



## Airport charges

effective from 28 March 2021

# Airport Charges Flughafen Nürnberg GmbH

## I Aviation

### I A Airport charges subject to authorisation as defined in Section 19b of the German Air Traffic Act LuftVG

|   |                              |    |
|---|------------------------------|----|
| 1 | Take-off charges             | 3  |
| 2 | Passenger charges            | 7  |
| 3 | Parking charges              | 7  |
| 4 | Blue Ocean Support programme | 8  |
| 5 | General conditions           | 14 |

### I B Airport charges not subject to authorisation

|   |  |    |
|---|--|----|
| 6 | PRM charge                                   | 18 |
| 7 | General conditions – see Section I A, Item 5 | 18 |

## II General Terms and Conditions for Ground Services Flughafen Nürnberg GmbH

|   |   |    |
|---|---|----|
| 1 | General terms and conditions for ground services of the Flughafen Nürnberg GmbH                   | 19 |
| 2 | Service specifications for the administration and operations of central infrastructure facilities | 20 |

### Important advice:

This document is a translation of the original German version.

The approved German version of Airport Charges is the legally valid basis.

No legal claim can be derived from this translation.

## I Aviation

### IA Airport charges subject to authorisation as defined in Section 19b of the German Air Traffic Act (LuftVG)

Take-off, passenger and parking charges effective from 28 March 2021

#### 1 Take-off charges

A take-off charge must be paid to the airport operator for the use of Nuremberg Airport facilities / infrastructure by an aircraft. This charge shall cover central infrastructure services in accordance with Section II of this List of Service Charges insofar as the List of Service Charges does not provide for separate items.

The take-off charge is based on the maximum take-off mass (MTOM) of the aircraft as specified in the certification documents, independent of any operating criteria. The MTOM must be proved with reference to the noise certificate or the Airplane Flight Manual (AFM) - Basic Manual - Section for Weight Limitations. Unless this documentation is submitted, the maximum known MTOM for this aircraft type will be taken as the calculation basis. Any change to the MTOM according to the noise certificate or AFM shall only be accepted if the airport operator has been notified of the change at least one month in advance. Retrospective reductions will not be granted.

The MTOM-based take-off charge also has to be paid for any touch-and-go landing.

Take-off charges are as follows for motor aircraft with a maximum take-off mass of:

- up to 1,200 kg (per take-off) €8.60
- 1,200 kg - 7,500 kg (per 1,000 kg of the MTOM or part thereof) €8.60
- Over 7,500 kg (per 1,000 kg of the MTOM or part thereof) €17.80

#### Air cargo traffic

(exclusively pure cargo flights operated under flight types 40 – 49 as defined by FNG)

- 7,501 kg - 87,999 kg MTOM (per 1,000 kg of the MTOM or part thereof) €12.00
- 88,000 kg - 150,999 kg MTOM (per 1,000 kg of the MTOM or part thereof) €10.00
- from 151,000 kg MTOM (per 1,000 kg of the MTOM or part thereof) €8.00

#### 1.1 Discount for training and instruction flights

For aircraft on training and instruction flights, the charges listed under Item 1 are reduced by 40%.

Training flights are flights made by civil student pilots from an authorised flying school that are necessary in order to meet the requirements to obtain a civil pilot's licence or rating as defined by the German Ordinance on Aircraft Personnel (Verordnung über Luftfahrtpersonal [LuftPersV]) or JAR-FCL.

Instruction flights are flights during which technical and aeronautical instruction is provided for civil pilots; the pilots to be instructed must hold a valid pilot's licence and rating for the aircraft type flown; the instructor must be on board of the aircraft.

## 1.2 Discount for ambulance flights

For aircraft on ambulance flights, the charges listed under Item 1 are reduced by 10%. Ambulance flights are direct flights to or from a hospital as well as the necessary positioning flights using ambulance aircraft. Ambulance aircraft are aircraft with specialised medical / intensive care equipment. Ambulance flights must be announced in advance. Retrospective announcements will not be acknowledged.

## 1.3 Incentives for noise-reducing control surfaces

Any aircraft type that can be proven to have a vortex generator shall obtain a reduction of €30.00 per take-off upon receipt of the certification by the airport operator.

## 1.4 Noise surcharges

The take-off charge includes a noise charge for Category D aircraft. Aircraft in other categories shall receive corresponding surcharges or discounts on the take-off charge. The brackets are derived from the average of the three certified noise values (take-off, sideline and approach) according to the noise certificate. Unless this documentation is submitted, the maximum known average of this aircraft type will be taken as the basis for calculation. Retrospective reductions will not be granted. Any change to the average according to the noise certificate or AFM will only be accepted if the airport operator has been notified of the change at least one month in advance.

### a) Certified in accordance with ICAO, Annex 16

| Category | *Effectively perceived noise in dB (average of the three certified noise measurements according to the noise certificate) | Surcharge/discount on take-off charge |
|----------|---|---------------------------------------|
| A        | up to 10,000 kg MTOM  | –                                     |
| B        | up to 83 EPNdB*   | -20%                                  |
| C        | 83.1 – 87 EPNdB*  | -10%                                  |
| D        | 87.1 – 92 EPNdB*  | –                                     |
| E        | 92.1 – 98 EPNdB*  | +10%                                  |
| F        | from 98.1 EPNdB*  | +20%                                  |

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

| Category | Propulsion type       | Surcharge on take-off charge |
|----------|-----------------------|------------------------------|
| G        | Turbo-jet             | +50%                         |
| H        | Other propulsion type | +40%                         |

## 1.5 Night surcharges

In addition to the take-off charge determined according to Item 1, a night surcharge shall be due on take-offs between 22:00 and 05:59 (local time). The night surcharges shall be sub-divided into four time periods:

|              |                            |               |
|--------------|----------------------------|---------------|
| Category I   | 22:00 – 22:59 (local time) | 5% surcharge  |
| Category II  | 23:00 – 23:59 (local time) | 20% surcharge |
| Category III | 00:00 – 04:59 (local time) | 50% surcharge |
| Category IV  | 05:00 – 05:59 (local time) | 20% surcharge |

## 1.6 NOX-dependent take-off charges

The emission-based charge per emission value amounts to €3.00 per take-off.

The emission value is the nitric oxide equivalent value per kilogram emitted by the aircraft during the standardised landing and take-off procedure (landing and take-off [LTO] cycle). The necessary data for aircraft and engine types will be determined according to a recognised fleet database.

The emission value is determined using the ERLIG formula (ERLIG = Emission Related Landing Charges Investigation Group, ECAC) on the basis of certified nitric oxide (NOX) and hydrocarbon (HC) emissions per engine during the LTO cycle according to ICAO Annex 16, Volume II.

Calculation formula:

$$\text{NOX}_{\text{aircraft}}[\text{kg}] = (\text{number of engines} \times \sum_{\text{Mode}} \text{time} [\text{s}] \times \text{fuel consumption} [\text{kg/s}] \times \text{emission factor} [\text{g/kg}]) / 1000$$

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

$$\begin{aligned} a &= 1; & \text{if } D_{\text{pHC}}/F_{00} \leq 19.6 \text{ g/kN} \\ a &= (D_{\text{pHC}}/F_{00}) / 19.6 \text{ g/kN}; & \text{if } D_{\text{pHC}}/F_{00} > 19.6 \text{ g/kN mit } a_{\text{max}} = 4 \end{aligned}$$

Nitric oxide equivalent (emission value) of the aircraft = a x NOx 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 Swedish Defence Research Agency (FOI) for turboprop engines.

If there are more or divergent entries in those emission databases for one engine type, the highest recorded emission value shall be used regardless of the respective operating criteria.

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

If an engine is not contained in one of the available emission databases and if it is also not possible to use a standard engine, the engine shall be assessed according to the German Aerospace Center (DLR) study of 28 February 2005.

The operation of an engine type with lower emission values (e.g. due to different UID numbers or engine versions marked "re-rated") must be proved to the airport operator by submitting the Airplane Flight Manual (AFM) as well as the relevant ICAO certificate or the manufacturer's certificate of origin. If this has not been proved, the airport operator will use the highest emission value known for the aircraft or engine type to calculate the charges in each case.

Any increase or decrease in the emission values of an aircraft according to the AFM, the ICAO certificate or the manufacturer's certificate of origin must be communicated to the airport operator immediately.

Movements for which increased emission values are subsequently determined may be subject to subsequent charges; reduced values will be taken into account as soon as they have been demonstrated and verified. Retrospective reductions shall not be granted.

By way of derogation from the general rule, aircraft emissions shall be calculated as follows:

|   |       |
|---|-------|
| Up to 1,200 kg MTOM flat-rate charge per take-off | €1.00 |
| 1,201 kg bis 10,000 kg MTOM pauschal je Start     | €3.00 |

### 1.7 Surcharge for jetway positions

A surcharge of 15% on the take-off charge shall be levied for parking at a jetway position.

### 1.8 Turnaround surcharge

For all flight Types 11 - 35 as defined by FNG, a surcharge of 20% on the take-off charge shall be levied in the event of a longer turnaround than indicated in the table below.

The following planned turnaround times (difference between STA and STD) are free of surcharge:

|                               |           |
|-------------------------------|-----------|
| Aircraft with up to 130 seats | ≤ 35 min. |
| Aircraft with 131 - 200 seats | ≤ 45 min. |
| Aircraft with 201 - 240 seats | ≤ 55 min. |
| Aircraft from 241 seats       | ≤ 70 min. |

No surcharge shall be charged for base carriers and night stops (with regard to the latter: last arrival before 23:00 local time and first departure after 06:00 local time at NUE; the aircraft must arrive from the same destination to which the aircraft is departing).

### 1.9 Baggage surcharges

The following surcharges shall be charged for hold baggage in addition to the take-off charge:

|   |       |
|---|-------|
| per item of hold baggage (without sorting criteria) | €2.00 |
| per item of hold baggage (with sorting criteria)    | €4.00 |

The airline is obliged to notify the airport operator of the number of sorting criteria at [baggage@airport-nuernberg.de](mailto:baggage@airport-nuernberg.de) before each departure. A general notification is sufficient for regular departures. If the airline does not provide any information, the highest rate shall be charged.

### 1.10 Faeces disposal / Fresh water supply

|                            |        |
|----------------------------|--------|
| Faeces disposal per use    | €90.00 |
| Fresh water supply per use | €90.00 |

## 2 Passenger charges

In addition to the landing and take-off charges, a passenger charge must be paid to the airport operator. For commercial air traffic, civil military charters and military transport, the passenger charge shall be based on the number of passengers on board the aircraft at take-off.

The passenger charge per passenger is €4.00

Passengers are all persons on board the aircraft at take-off, with the exception of:

- a) Children under the age of 2 years, who are not entitled to occupy a seat.
- b) Crew members (crew on duty)

## 3 Parking charges

A parking charge must be paid to the airport operator each time an aircraft is parked at the airport.

The amount of the parking charge shall be based on the highest maximum take-off mass of the aircraft specified in the certification documents.

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

| Category | Position group  | Charged from on-block time plus | Charge per 1,000 kg MTOM or part thereof and per 24 hours |
|----------|---|---------------------------------|---|
| 1        | Main apron N1 – passenger boarding bridge positions                           | 120 minutes                     | €5.69   |
| 2        | Aprons S1 and S2 (GAT) positions and GAT flight types on Category 3 positions | 120 minutes                     | €4.26   |
| 3        | Main apron N1 and N2 – remote positions                                       | 120 minutes                     | €2.84   |

The minimum charge shall be €4.85 for 24 hours or part thereof.

If aircraft are expected to remain parked in excess of 30 consecutive days, a rental agreement may be concluded between the aircraft holder and the airport operator prior to parking.

## 4 Blue Ocean Support programme

Incentive programme offered by Flughafen Nürnberg GmbH (FNG) for improvements in connectivity and traffic development at Nuremberg Airport

### General / Requirements

The following components of the incentive programme shall apply exclusively to airlines that fly regularly to Nuremberg Airport (NUE). Insofar as the incentive programme is not based on individual flight movements but on a certain number of flights, regular flight movements or passengers within a particular period, the flights and volumes examined shall always be those derived from flights that are operated under the same IATA/ICAO airline code and for which the respective flight number is not a code-share flight number.

The only exception to the aforementioned conditions is the incentive for electrically powered aircraft in accordance with Item 4.1.1.

With the exception of the components of the Blue Ocean Bonus incentive programme (BOB according to Item 4.2), all benefits shall be granted automatically by FNG if the conditions are met. The Blue Ocean Bonus (BOB according to Item 4.2) shall only be granted after prior application and approval.

**The appropriate form** must be used to apply.

The application may be submitted via email to [blueoceanbonus@airport-nuernberg.de](mailto:blueoceanbonus@airport-nuernberg.de). The airline shall receive a corresponding decision on the granting of the incentive once the application has been submitted and positively reviewed.

The exclusive assessment basis for all components shall be the traffic data collected by FNG. With the exception of the Blue Ocean Bonus, all components will only be invoiced after the end of the respective traffic year (beginning of the IATA summer scheduling season until the end of the subsequent IATA winter scheduling season, the exact date being defined by the scheduling seasons published by IATA), after FNG has transmitted the corresponding traffic figures to the respective airline. The traffic figures shall be transmitted to the airline no later than 8 weeks after the end of the traffic year. FNG shall issue the airline with a corresponding credit note once it has approved the traffic figures.

FNG may discontinue the incentive programme as a whole or individual components thereof with effect for the future. Incentive commitments already granted under the Blue Ocean Bonus programme (BOB according to Item 4.2) shall remain effective until their expiry. This shall not apply if continuing to grant the incentive were to infringe a law that has precedence over this List of Service Charges.

Insofar as a condition for an incentive is that the service on an eligible route must be maintained for at least a percentage of the duration of an IATA scheduling season, in the event that a route is commenced/started during an IATA scheduling season, the assessment period for this IATA scheduling season shall be the period between the date on which the route was started and the end of the IATA scheduling season.

## 4.1 Incentives for environmentally sustainable air traffic

FNG offers an incentive for the timely use of new, ecologically sustainable forms of air traffic propulsion at Nuremberg Airport. This applies both to electrically operated aircraft and to alternative aircraft fuel, hereinafter referred to as sustainable aviation fuel (SAF).

### 4.1.1 Electric aircraft

In order to promote flight movements with aircraft powered solely by electricity (i.e. aircraft without an internal combustion engine) for both commercial and general aviation, the take-off charge shall be reduced to a fee of €1.00 per 1,000 kg MTOM or part thereof.

### 4.1.2 Use of alternative fuels / sustainable aviation fuel (SAF)

FNG offers an incentive for the provision and future use of alternative aircraft fuel at Nuremberg Airport. FNG only offers an incentive for the use of blended fuel that is certified according to the EU Renewable Energy Directive (RED II).

FNG's aim is to promote the use of fuels that are produced using only electricity from renewable energy sources and only residual material/residual biomass that does not compete with food production.

For each 1,000 kg of SAF that can be added to the fuel tank, FNG shall reimburse an amount of €250.00 up to a maximum of €1,000.00 per refuelling/departure.

The following conditions must be met:

- The airline must prove that it has obtained the SAF for departure from Nuremberg in Nuremberg.
- The incentive shall be granted per 1,000 kg of pure SAF and the mixing ratio shall be taken into account accordingly.
- The airline must provide FNG with this proof in the form of a receipt from the fuel service company for each departure (including flight number and date).

### 4.1.3 Avoidance of short-haul flights

New routes to destinations that can be reached by rail using a regular (i.e. several times daily) service with a maximum total journey time of three hours are excluded from the route incentive programme (Blue Ocean bonus).

### 4.1.4 Incentives for the use of low-emission aircraft types

FNG offers an incentive for the prompt deployment of low-noise and low-emission aircraft of the latest generation at Nuremberg Airport. FNG offers an incentive for each take-off by one of the following aircraft types with a flat-rate discount on the fixed take-off charge.

| Low-emission aircraft types   | Incentive per departure |
|---|-------------------------|
| Airbus A220* (221 and 223), Airbus A319neo (19N) and Embraer E2 generation (275, 290 and 295) | €150.00                 |
| Airbus A320neo (20N) and Boeing 737MAX generation (7M7, 7M8 and 7M9)                          | €200.00                 |
| Airbus A321neo (21N)  | €250.00                 |

\* also applies to the Bombardier C series (CS1, CS2, CS3)

## 4.2 Blue Ocean Bonus route incentive programme

### 4.2.1 Basis of entitlement, definitions

The Blue Ocean Bonus (BOB) offers an incentive for the assumption, establishment and stabilisation of routes in order to further improve the connectivity of the airport and the region insofar as this is not excluded by Item 4.1.3.

Eligible routes under the BOB programme are those which have not been operated or have not been operated on a permanent basis in the seven years prior to the entry into force of this List of Service Charges (i.e. since 23 March 2014) and which are not operated by any other airline at the time of the planned start of operation.

A route is considered to be operated on a non-permanent basis if no airline has operated regular services on the route for two consecutive scheduling seasons (i.e. at least once a week and for 80% of the duration of the relevant scheduling season). FNG shall not grant incentives if servicing a route is interrupted primarily by the Corona pandemic. In such a case, FNG must provide an appropriate reason for a refusal.

The incentive period shall begin as soon as the first flight on an eligible route is operated. The respective destination airport (based on the 3-letter code) is decisive for defining the route.

**FNG's entitlement for repayment:** In the event that an airline receiving an incentive discontinues the operation of an incentivised route during the incentive period, Nuremberg Airport shall have the right to charge the difference between the reduced charges and the regular charges for the period between the start of the respective scheduling season during which the route was discontinued and the time at which the route was discontinued.

**Resumption:** A route that is incentivised and discontinued under this programme may be resumed at any time by the beneficiary airline. If no other airline is operating the route at the time, the airline may be permitted to continue the interrupted incentive (irrespective of the length of the interruption) upon request.

**Equality of competition:** If, from a certain point in time, another airline operates a route for which an airline already receives a route-based incentive under this programme, the second airline shall also be granted the relevant discount rate for the corresponding remaining period of the first airline, provided that the other conditions for the incentive are met.

The criteria of equality of competition take precedence over those of resumption.

**Market disruption:** If a route is discontinued permanently at short notice, i.e. unexpectedly, or if it is announced that it will be discontinued permanently at short notice, this route shall be deemed to be a non-permanently operated route from the time when the route is no longer operated. This applies only on condition that no other airline operates on this route. This means that an airline **other** than the airline discontinuing the route can apply for an incentive for the full duration of the programme under these provisions.

All discount rates listed below refer exclusively to the take-off and passenger charges. Other selective airport services and surcharges are **not** discountable in this context.

Routes already supported by a previous List of Service Charges with BOB-incentivised routes shall be transferred to the respective incentive year by applying the new incentive rates.

#### 4.2.2 Blue Ocean Bonus for routes operated several times weekly

These components are valid for all passenger traffic routes that are operated several times weekly from Nuremberg.

| Year | Discount rate on take-off and passenger charges in the respective incentive year |
|------|--|
| 1    | 80%  |
| 2    | 70%  |
| 3    | 60%  |
| 4    | 50%  |
| 5    | 40%  |

Requirements:

- The route has not been operated or has not been operated permanently for the last 7 years.
- Flights on the route eligible for the incentive must be operated at least **twice** weekly.
- Flights on the eligible route will be operated for at least 80% of the duration of an IATA scheduling season.

The BOB for routes that are operated regularly (several times a week) may be granted on a seasonal basis, e.g. for five consecutive summer scheduling seasons, in which case each season shall be considered a full incentive year.

#### 4.2.3 Blue Ocean Bonus for leisure routes

By way of derogation from Item 4.2.2 leisure routes operated at low frequency (e.g. once a week) may be incentivised as follows.

| Year | Discount rate on take-off and passenger charges in the respective incentive year |
|------|--|
| 1    | 40%  |
| 2    | 20%  |

Requirements:

- Operation of an eligible route as defined above.
- The number of flights on the eligible route must be at least **one** per week.
- The number of flights on the eligible route must be operated for at least 60% of the duration of an IATA scheduling season.
- Take-off must be between 06:00 and 22:00 local time.

The BOB for leisure routes may be granted on a seasonal basis, e.g. for two consecutive summer scheduling periods, in which case each season shall be considered to be one year. If the frequency is increased to two departures per week and the service period is extended at the same time, the route may be eligible for transfer to the conditions set out in Item 4.2.2.

#### 4.2.4 Blue Ocean Bonus route sustainability components (BOB+)

For all routes that have received a BOB incentive or were assumed after 28 March 2014, the airline may apply for a flat-rate incentive of 30% to be applied to the take-off and passenger charges for a further five years.

Requirements:

- Previous incentivisation of the route under the BOB according to Item 4.2.2.
- For incentivisation under the sustainability components, the conditions for incentivisation under Item 4.2.2 (Blue Ocean Bonus for routes operated with several flights weekly) must be met for the entire incentive period of the route sustainability components.
- A separate application must be submitted for incentivisation under Item 4.2.4.
- When deciding on the application, the basic eligibility criteria for granting the BOB under Item 4.2.1 must be assessed and justified why incentivisation is necessary in terms of connectivity.

#### 4.2.5 Blue Ocean Bonus for cargo routes

The expansion of regular cargo connections is incentivised as follows:

| Year | Discount on fixed take-off charge | Discount on fixed take-off charge for airlines with aircraft based/stationed |
|------|-----------------------------------|--|
| 1    | 60%                               | 65%  |
| 2    | 55%                               | 60%  |
| 3    | 40%                               | 45%  |

Requirements:

- The route has not been operated regularly (i.e. for at least 2 scheduling seasons) for air cargo traffic from Nuremberg.
- Cargo services must be operated regularly (i.e. at least once a week for at least 80% of an IATA scheduling season).
- Only take-offs that take place outside of night-time hours (23:00 - 04:59 local time) will be incentivised.

If an airline operates an existing service regularly (i.e. at least once a week for more than 80% of the duration of an IATA scheduling season) with wide-body aircraft and actively offers air cargo capacity, it shall receive a 30% discount on the take-off charge on these flights. FNG must be provided with appropriate evidence that the cargo capacity has been sold.

If a positioning flight is required to perform a single air cargo flight movement (e.g. in the context of one-off cargo charter flights), a 50% reduction on the take-off charge may be granted at the request of airline. The prerequisite is that one flight movement (i.e. a take-off or landing) is performed without a payload and is managed by the airport operator under Flight Type 65 ("Positioning flights for cargo and mail traffic").

### 4.3 Volume-based incentives

FNG supports airlines that generate a significant and sustainable passenger volume at Nuremberg Airport. Airlines that have an aircraft based/stationed at Nuremberg Airport receive additional support because of their particular importance for the utilisation of airport infrastructure. The classification is based on the number of embarking passengers generated by the airline at NUE per traffic year. All embarking passengers generated by an airline in regular and scheduled commercial air traffic from Nuremberg during a traffic year are taken into account. Irregular flight movements (e.g. diverted flights) are therefore excluded.

The discount rates mentioned in the table below are based exclusively on the take-off and passenger charges. Other selective airport services and surcharges are not discountable in this context.

The crediting of volume discounts for routes that have already received an incentive through the BOB is based on the reduced take-off and passenger charges after deduction of the BOB incentive.

| PAX per traffic year | Discount | Discount for airlines with aircraft based |
|----------------------|----------|---|
| 75,000 - 124,999     | 15%      | 20%                                       |
| 125,000 - 174,999    | 20%      | 25%                                       |
| 175,000 - 224,999    | 25%      | 30%                                       |
| 225,000 - 274,999    | 30%      | 35%                                       |
| 275,000 - 324,999    | 35%      | 40%                                       |
| 325,000 - 374,999    | 40%      | 45%                                       |
| 375,000 - 424,999    | 45%      | 50%                                       |
| 425,000 - 474,999    | 47.5%    | 52.5%                                     |
| from 475,000         | 50%      | 55%                                       |

Due to the recovery phase in 2021 caused by the Corona pandemic, each bracket will be reduced by 25,000 from the entry into force of this List of Service Charges until the end of the winter scheduling season 2021/2022.

“Based” or “stationed” means the fixed stationing of an aircraft upon which maintenance is performed that meets the minimum criteria of a ramp or daily check (R check) and whose crew is stationed at Nuremberg Airport. Proof of the stationing of a crew includes such measures as renting a crew room.

If an airline operates its flights under two different aircraft operating certificates (AOCs) purely for reasons of traffic law, the resulting volumes may be jointly estimated in order to calculate the volume incentive. Proof of this must be provided to the airport operator and justification must be provided for such a joint assessment.

If an airline provides a verifiable and comprehensible forecast of passenger volume for the coming traffic year, billing in accordance with the forecast volume scale is possible on request.

#### 4.4 Incentives for night stops

The airport operator offers an incentive for airlines in positioning aircraft for night stops at Nuremberg Airport in order to optimise connectivity (e.g. to hubs), thereby contributing to the additional costs of crew accommodation and maintenance capacity.

| Aircraft size | Incentive granted per night stop aircraft per month |
|---------------|---|
| <100 seats    | €7,500.00   |
| ≥100 seats    | €9,000.00   |

The night stop at NUE must be available all year round (at least 80% of the IATA scheduling season) and must include an average of at least 4 stops per week. The first departure (after 06:00 local time) and the last arrival (before 23:00 local time) must be from/to NUE and the aircraft must arrive from the same destination to which the aircraft is departing). The decisive factor in determining the classification is the aircraft that is used for over 50% of the night stops.

The night stop incentive cannot be claimed if the base criteria are taken into account for the volume incentive.

### 5 General conditions

**5.1** The debtors for the airport charges are joint debtors and include the following:

- a) the airline under whose airline code/flight number the respective flight is performed,
- b) as joint debtor those airlines under whose airline codes/flight numbers the respective flight is performed (code sharing),
- c) the aircraft holder,
- d) any other company that requests the airport operator to issue the invoice for the charges to its name.
- e) any natural or legal person other than the holder or owner using the aircraft, e.g. lessees.
- f) the aircraft owner

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

**5.3** Payments may be postponed only if the debtor has made an advance payment or has provided FNG with collateral in the form of a bank deposit or a directly enforceable guarantee by a bank (surety agreement). In this event, the invoice shall be issued at the beginning of each calendar month for the previous month. Invoices shall be payable immediately upon receipt, free of charge and expenses, in Euros to one of FNG's accounts. In the event 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.

If there is no surety agreement, any charges incurred must be paid prior to each departure. FNG is entitled to charge the respective airport charge immediately upon utilisation of any delivery or service. FNG shall issue an invoice to the debtor immediately. This invoice must be settled in cash or with an instantly effective means of payment that is 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. FNG may also determine at its own discretion 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 if the debtor is repeatedly or substantially in arrears with payments or if any other special circumstances result in a reasonable interest in a collateral agreement. The statutory rights of FNG from reciprocal contracts remain unaffected. In particular, FNG may refuse the fulfilment of incumbent services, even if these are necessary for the performance of a flight.

**5.4** The amounts stated in this List of Service Charges and elsewhere are net amounts, i.e. German contractors must also pay the valid VAT rate in each case, unless the charges constitute tax-free aviation revenue according to legal provisions and the contractor can provide proof of these provisions (Sections 4 (2) and 8 of the German VAT Act (Umsatzsteuergesetz [UStG]) e.g. by an air operator certificate (AOC).

Contractors resident in and/or with a place of business within the EU must prove their commercial status in writing in advance by submitting a valid VAT ID No.

Any other contractor who is neither resident nor has a place of business in an EU member state must prove its commercial status by submitting an equivalent certificate from a third-country authority (e.g. commercial register excerpt).

The aforementioned documents must be sent to [buchhaltung@airport-nuernberg.de](mailto:buchhaltung@airport-nuernberg.de).

If FNG advises in an invoice that the recipient double-check the invoice and make any objection to its correctness within a reasonable period, the invoice shall be regarded as correct and accepted if the recipient fails to object within a reasonable period. The reasonable period for doing so shall be one month starting from the issue date of the invoice, if FNG does not stipulate any longer period. The general legal terms regarding the consequences of silence in commercial transactions shall apply also within shorter periods.

FNG shall send invoices in electronic form as PDF documents according to the provisions of German tax law. The customer agrees to this with its order.

**5.5** In the case of services for which an hourly rate is stipulated, the minimum calculation unit shall, insofar as it is not otherwise stipulated, be half an hour. In the event of longer utilisation, the sum shall be rounded up to the next half hour.

**5.6** If FNG purchases services from third parties on behalf of or for the benefit of another company, it may pass on the fee charged by the third party to the other company by adding a surcharge for the rendered efforts. The surcharge shall be 15% of the passed-on fee.

## 5.7 Reporting procedures for passengers, cargo and mail

a) The following information must be reported:

- **Passengers present at take-off and landing**

with the exception of on-duty cabin crew and children under two years of age, who are not entitled to occupy a seat. Last-minute passengers (last minute changes [LMC]) must be included in the reported number of passengers.

- **Cargo and mail present at take-off and landing**

Cargo and mail include all items carried, regardless of whether parts of the load are carried on behalf of another airline (joint venture operation) or for the purposes of the airline itself (company and service cargo or mail). The masses of unit load devices (ULDs), e.g. containers, pallets, igloos, nets and equivalent devices, do not count towards cargo and mail masses. All mass data must be reported in kilogrammes (kg).

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 German Federal Statistical Office (Destatis), the flight operations report contains information regarding passengers, the 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. Flight operations reports must be transmitted as a file using an FNG data transmission line. The required structure of this file is defined by the German Federal Statistical Office (Destatis) and FNG. The file must include all the data in the flight operations report and the official flight report. The file shall be 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 FNG are prepared and dispatched. This generally involves such messages as load data messages (LDM), passenger transfer messages (PTM), movements (MVT), inbound connection lists (ICL), container pallet messages (CPM), statistical load summaries (SLS), etc. in the valid IATA format in each case. Passenger transfer messages must include the point of departure, the point of destination and the respective flight numbers. Personal data included in these messages will not be forwarded to FNG.

FNG is entitled to store all relevant data.

The flight operations report must be transmitted to FNG no later than the day after the landing or take-off. If FNG does not receive the report, the maximum possible number of passengers and workload units for cargo or mail for the aircraft in question will be used to calculate the airport charges.

The collection and transmission of the data included in the official flight report for the German Federal Statistical Office (Destatis) is regulated by the German Aviation Statistics Act (Verkehrsstatistikgesetz [VerkStatG]).

In the event of any objections to an invoice, the relevant documents (LDM, load sheet etc.) must be submitted to ensure smooth processing. FNG reserves the right to charge processing fees if objections relate to missing or incorrect flight operations reports

Any objection must be filed within one month of the date of the invoice. In case of any further questions, please contact the handling agent or FNG's billing department.

**5.8** Business relations between FNG and the user or other debtors are subject to the applicable German law. The place of performance for each party is exclusively defined as Nuremberg Airport.

If any part of these General Terms and Conditions proves invalid, this shall not affect the validity of the remaining provisions.

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

## **I B Airport charges not subject to authorisation**

### **6 PRM charge**

In addition to the charges pursuant to Section I A, a PRM charge is payable for the financing of assistance at airports for “disabled persons” and “persons with reduced mobility when travelling by air” in accordance with EU Regulation 1107/2006 of 5 July 2006.

Effective from 28 March 2021, the PRM charge shall amount to:

Per passenger for passenger flights    €0.65

(“Passengers” is defined as the number of passengers on board the aircraft upon take-off.)

The number of passengers on board the aircraft upon take-off shall not include children under the age of 2 years, who are not entitled to occupy a seat.

### **7 General conditions – see Section I A, Item 5**

## **II General Terms and Conditions for Ground Services: Flughafen Nürnberg GmbH**

### **1 General terms and conditions for ground services: Flughafen Nürnberg GmbH**

#### **1.1 Handling services and standard**

If requested by an airline, Flughafen Nürnberg GmbH (FNG) shall conduct the ground handling services within the scope of its technical and staffing abilities.

Ground handling services shall be performed according to FNG's usual procedures and international standard (ISAGO).

FNG shall conduct the assigned services with trained staff. If the airline and/or FNG so requests, both parties shall consult and support each other in the scheduling of staff.

Charges according to Section III (Additional Services and Charges) will be incurred for any additional services that the airline has requested.

FNG reserves the right to amend the Service Specifications any time; FNG shall inform the airline in writing at least 60 days before the amendment comes into force.

Any services will only be rendered upon instruction by the airline. It is the airline's responsibility to obtain official permits etc.

#### **1.2 Flight plans / handling sequence**

In the case of regularly scheduled flights within a certain period of time, the airline shall provide FNG with its flight plans and potential peculiarities at least 3 months before it comes into force, so that FNG is able to fulfil the services according to these General Terms and Conditions.

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

In the event that an airline's aircraft is delayed and the services to be rendered consequently overlap with services to be rendered to third parties, FNG reserves the right to structure the sequence of such services autonomously. This also applies to diverted landings, which FNG will handle within the scope of its abilities, flights that are announced less than 24 hours before the intended landing, and flights that are announced only one week before the intended landing.

#### **1.3 Emergency landings and accidents**

In the event of an emergency, 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 its own interests.

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

See Section I A, Item 5 (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 such damages or compensation claims are due to culpable conduct by FNG, its staff or its vicarious agents.

In the event of damage to or loss of baggage, air cargo, 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 in each individual case.

Notwithstanding Items 1 and 2, FNG's liability in individual cases shall not exceed the airline's liability towards third parties.

## **1.6 Miscellaneous**

- Use of check-in counters:

Check-in counters shall be allocated by Flughafen Nürnberg GmbH

- Use of CUTE in terminals:

A per passenger charge will be charged for the use of CUTE in terminals in the check-in and gate area regardless of whether the handling is via CUTE or manual (see Section I B [Airport charges not subject to authorisation]).

## **2 Service specifications for the administration and operations of central infrastructure facilities**

### **2.1 Parking stands including facilities for marshalling/docking aircraft**

The parking stands on the apron are intended for handling aircraft traffic. Other use (e.g. long-term parking of aircraft, more substantial maintenance, engine test runs) is permitted only upon approval by the airport operator.

In the apron area, the aircraft is marshalled by the airport operator or one of its subcontractors.

Parking stands are administered and allocated by the airport operator. Aircraft are marshalled to the parking stand by the handling agent's staff.

### **2.2 Passenger boarding bridges**

Passenger boarding bridges consist of the transitional structure, the staircase and the movable connector. Passenger boarding bridges are administered and operated by the airport operator.

### **2.3 Disposal system for faeces**

The disposal system for faeces consists of:

- a) the faeces disposal station. This is located within the operations building. This building has facilities for filling the vehicles with water and disinfectant, as well as for draining the faeces into an underfloor tank, which is connected to the sewage system. The station also serves as a heated parking facility for the vehicles in cold weather.
- b) the faeces disposal vehicles.

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

### **2.4 Fresh water supply system**

The fresh water supply system consists of:

- a) the fresh water station. This is located within the operations building and has facilities for filling and disinfecting the vehicles. There is a 380 V electricity supply for the operation of the circulating pumps installed in the vehicles. The station also 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 various types of waste/recyclable material.

Waste must be taken from the aircraft to the relevant marked collection facility and sorted into the relevant containers by the respective handling agent.

### **2.6 Baggage handling system (GFS)**

The baggage handling systems consist of:

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

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

Flughafen Nürnberg GmbH  
Flughafenstrasse 100  
90411 Nürnberg  
[airport-charges@airport-nuernberg.de](mailto:airport-charges@airport-nuernberg.de)  
[www.airport-nuernberg.de](http://www.airport-nuernberg.de)

ENTSPANNT ABHEBEN.