

Fee schedule

of the Mönchengladbach commercial airfield

Entry into force

This Schedule of Fees and Charges shall enter into force upon approval by the State Aviation Authority and publication on our website. The previous schedule of charges loses its validity at this time.

Definitions

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|-------|--|
| AIP | Aeronautical Information Publication of the Mönchengladbach Airfield |
| ETA | Estimated Time of Arrival / Estimated Arrival Time |
| ETD | Estimated Time of Departure / Estimated Departure Time |
| FHG | Airport company |
| MTOM | Maximum Take-off Mass / Maximum Take-off Mass |
| NOTAM | Notice to Airman |
| PAX | All persons with their own right to a seat, who are intended to be transported on board an aircraft and/or were minus the active crew. |
| PPR | Permission Prior Request / Permission after prior request |
| PRM | Person with reduced mobility / Persons with reduced mobility |

All times specified in this fee schedule are local times (lcl).

General terms of payment

Your contractual partner for all (service) performances described in this schedule of charges is Flughafengesellschaft Mönchengladbach GmbH. We are registered in the Mönchengladbach Commercial Register under the number HRB 51 and our VAT identification number is DE811460401. If you make use of (service) performances, from this fee schedule, you tacitly agree to this fee schedule.

You will be liable for the total amount of the fee if, in the following order

1. Aircraft operator or airline under whose flight number the flight was/is operated,
2. Aircraft owner (also in the case of owner associations)
3. A business located at the site if the aircraft is part of a (nascent) business relationship with you,
4. Other contract customer

are. We will assert our claims in accordance with the order established.

All airport charges must be paid in EURO before take-off or, at the request of the airport company, beforehand. Invoicing and payment shall be made immediately.

Upon request, a permanent customer account can be set up for a natural person or legal entity for the purpose of subsequent payment via invoice and direct debit. There is no entitlement to this or to the continued existence of a customer account. Invoices for our customer accounts are generally sent once a month, at the beginning of each month for the previous calendar month. The invoice amount is due immediately and without deduction upon receipt of the invoice.

If you are in default with your payment, we will send you a reminder with costs. In this case, we reserve the right to charge interest on arrears in the amount of 2% above the applicable base interest rate of the European Central Bank, but at least 8% p.a., from the occurrence of the default. The assertion of further damage caused by default shall remain unaffected. Offsetting with claims that are not recognized or legally established is excluded.

If you wish to complain about an invoice, you have four weeks from receipt of the invoice to do so. Complaints that are submitted to us after this period can no longer be considered.

All fees specified in this fee schedule are net. The applicable value-added tax is always added, unless an exemption exists under the Value-Added Tax Act.

To answer your questions, please contact our office at 02161 6898-0 during office hours.

Fees subject to approval pursuant to § 19b LuftVG

Landing

Explanation

For each landing at the Mönchengladbach commercial airfield, you must pay a fee to the airport company. This fee is based on the maximum takeoff mass (MTOM) entered in the certificate of approval and the noise category of the aircraft as evidenced by the noise certificate.

In commercial aviation, it is additionally measured by the number of PAX on board the aircraft upon landing.

The noise category of the aircraft shall be demonstrated by the noise certificate or equivalent document issued by the licensing authority of the state in which the aircraft is registered or comparable documents issued by the manufacturer on a case-by-case basis.

If you cannot provide a noise certificate or equivalent document, we will assume that the aircraft does not have noise protection. If you present a noise certificate or equivalent document at a later date, you will not be entitled to a retroactive refund.

A touchdown with immediate subsequent takeoff (touch & go) is also considered a chargeable landing. For hovering flights of rotorcraft that exceed the extent of a comparable taxiing operation of fixed-wing aircraft, we charge a landing fee per 10 minutes or part thereof.

We do not charge a landing fee for emergency landings that are necessary due to technical malfunctions of the aircraft, the inability of the crew to continue the flight safely, or due to the use or threatened use of force.

We do not charge landing fees for official flights of a civil aviation authority of the Federal Government or a state of the Federal Republic of Germany. The exemption from landing fees applies only to aircraft up to 5,700 kg MTOM provided that an official service flight certificate can be presented for each such flight.

Historic aircraft built before 1970 or flights in connection with humanitarian and charitable purposes can be exempted from landing fees on special occasions, or after prior consultation with the management. There is no entitlement to this. The exemption from landing fees for special occasions will be communicated in advance and will then apply to all authorized landings in the defined period.

Charge (see appendix, p. 8-10, noise categories)

| MTOM | Noise category A | Noise category B | Noise category C |
|--|------------------|------------------|------------------|
| up to 1.000 kg | 6,80€ | 10,20€ | 20,40€ |
| 1.001 - 1.200 kg | 8,00€ | 12,00€ | 24,00€ |
| 1.201 - 1.400 kg | 13,60€ | 20,40€ | 40,80€ |
| 1.401 - 2.000 kg | 20,90€ | 31,30€ | 62,70€ |
| from 2.001 kg per additional, started 1.000 kg | 13,80€ | 20,65€ | 41,40€ |

| | |
|-------------------|--------|
| Airships lump sum | 75,00€ |
|-------------------|--------|

| | |
|----------------|-------|
| Charge per PAX | 5,50€ |
|----------------|-------|

Reduced landing fees

A reduced landing fee will **not be** granted for training and familiarization flights.

Ultralight aircraft

The landing fee is 6,80 EUR.

Shutdown

Explanation

For parking aircraft for more than 4 hours beyond the time of landing, a fee must be paid to the airport company for each day or part thereof. This parking fee is calculated on the basis of the maximum take-off weight of the aircraft recorded in the registration certificate. After the expiration of the 4 hours, the first day shall be the day of landing. At midnight, the next chargeable day begins.

No parking fee will be charged for a total of 4 hours between landing and takeoff of the aircraft.

You are expressly not entitled to hangarage when parking your aircraft. If you wish to have your aircraft parked in a hangar, please contact Operations.

From an uninterrupted parking period of at least 30 days, it is possible to receive a reduction in parking fees.

The discount in this case is 25% of the regular fees according to the table below.

Charge

| MTOM | Charge |
|--|--------|
| up to 1.000 kg | 7,95€ |
| 1.001 - 1.200 kg | 8,65€ |
| 1.201 - 1.400 kg | 9,40€ |
| 1.401 - 2.000 kg | 11,00€ |
| from 2.001 kg per additional, started 1.000 kg | 5,50€ |

Extension of operating hours (PPR)

Explanation

Upon request (PPR), the airfield can be opened for takeoffs and landings outside the daily operating hours published in the AIP at the PPR reporting office of FMG traffic management, (see page 6). For this, you must pay a fee to the airport company. This fee is based solely on the length of the desired opening period before or after normal operating hours. On special closing days (e.g. due to events or on Christmas Eve, Christmas holidays, New Year's Eve and New Year's Day), an application for the opening of the airfield must be submitted to the PPR registration office for each flight movement. A fee must also be paid to the airport company for this.

If you request an opening before the regular daily operating hours, the fee is assessed from the time the airfield opens until the beginning of the regular operating hours.

If you wish the airport to be opened after the regular daily operating hours, the charge will be calculated from the time of the regular airport closure until 15 minutes after take-off, or, in the case of a successful landing, after parking, or until FHG is not required to provide any services in connection with handling. If the airport closure is delayed for reasons for which you are responsible, we will continue to charge the fee for each 15 minutes or part thereof (0.5 fee according to the table).

The fee is due per aircraft, even if several aircraft operate within one period.

Should circumstances become known to you which no longer require an extension of the operating hours already registered, we request that you cancel the desired operating hours with us at short notice within the deadlines stated below. If the cancellation is not received by the deadline and no flight movement takes place during the period you have registered, at least the PPR fee will be charged according to the registered and guaranteed PPR opening time.

In any case, however, a PPR registration without an associated PPR flight movement will result in a

handling fee of 35,-- EUR

This is also due for any change to an already submitted PPR application.

Please note the following deadlines. Registrations or cancellations outside these deadlines cannot be considered.

PPR deadlines:

| Desired operating time | Registration until | Deregistration until |
|------------------------|----------------------|----------------------|
| before 08:00 | 12:00 the day before | 12:00 the day before |
| after 20:30 | 20:00 | 20:00 |

Please also note the currently valid NOTAMS.

Charge

| | |
|--|--|
| Fee per 30 minutes or part thereof | 280,00€ |
| Opening at Special closing days per 30 minutes or part thereof | 950,00€ |
| Additional charge if the starting and runway must be de-iced in advance. | Billing based on the actual Costs, min. 1.500€ |

The FMG traffic management **PPR reporting office** can be reached by **phone** at **+49 2161-689810**, via

E-mail at vkl@flughafen-mgl.de or **fax** at **+49 2161- 689843**.

Increase of the fire protection category (PPR)

Explanation

The fire protection category published in the AIP is guaranteed at all times during operating hours. If you require an increased fire protection category up to and including CAT 6 for a flight movement, you can also apply for this in advance at the above-mentioned **PPR registration office of the FMG traffic management**. The aforementioned PPR deadlines must also be observed. This application is subject to a fee payable to the airport operator and is only valid for one flight movement. A landing followed by a takeoff within two hours counts as one flight movement. If you wish to use an increased fire protection category outside the regular opening hours, the PPR fee for extending the operating time will also be charged.

If you become aware of circumstances that no longer require an increase in the fire protection category that you have already registered, we request that you cancel the desired increase at short notice within the above-mentioned deadlines (see PPR deadlines). If the cancellation is not received by the deadline and no increase is necessary in the period you have registered, at least the fee listed below will be charged.

Charge

| | |
|-----------------------|---------|
| Fire protection CAT 5 | 150,00€ |
| Fire protection CAT 6 | 300,00€ |

Promotion of new drive technologies, (incentive scheme).

Explanation

In order to promote new, innovative propulsion technologies using electricity, hydrogen or fuel cells, the landing, parking and passenger charges described above may be deviated from upon application to the airport company. In this case, the discount amounts to 25% of the relevant charges.

Entry into force

This schedule of charges shall enter into force on 01.02.2023; at the same time, the schedule of charges for the Mönchengladbach airfield dated 08.10.2021 shall cease to apply.

The present schedule of charges was approvedby the Düsseldorf district government. approved under the AZ as of 01.02.2023.

Mönchengladbach, January 12, 2023

Flughafengesellschaft Mönchengladbach GmbH

Attn.

Andreas Ungar

Appendix

Noise categories

In the following classification into noise categories, reference is made to the noise limit values that

- in the announcement of the Landing Site Noise Protection Ordinance (LLV) for Aircraft of the LBA of January 05, 1999.
respectively
- in the announcement of the new version of the noise protection requirements for aircraft of the LBA of 01 January 1991 (hereinafter abbreviated to LSL) or
- are published in ICAO Annex 16, (hereafter abbreviated to Ann.16).

Noise category A

The noise level emitted by the aircraft must not exceed the following value:

1. Only propeller-driven aircraft up to 9,000 kg and motor gliders

- the noise limit value according to Annex 2 of the LLV for Chapter 6 aircraft or according to Chapter VI.2.4 of the LSL, which is undercut by at least 6 dB(A)
- or the noise limit value according to Annex 2 of the LLV for Chapter 10 aircraft or according to Chapter X.2.4 of the LSL, which is undercut by at least 7 dB(A).
- or the noise limit value reduced by 10 dB(A) according to Chapter VI.2.3 of the LSL or
- the noise limit value reduced by 10 dB(A) according to chapter 6 of Ann. 16

Noise category B

The maximum noise level emitted by the aircraft must not exceed the following value:

1. For propeller planes and motor gliders

- the noise limit value according to annex 2 of the LLV for Chapter 6 aircraft or according to Chapter VI.2.4 of the LSL.
or the noise limit value according to Annex 2 of the LLV for Chapter 10 aircraft or according to Chapter X.2.4 of the LSL.

respectively

- the noise limit value reduced by 4 dB(A) according to chapter 6 of Ann. 16 or LSL chapter VI. 2.3

2. For jet aircraft

- the noise limits according to chapter III of the LSL resp.
- the noise limits according to ch. 3 or ch. 4 of Ann. 16.

3. For helicopters

- the noise limits according to chapter VIII and chapter of the LSL resp.
- the noise limits according to chapter 8 or chap. 11 of Ann. 16

Noise category C

The maximum noise level emitted by the aircraft exceeds the noise limits of noise category B in the various aircraft categories of propeller aircraft, motor gliders, jet aircraft and helicopters.

Only the original German version is legally binding