

Fee schedule of the Mönchengladbach airfield

For the sake of readability, only the masculine form is used in this Code of Conduct. This is not exclusive and does not express any preference for a particular gender. All other genders are equally and equally addressed and included.

For flight-related enquiries, please contact our traffic management (VKL). You can reach us by e-mail atvkl@mgl.de or by telephone on +49 2161 6898-10.

Entry into force

This schedule of fees shall enter into force upon approval by the state aviation authority and publication on our website. The previous schedule of fees will cease to apply at this time.

Definitions

AIP	Aeronautical handbook of the Mönchengladbach airfield
ETA	Estimated Time of Arrival / Estimated Arrival Time
ETD	Estimated Time of Departure
FHG	Airport company
MTOM	Maximum take-off mass / Maxima fe take-off mass
NOTAM	Notice to Airman
PAX	All persons with their own seat entitlement who are travelling on board a aircraft, minus the active crew.
PPR	Prior Permission Required / permission after prior request
PRM	Person with reduced mobility / Personen mit reduzierter Mobilität

Table 1

All times stated in this schedule of charges are local times (lcl).



General terms of payment

Flughafengesellschaft Mönchengladbach GmbH your contractual partner for all (service) performances specified in this Schedule of Charges. We are registered in the Mönchengladbach Commercial Register under the number HRB 51 and our VAT identification number is DE8 1 1 460401. If you make use of (services) provided under this Schedule of Charges, you tacitly agree to this Schedule of Charges.

The payment debtors occur in the following order:

1. Aircraft pilot or airline under whose flight number the flight was/will be operated,
2. Aircraft operator (also for joint operators),
3. companies based at the airport if the aircraft is part of a (prospective) business relationship with you,
4. Other contract customers

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

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

Upon request, a permanent customer account can be set up for a natural or legal person 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.

Should you fall arrears with your payment, we will send you a reminder with costs. In this case, we reserve the right to charge interest on arrears at a rate of 2% above the applicable base rate of the European Central Bank, but at least 8% p.a., from the date of default. The assertion of further damages caused by default remains unaffected by this. Offsetting against unrecognised or legally established claims is excluded.

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

All fees specified in this fee schedule are strictly net. The applicable value added tax will always be added unless there is an exemption under the Value Added Tax Act.

Charges subject to authorisation in accordance with 9 19b LuftVG

Landing

Explanation

You must pay a fee to the airport company for each landing at Mönchengladbach Airport. This charge is based on the maximum take-off mass (MTOM) entered in the licence certificate and the noise category of the aircraft as evidenced by the noise certificate. In the case of commercial air traffic, an additional passenger-related charge is levied, which is based on the number of passengers travelling on the aircraft during landing.

passengers on board.

The noise category of the aircraft must be verified by the noise certificate or an equivalent document from the licensing authority of the country in which the aircraft is registered, or by comparable documents from the manufacturer in individual cases. If you are unable to provide a noise certificate or equivalent document, we will assume that the aircraft has no noise protection. If you present a noise certificate or equivalent document at a later date, you will not be entitled to a retroactive refund.

We also consider a touch-and-go landing to be a chargeable landing. For hovering flights of rotorcraft that the extent of a comparable taxiing procedure of fixed-wing aircraft, we charge a landing fee per 10 minutes or part thereof.

We will not charge a landing fee for emergency landings that are necessary due to technical faults on 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 landing fee exemption only applies to aircraft up to 5,700 kg MTOM, provided that an official service flight certificate can be presented for each such flight.

Flights in connection with demonstrably humanitarian or charitable purposes can be exempted from landing fees or discounted after prior consultation with the management. The same applies to aircraft built before 1975 for special, high-profile events. There is no entitlement to this. The exemption from landing fees for special events will be communicated in advance and will then apply to all authorised landings during the defined period.



Charge (see Appendix, p. 8-1 0, Noise categories)

MTOM up to 2,000 kg	Noise category A	Noise category B	Noise category C
up to 1,000 kg	7,30 S	10,€	21,90 S
1,001 - 1,200 kg	8,60 S	12,90 S	25,80 S
1,201 - 1,400 kg	14,€	21,90 S	43,80 S
1,401 -2,000 kg	22,€	33,75 S	67,€

MTOM from 2,001 kg	Noise category A	Noise category B	Noise category C
per 1,000 kg or part thereof	14,€	21,30 S	42,€

Airships all-inclusive	90,00t
------------------------	--------

Fee per PAX	850t
-------------	------

Table 2

Reduced landing fees

No reduced landing fee is granted for training and familiarisation flights or for final landings, but a discount of 10 % is granted for each touchdown and immediate take-off (touch & go).

Microlight aircraft

The landing fee is 7.30 S. In principle, landing is only possible with a special authorisation (for an administrative fee) from the Düsseldorf district government in accordance with 9 25 LuftVG.

Shutdown

Explanation

A charge must be paid to the airport company for parking aircraft for more than 4 hours after landing for each day or part thereof. This parking fee is calculated according to the maximum take-off mass of the aircraft entered in the licence certificate. After the 4 hours have elapsed, the time of landing counts as the start of a 24-hour parking charge. The next chargeable billing period starts with each additional 24-hour unit commenced. No parking fee is charged for parking for a maximum of 4 hours between landing and take-off of the aircraft.

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

From an uninterrupted parking period of at least 30 days, it is possible to receive a discount on the parking fees. In this case, the reduction amounts to 25% of the regular charges according to the table below.

Fee (24-hour cancellation)

MTOM up to 2,000 kg	Remuneration
up to 1,000 kg	8,55 S
1,001 - 1,200 kg	9,30 €
1,201 - 1,400 kg	10,10 S
1,401 -2,000 kg	11,€

MTOM from 2,001 kg	Remuneration
per 1,000 kg or part thereof	5,90 C

Table 3

Extension of operating times (PPR)

Re/refinement

On request (PPR), the aerodrome can also be opened for take-offs and landings outside the daily operating hours published in the AIP at the PPR reporting centre of the MGL traffic management (see page 1). You must a fee to the airport company for this. 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, Christmas Eve, Christmas holidays, New Year's Eve and New Year's Day), an application must always be made to open the airport all day for every flight movement. A fee must also be to the airport company for this.

If opening before the regular daily operating time is requested, the charge will be calculated from the time the aerodrome is opened until the start of the regular operating time. If opening beyond the regular daily operating hours is requested, the fee will be charged from the time of the regular closing of the aerodrome until 15 minutes after take-off or, in the case of landing, after parking or until no handling services are to be provided by FHG. If the closure of the aerodrome 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 Table 5, PPR fee).

The fee is due per aircraft, even if several aircraft are operating in the same period.

If you become aware of circumstances that no longer require an extension of the operating hours that you have already registered, please cancel the desired operating hours with us at short notice within the deadlines specified below. If the cancellation is not



If you do not register a PPR on time and no flight movement place during the period you have registered, you will be charged at least the PPR fee corresponding to the registered and guaranteed PPR opening time.

In any case, a processing fee of 35.00€ will be charged for a PPR application without a corresponding PPR flight movement. This fee is also payable for each change to a PPR application that has already been submitted.

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

PPR deadlines

Desired operating time	Registration until	Cancellation until
06:00 to 08:00	1 2:00 a.m. the day before	1 2:00 a.m. the day before
20:30 to 22:00	20:00	20:00

Table 4

Please also note the currently valid NOTAMS. PPR charge

Fee per 30 minutes or part thereof	380, 00 S
Opening on special closing days per day or part thereof 30 minutes	1.500,€
Additional charge, if the start and runway must be de-iced in advance.	Billing on the basis of actual costs, at least 1,€

Table 5

Increase in 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 5 for a flight movement, you can apply for this in advance at the above-mentioned PPR reporting centre of MGL traffic management with a lead time of 24 hours (PPR). This application is subject to a fee to the airport company (see Table 6) and is only valid for one flight movement. A landing followed by a take-off within two hours counts as one flight movement. If you wish to make use of an increased fire protection category outside the regular opening hours, the PPR fee (see Table 5) will also be charged to extend the operating time.

If you become aware of circumstances that no longer require an increase in the fire protection category that has already been notified, please cancel the desired increase with us at least 24 hours in advance. If the cancellation is not received by the deadline and no increase is required within the period you have notified us of, at least the fee listed below will be charged.

Charge per flight movement

Fire protection CAT 5	300,€
-----------------------	-------

Table 6

Promotion of new drive technologies (incentive scheme)

Explanation

In order to promote new, innovative drive technologies with electric, hydrogen or fuel cell drives, the above-mentioned landing, parking and passenger charges may be waived upon application to the airport company. In this case, the reduction amounts to 25 % of the respective charges.

Entry into force

This Schedule of Charges shall enter into force on 1 February 2025; the Schedule of Charges for Mönchengladbach Airport dated 1 February 2023 shall expire at the same time.

The present scale of charges was approved onby the district government of Düsseldorf approved under the old company name!..... as of 1 February 2025.

Mönchengladbach, 31 January 2025

Place, date

UAndreas

Management Board, Flughafengesellschaft Mönchengladbach GmbH



Appendix

Noise categories

The following categorisation into noise categories refers to the noise limit values that

in the announcement of the Landing Site Noise Protection Ordinance (LLV) for Aircraft of the LBA dated 5 January 1999

- or in the announcement of the new version of the noise protection requirements for aircraft of the LBA dated 1 January 1991 (hereinafter abbreviated to LSL) or are published in ICAO Annex 16 (hereinafter abbreviated to Ann.16).

Noise category A

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

1. only propeller-driven aeroplanes up to 9,000 l'g 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 at least 6 dB(A) below the limit value. 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 at least 7 dB(A) below the limit value. or the noise limit value reduced by 10 dB(A) in accordance with Chapter VI.2.3 of the LSL or the noise limit value reduced by 10 dB(A) in accordance with 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 aircraft and motorised gliders
 - the noise limit 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 according to Annex 2 of the LLV for Chapter 10 aircraft or according to Chapter X.2.4 of the LSL or the noise limit value reduced by 4 dB(A) in accordance with 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



or the noise limit values according to Chap. 3 or Chap. 4 of Ann. 16.

3. For helicopters
the noise limits according to Chapter VIII and Chapter of the LSL
or the noise limits according to Chapter 8 or Chapter 1 1 of Ann. 16

Noise category C

" The maximum noise level emitted by the aircraft exceeds the noise limits of the
Noise category B in the various aircraft categories propeller aircraft, motorised gliders,
Jet aircraft and helicopters.

Only the original German version is legally binding

