870,25 €
31329	Check of safety harness	VG per event	18,67 €
31330	Check of safety tether	VG per event	8,67 €
31331	Check of device for detent	VG per event	8,67 €
31332	Check of harness system	VG per event	43,35 €
31333	Recovery dolly ARTS 4/25 250 kn	VG per event	619,14 €
31334	Equipment Set Aircraft Recovery	VG per event	812,84 €
31335	Check basket handbarrow	VG per event	37,03 €

effective from January 01, 2020

Tarif	Subject	Unit	Amount
31336	Check attack handbarrow	VG per event	24,79 €
31342	Check device for detent	VG per event	71,40 €
31343	Aircraft fuselage transportation device	HS per 30 minutes	363,02 €
31345	perforated stell plates, Water Tank, AFF, displaced treshold	VG per event	154,53 €
31349	Putting into service of primary fire detector	VG per event	1.270,41 €
31350	Approval of fire alarm system	VG per event	395,15 €
31351	Fire brigade action due to false alarm	VG per event	498,78 €
31352	Aircraft Firefighting Training	VG per event	on request
31354	Fuel-absorption	VG per event	on request
31355	Remove of fuel	VG per event	on request
31356	malicious alert of the fire brigade	VG per event	1.034,69 €
31357	Deployment of a vehicle after severe weather or extreme natural events	VG per event	345,07 €
31358	checking of ladders	ST per piece	30,60 €
31400	Equipment		
31401	1 fire extinguisher	TA per commenced 24hour	11,93 €
31402	Firetrainer incl. Gas	VG per event	62,53 €
31403	Big Fan	HS per 30 minutes	37,03 €
31404	Breathing Mask	ST per piece	31,72 €
31406	Towtrailer-Platform	VG per event	421,77 €
31407	Aircraft lifting device	HS per 30 minutes	56,41 €
31409	Emergency generator, Chain shaw	HS per 30 minutes	22,44 €
31410	Sucker	HH per hour	56,51 €
31411	Immersion pump, small	HH per hour	27,54 €
31412	Compressed air breathing apparat.	ST per piece	33,86 €
31414	Submersible pump, big	HH per hour	28,05 €
31500	Material		
31501	Oil absorbing material	SK per sack	95,78 €
31503	BC-powder	KG per kilogramme	9,49 €
31504	Acid cement	EH per unit	112,40 €
31505	Water	CBM per cubic meter	6,53 €
31506	Oil mat	ST per piece	17,85 €
31507	Oil hose	ST per piece	115,46 €
31508	Oilbinder flotable	SK per sack	108,43 €
31510	carbon dioxide	KG per kilogramme	2,75 €
31511	airfilter	ST per piece	166,77 €
31512	rubber cloves	ST per piece	36,72 €
31513	barrel smal 60 ltr.	ST per piece	60,08 €

Tarif	Subject	Unit	Amount
31514	barrel wide 200 ltr.	ST per piece	125,46 €
31515	chemical protection suit	ST per piece	1.579,88 €
31516	disposable protective suit	ST per piece	89,86 €
31517	consumable resources according to actual costs	ST per piece	on request
31518	epidemic plague protection suit	ST per piece	1.481,35 €
31502	Emergency couches (unstaffed)	ST per piece	25,50 €
41000	Security		
41100	Staff		
41101	security patrols (SmB)	HH per hour	97,10 €
41105	Security guard	HH per hour	67,44 €
41107	Doorsecurity "Tigergang"	HH per hour	33,66 €
41200	Airport ID Cards		
41201	First security check	VG per event	40,00 €
41202	Repeated security check	VG per event	40,00 €
41203	ID card material costs	ST per piece	30,76 €
41204	service charge ID cards application	VG per event	37,86 €
41205	Loss of identity card / first time	VG per event	61,22 €
41206	Loss of identity card / repeated	VG per event	91,89 €
41207	No return of airport ID card	VG per event	271,22 €
41208	Printout report until 10 persons	VG per event	16,30 €
41209	Replacement document	VG per event	10,59 €
41218	Daily identity card	TA per commenced 24hour	11,93 €
41219	Cost of ordered but not picked up ID card	VG per event	23,70 €
41220	Charge for registration of securitypersonnell	PP per person	20,00 €
41300	Accessories Airport ID Cards		
41301	Identity card holder	VG per event	2,77 €
41302	Identity card clip	VG per event	1,18 €
41303	Identity card band	VG per event	3,78 €
41500	Authority access / Marshalling		
41501	Daytime authority access	VG per event	11,43 €
41502	Monthly authority access	VG per event	57,06 €
41503	3 month authority access	VG per event	117,73 €
41504	6 month authority access	VG per event	194,41 €
41505	Annual authority access	VG per event	352,23 €
41510	Marshalling from Gate 1	VG per event	37,44 €
41531	Special vehicle access to apron including personnel and car security check and guidance - for the first car	VG per event	280,34 €
41532	Special vehicle access for each additional car only in conjunction with 41531	VG per event	33,78 €

Tarif	Subject	Unit	Amount
41600	Closing		
41601	Locking cylinder with 3 keys (half type)	ST per piece	215,97 €
41602	Key	ST per piece	21,60 €
41603	working hours for key administration	HH per hour	68,57 €
41604	door unlock by locksmith	VG per event	34,33 €
41605	Locking cylinder with 3 keys (double type)	ST per piece	244,62 €
41606	replacement key	ST per piece	38,49 €
41607	additional charge for key clips in special colours	ST per piece	5,42 €
41608	Padlock	ST per piece	on request
41700	Training Security		
41701	iLearn / Avsec 24	VG per event	22,98 €
42000	Passenger Service		
42200	Other Services		
42202	Deposits	VG per event	5,34 €
42203	Lost properties up to 20,00 €	VG per event	2,02 €
42204	Lost properties from 20,01 € up to 100,00 €	VG per event	4,62 €
42205	Lost properties over 100,00 €	VG per event	9,16 €
42206	working hours for terminal service	HH per hour	61,85 €
42207	Storage of dangerous goods up to 20,00€	VG per event	2,02 €
42208	Storage of dangerous goods up to 100,00€	VG per event	4,62 €
42209	Storage of dangerous goods over 100,00€	VG per event	9,16 €
43000	Training		
43101	Instruction of driver	VG per event	83,33 €
43102	Instruction of dangerous goods	VG per event	111,18 €
43103	Training Security	VG per event	14,28 €
43104	Aviation Security 4h	VG per event	66,20 €
43105	Aviation Security 4h more than 10 persons	VG per event	53,35 €
43107	Leasing training classroom	VG per event	on request
43109	Training Security Administrator	VG per event	730,63 €
43110	Training Security Staff	VG per event	131,48 €
45200	Vehicles		
45201	Toilet service unit	HH per hour	86,60 €
45202	Portable water service unit	HH per hour	86,60 €
45310	Security Escort Service	PP per person	159,12 €
45600	Baggage		
45601	Storage of late-night baggage	VG per event	1,99 €
46000	Winter services		
46100	Vehicles		
46101	airblast runway sweeper	HH per hour	329,26 €
46102	snowblower	HH per hour	329,26 €
46103	beam sprayer	HH per hour	176,46 €
46104	grit spreader	HH per hour	176,46 €
46105	Tractor with snow plough	HH per hour	141,17 €
46106	wheel loader	HH per hour	141,17 €

Tarif	Subject	Unit	Amount
46107	dump truck	HH per hour	176,46 €
46108	snow plough	HH per hour	141,17 €
46200	Staff		
46201	winter services staff	HH per hour	106,49 €
46202	duty officer winter services	HH per hour	141,17 €
46300	Material		
46301	deicing fluid	KG per kilo-gramme	on request
46302	deicing granulate	KG per kilo-gramme	on request
46303	grit	TON per tonne	on request
51200	Leasing		
51201	Using Check-in Counter until 500.000 checked passengers	HH per hour	7,24 €
51202	Using Check-in Counter from 500.001 until 1.000.000 checked passengers	HH per hour	6,73 €
51203	Using Check-in Counter from 1.000.001 until 1.500.000 checked passengers	HH per hour	6,22 €
51204	Using Check-in Counter from 1.500.001 until 2.000.000 checked passengers	HH per hour	5,71 €
51205	Using Check-in Counter over 2.000.000 checked passengers	HH per hour	5,20 €
	Over 300.000 departing passengers per annum is a permanent rental possible.		
51250	Importing Airlinologo in FIDS	VG per event	134,54 €
58101	Sightseeing	HS per 30 minutes	30,00 €
58102	Photo / Filming support	HS per 30 minutes	30,00 €
58103	Photographs basic charge	HH per hour	84,00 €
58104	Photographs add. hour	HH per hour	44,00 €
58105	Filming basic charge	VG per event	180,00 €
58106	Filming add. hour	VG per event	90,00 €
58109	APT NUE as a reference	VG per event	210,00 €
58110	Guided Tour adult	VG per event	220,00 €
58111	Guided Tour children	VG per event	110,00 €
58112	Guided Tour family	VG per event	165,00 €
58113	Sunday Guided Tour adult	PP per person	10,00 €
58114	Sunday Guided Tour children	PP per person	5,00 €
58115	Sunday Guided Tour family	PP per person	25,00 €
58116	Sunday Guided Tour pensioners, students, pers. with disabilities	PP per person	8,00 €