Dortmund Airport 21

Fee schedule

for

Dortmund commercial airport

Fees subject to approval within the meaning of §19b LuftVG

valid from 1 August 2026

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Part A Fees subject to approval under §19b LuftVG

I. General terms and conditions

Flughafen Dortmund GmbH (FDG GmbH) charges the airport fees in this fee schedule subject to the following general terms and conditions. Deviating terms and conditions do not apply, even if FDG GmbH has not objected to them.

1. The following are debtors for all fees according to this fee schedule:
   a) the airline under whose airline code/flight number the respective flight is operated,
   b) the airlines under whose airline code/flight number the respective flight is operated (code sharing),
   c) the aircraft operator,
   d) the natural or legal person who uses the aircraft without being a keeper or owner, such as renter or lessee.

2. Airport fees are payable in EUR before take-off. Invoicing and payment will be immediate in these cases.
   Upon request, an agreement can be reached with the debtor that the airport fees will be invoiced at fixed intervals if the following conditions are met:
   - Bank transfers of reasonable advance payments on the airport fees incurred.
   - Appropriate credit security is provided – in particular, direct liability or deposit. The credit security is sufficient if it covers the fees to be paid by the debtor to an appropriate extent.

   In these cases, invoicing takes place on a monthly basis. Invoices are to be paid immediately after receipt of invoice in EUR. Cash discounts are not granted. In the event of default of payment, the assertion of default interest remains reserved in an appropriate amount. The right of the debtor to a repayment arrangement is excluded. Offsetting with claims that are not recognised or legally established is excluded. Complaints can only be considered within a period of 4 weeks from the invoice date.

   If there is a delay in payment, aircraft handling may be interrupted or completely refused.

   If the debtor has authorised FDG GmbH to collect the fees by means of the SEPA direct debit procedure, a shortened period for the advance notification (pre-notification) of 3 (three) days applies. Should the SEPA regulations change in this respect, FDG GmbH shall be entitled to redefine the notice period. In exceptional situations (e.g. IT problems), SEPA direct debits are automatically executed on the next day without further notice. The debtor of the fee assures to provide for the coverage of the account. Costs incurred due to non-payment or chargeback of the direct debit shall be borne by the debtor as long as the non-payment or chargeback was not caused by FDG GmbH. The charges levied by the payment service provider (bank) in cross-border payment transactions shall be borne in full by the debtor. This also applies to charges incurred in card-based payment transactions (credit cards, etc.).

3. All fees are subject to the Value Added Tax Act pursuant to § 10 para. 1. The debtor therefore has to pay the VAT in addition, unless there is an exemption according to the VAT Act. All fees are fees within the meaning of Section 1 Paragraph 1 and Section 10 Paragraph 1 of the Sales Tax Act. The debtor must therefore also pay the sales tax within the meaning of this law unless there are non-taxable or tax-exempt sales for aviation under the legal requirements and these requirements can be proven by the entrepreneur.

4. The current version of the Airport Use Regulations for Dortmund Airport is an integral part of these terms and conditions.

5. The general terms and conditions and contractual relationships based thereon are subject to the law of the Federal Republic of Germany.

   The place of performance and place of jurisdiction for all services, in particular the payment obligations of the contracting party, is Dortmund.

   In the event of a dispute, the German version of these provisions takes precedence over the English translation.

   Changes and additions to this list are reserved.

   If any provision of these terms and conditions does not comply with the statutory provisions, this provision shall be replaced by a provision permitted by law which comes closest to the will resulting from the invalid provision. The validity of the remaining provisions remains unaffected.

II. Departure fees

1. Departure fees

A departure fee is payable to the airport operator for every departure of an aircraft from Dortmund Airport. The take-off fee must also be paid if the aircraft touches the ground and immediately accelerates and takes off (“touch-and-go”).

1.1 Departure fee calculation for
non-scheduled flights
The departure fee is measured independently of the respective application criteria according to the MTOM. The MTOM of an aircraft is evidenced by the “Airplane Flight Manual” (AFM) Basic Manual Section for Weight Limitations. Until these documents are submitted, the highest known MTOM of this type of aircraft will be used. Retroactive refunds will not be made. Any change to the MTOM according to the AFM will only be accepted if the change has been communicated at least four months before the beginning of a flight scheduling period.

1.1.1 Departure fee amount

a) The fee for motorised aircraft with maximum take-off mass up to 2,000 kg per departure

for Aircraft	which comply with the increased sound insulation requirements of NfL I-134/99	which can demonstrate proof of noise protection but do not comply with NfL I-134/99	which cannot demonstrate proof of noise protection
	EUR	EUR	EUR
up to 1,000 kg	12.11	19.11	27.22
from 1,001 kg to 1,200 kg	14.58	23.08	33.31
from 1,201 kg to 1,400 kg	23.05	37.72	54.45
from 1,401 kg to 2,000 kg	34.03	55.69	80.44

b) The fee for motorised aircraft with a maximum take-off mass over 2,000 kg

for aircraft			
with approval according to ICAO Annex 16			without approval according to ICAO Annex 16
which meet the conditions of ICAO Annex 16, chapter 3, 4 or 14 and are included in the bonus list	which meet the conditions of ICAO Annex 16, chapter 3, and are not included in the bonus list	which meet the conditions of ICAO Annex 16, chapter 2	
EUR per started 1,000 kg maximum take-off mass			
EUR	EUR	EUR	EUR
32.10	40.11	80.23	160.45

Jet turbine aircraft or other propulsion aircraft comply with the requirements of ICAO Annex 16, chapters 2, 3 and 14 or chapters 5, 6, 8, 10 or LSL chapters II and III, V, VI, X, provided that they have certification documents that demonstrate, on a case-by-case basis, approval by a authority or comparable documentation of the manufacturer that demonstrates, on a case-by-case basis, that the noise limit values permitted in the above-mentioned chapters are not exceeded (NfL I-134/99). For the calculation of fees, the actual submission of a complete proof of compliance, verifiable by the airport operator, with the above conditions by the aircraft operator before take-off is decisive. If no proof is provided, the fees for aircraft classified in category “chapter 3” are calculated on the basis of the category “chapter 2” and further on the basis of “without approval according to ICAO Annex 16 or LSL”. Retroactive refunds will not be made. The bonus regulation applies only to aircraft that meet the conditions of ICAO Annex 16, Chapter 3, 4 or 14 and are included in the bonus list of the Federal Ministry of Transport (last NfL I-83/03) as amended.

1.1.2 Training and instruction flights

For training and instruction flights, the fees specified in 1 and 2.1 will be reduced in accordance with the maximum take-off mass

- up to 3,000 kg by 25%, for stationary aircraft by 35%.
- over 3,000 kg by 45%, for stationary aircraft by 45%.

- Training flights are flights during which a civilian student pilot learns skills necessary to obtain a civilian pilot's license or rating as defined in the Aircrew Examination Regulations as part of his or her training with an approved training organisation (aircrew school).

- Instructional flights are flights for the purpose of aeronautical and technical training of civilian pilots; the pilots to be instructed must be in possession of the license required for the type of aircraft used; the instructor must be on board the aircraft used.

1.2. Departure fee calculation for scheduled flights
The departure fee is based on the number of passengers on board the aircraft at departure.

1.2.1 Departure fee amount
The take-off fee is subject to the minimum fee according to 1.2.2 per passenger if the following conditions are met:

	Category 1
Total number of passengers carried per calendar year	**Aircraft size more than 120 seats**
	EUR
more than 1,000,000	1.50
more than 500,000	2.20
250,001 to 500,000	4.40
100,001 to 250,000	7.50
50,001 to 100,000	11.50
0 to 50,000	18.00

	Category 2
Total number of passengers carried per calendar year	**Aircraft size up to max. 120 seats**
	EUR
more than 100,000	4.40
50,001 to 100,000	7.70
0 to 50,000	15.40

	Category 3
Total number of passengers carried per calendar year	**Aircraft size up to max. 50 seats**
	EUR
more than 50,000	6.60
25,001 to 50,000	9.90
0 to 25,000	16.50

If an airline does not service Dortmund Airport over the course of a full calendar year, the volume limits to be achieved are proportionate.

If an airline uses aircraft of different categories in a calendar year, the number of passengers carried by an airline per calendar year is decisive for the calculation of the departure fee. In this event, a uniform allocation of all passengers to the fee category in which the largest proportion of passengers was carried will take place.

The above mentioned departure fee applies only to aircraft that meet the conditions of ICAO Annex 16, Chapter 3, 4 or 14 and are included in the bonus list of the Federal Ministry of Transport (last NfL I-83/03) as amended.

For aircraft of other noise categories, a percentage surcharge fee will be charged at the rates indicated above. It amounts to:

Aircraft		
with approval according to ICAO Annex 16		without approval according to ICAO Annex 16
which meet the conditions of ICAO Annex 16, chapter 3, and are not in included in the bonus list .	which meet the conditions of ICAO Annex 16, chapter 2	
+ 50%	+ 75 %	+ 150 %

1.2.2 Minimum fee

In any case, a minimum departure fee of 200.00 EUR must be paid for a departure.

1.2.3 Notification of planned passenger numbers

Before or immediately after the beginning of each flight scheduling period, the airline shall notify the airport operator of the planned number of passengers to be carried in that period. The airport operator will provisionally invoice the take-off fee on the basis of and after checking these target figures in accordance with 1.2.1. Final invoicing will be made within 30 days of the end of the scheduling period, based on the number of passengers actually carried. Any adjustment will be made within 7 days of delivery of the invoice.

1.3 Time-based special fee

If the flight movements are made under the current operating license at the following times, the fees referred to in points 2.1 and 2.2 will increase as follows:

Local time	Time interval	EUR
after 22:00 - 05:59	15 minutes each	150.00

Air ambulance missions are exempted from this regulation.

1.4 Emission-based departure fee

The emission-based departure fee is calculated per kilogram of nitrogen oxide equivalent emitted (= emission value) in the standardised “landing and take-off cycle” (LTO) of an aircraft per departure, aircraft touches the ground and immediately accelerates and takes off (“touch-and-go”) or a low approach.

The emission-based fee per emission value amounts to 3.00 EUR

The determination of the emission value is based on the ERLIG (ERAC = Erick Related Landing Charges Investigation Group, ECAC) based on certified nitrogen oxide (NOx) and hydrocarbon (HC) emissions per engine in the LTO cycle in accordance with ICAO Annex 16, Volume II. The necessary information on aircraft and engine types is determined using recognised databases.

The basis for determining the emission values is the ICAO database for turbofan and jet engines, the “Registration Emission Value” database of the German Aerospace Centre (DLR) and the database of the FOI Swedish Defence Research Agency for Turboprop Engines.

If there are no or different entries in these emission databases for a type of engine, the highest recorded emission value will be used, irrespective of the respective application criteria.

If an engine is not included in any of the available emission databases and no standard engine can be used, the engine will be evaluated on the basis of the DLR study of 28 February 2005.

ERLIG calculation formula:

$$NO_{x,\ aircraft}\ [kg] = (\text{Number of engines} \times \Sigma_{Mode}\ \text{Time [s]} \times \text{fuel consumption [kg/s]} \times \text{emission factor [g/kg]}) / 1000$$

If the engine emissions for HC per LTO cycle exceed the certification value of 19.6 g/kN, the corresponding NOx value of the aircraft will be multiplied by a factor a:

$a = 1$; if $Dp_{HC}/Foo <= 19.6$ g/kN

$a = (Dp_{HC}/Foo) / 19,6$ g/kN ; if $Dp_{HC}/Foo > 19,6$ g/kN with amax = 4.

Nitrogen oxide equivalent (emission value) of the aircraft = a x NOx of the aircraft.

The use of a type of engine with lower emission levels must be demonstrated to the airport operator by presenting the Airplane Flight Manual (AFM) in conjunction with the relevant ICAO certificate or the manufacturer’s certificate in good time before departure. If this is not demonstrated, the airport operator will base the calculation of the fee on the emission value known for the aircraft or engine type.

Any increase or reduction in the emission levels of the aircraft in accordance with the AFM, ICAO certificate or manufacturer’s certificate must be reported to the airport operator without delay.

Retroactive refunds will not be made.

The emissions charge is always at least EUR 3.00 per departure in the standardised landing and take-off (LTO) cycle for each aircraft.

Notwithstanding the general regulation, the emission of aircraft with an MTOM of less than or equal to 5.7 tonnes is estimated at a flat rate of 1 kg NOx/HC per LTO cycle.

2. Special regulations

2.1 Ground contact with immediate subsequent departure
The departure fee, calculated according to the maximum take-off mass of the aircraft, shall also be payable in the case of ground contact with immediate subsequent acceleration and departure of the aircraft.

2.2 Emergency landings
In the case of emergency landings due to technical faults in the aircraft or due to actual or threatened use of force or due to medical emergencies of passengers on board - unless the airport is already the scheduled destination airport - no take-off charges are to be paid. Diversion landings are not emergency landings.

2.3 Officials of a civil aviation authority
No take-off fee is payable for aircraft operated by an employee of a civil aviation authority of the federal or state governments in the exercise of official duties as the responsible pilot, provided that a corresponding (possibly also subsequent) confirmation is submitted by the aviation authority.

III. Parking fee

For the parking of aircraft at Dortmund Airport, a user fee (parking fee) is payable to the airport operator. No parking fee will be charged for a maximum of 3 hours between arrival and departure of the aircraft.

1. Parking fee calculation
The amount of the parking fees is based on the approved maximum take-off mass of the aircraft.

2. Parking fee amount
The parking fee for each started 24 hours for motorised aircraft with a maximum take-off mass

for aircraft	EUR
up to 1,200 kg	26.99
from 1,201 kg to 2,000 kg	37.72
from 2,001 kg each started 1000 kg	8.10

3. Payment date / currency
The parking fee is payable in EUR before departure; in special cases, it may be paid subsequently under prior agreement with the airport operator.

4. Parking lasting more than 30 days
For the parking of aircraft, which is expected to last more than 30 consecutive days, a lease may be concluded between the aircraft keeper and the airport operator prior to commencement of the parking period.

IV. Security fees

In addition, to offset the costs under the Aviation Security Act, a security fee is payable based on the number of passengers on board at departure.

The security fee per passenger is 3.36 EUR

V. Capped limit

If the capacity of an airline, including all airlines managed or controlled by it, for scheduled flights in a calendar year, exceeds 80%, a capped amount of EUR 3.00 will be rebated per passenger against the sum of the fees under Part A II - IV of this fee schedule for the number of departed passengers that exceed the capacity of 80%. The capacity is defined here as the sum of the departed passengers divided by the sum of the departed seats of all passenger flights.

VI. Entry into force

The fee schedule comes into effect on 1 August 2026. The fee schedule of 1 April 2024 loses its validity on this day.

Dortmund, 18 June 2026	Approved
FLUGHAFEN DORTMUND GMBH	Münster, 07/07/2026 District government of Münster Reference: 26.05.02-007/2026.0001
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