

Airport Charges Regulation 2005

Effective as from April 1, 2005



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AIRPORT CHARGES REGULATION

Amsterdam Airport Schiphol, operator of the designated airport "Schiphol";

in consideration of the fact that the "Airport Charges Regulation", in force since 1 April, 2004 requires revision;

in regard to Article 36, subsection 1, of the Air Navigation Act;

AMMENDS:

charges for use by aircraft of the designated airport Schiphol as laid down in the "Airport Charges Regulation".

This text is a translation of the original Dutch document. In the event of a difference of understanding, the Dutch text will prevail.

Article 1 Definitions

In the present regulation are understood to mean:

- a. Schiphol Airport : The designated airport "Schiphol".
- b. The Company : The operator of the designated airport, Amsterdam Airport Schiphol.
- c. 24-hour period : A period of 24 hours, starting from the time of landing of an aircraft at Schiphol Airport.
- d. Aircraft : Any power-driven, heavier-than-air aircraft.
- e. Weight : The maximum certified take-off weight, i.e. the maximum permissible total weight with which the aircraft is authorised to take off under the most favourable conditions in accordance with the Certificate of Airworthiness (MTOW).
- f. Certificate of Airworthiness : The valid Certificate of Airworthiness issued by the competent authorities for the aircraft, or the certificate of equivalence issued by the competent authorities under an international convention. For the purposes of this document, the Certificate of Airworthiness shall also be understood to mean the limitation of use (such as the maximum permissible total weight) relating to the aircraft under the said certificate laid down in the Flight Manual approved by the competent authorities.
- g. Point-to-point Flight : A flight whereby the aircraft lands at an airport other than the one from which it has taken off.
- h. Cargo Flight : A cargo flight is a point-to-point flight operating with the sole purpose of transporting air cargo and/or mail, in the sense that cargo is loaded and/or unloaded at Schiphol Airport.
- i. Local Flight : A flight after which the aircraft lands at the same airport as the one from which it has taken off, without having carried out an intermediate landing at another airport. In this connection overshoots shall also be regarded as local flights. However, helicopter flights whereby passengers or other loads are delivered without a landing being made shall be regarded as point-to-point flights.
- j. Instruction Flight : A local flight carried out under the supervision of an instructor for the purpose of acquiring flying skills.
- k. Connected Handling : The aircraft is parked at an aircraft stand at the gate and passengers use an airbridge to cover the distance between the aircraft and the terminal (and vice versa).
- l. Disconnected Handling : The aircraft is parked at an aircraft stand at the gate or at a remote stand and passengers cover the distance between the aircraft and the terminal (and vice versa) by bus or on foot (at Schiphol East). The handling of all cargo flights is considered as disconnected handling.
- m. Parking : Parking an aircraft in the open air.

- n. Owner : The owner, holder, and user of an aircraft, or their respective authorised representatives.
- o. Passenger : Occupant of an aircraft, not belonging to the aircraft's crew.
- p. Transit Passenger : A passenger arriving at the airport on a through-flight and subsequently leaving the airport on the same aircraft, or replacement aircraft used following a breakdown of the former, without having left the customs area.
- q. Transfer Passenger : A passenger arriving at and departing from the airport on a different aircraft or on the same aircraft under a different flight number, and whose main purpose for using the airport is to effect a transfer (origin \neq destination) without leaving the customs area for a period exceeding 24 hours.
- r. Service Passengers
- r1. Passengers : Employees of an airline company who, by order of their company travelling on duty are travelling exclusively for company purposes, depart from the airport to go elsewhere to perform contractual duties, on condition that the nature and purpose of travel has been clearly expressed on the airline ticket, providing this should be demonstrated to the satisfaction of the Company.
- r2. Other Passengers : Passengers travelling on free tickets used by airline companies for passengers not included in the category "Passengers travelling on duty".
- s. O/D Passengers : Origin and Departing passengers that begin or end their journey at Schiphol Airport.

Article 2

Landing and take-off charges

- Section 1 For aircraft landing at and taking off from the airport, a landing and take-off charge is payable to the Company, the amount of which is determined by the following factors:
- I the aircraft's weight (to be hereinafter referred to as the charge according to weight)
 - II the noise certification of the aircraft (to be hereinafter referred to as the charge according to noise)
 - III the point in time of the arrival at and departure from the airport (to be hereinafter referred to as the charge according to point in time)
- Section 2 To calculate the charge as referred to in Section 1, Sub I, II, and III of this article, a distinction is made between cargo flights, point-to-point flights, local flights and instruction flights
- Section 3 To calculate the charge as referred to in Section 1, Sub I, II, III of this article a distinction is made between connected and disconnected handling.

Article 3 Landing and take-off fees

Section 1 The basic compensation is applicable for a landing or a take-off by an aircraft defined in noise category B (see Article 4) between 6:00am and 11:00pm local time. This basic compensation serves as a starting point for determining the charge according to noise and point in time, as described in Section 2 of this article.

In the event of a point-to-point flight with connected handling the basic compensation for a landing or take-off is calculated according to aircraft weight:

- a. for aircraft not weighing more than 15,000 kg MTOW, the charge is € 67.65
 - b. for aircraft weighing more than 15,000 kg, the charge is € 4.51 per 1,000 kg (or part thereof)
- Should the landing occur between 08.00am and 10.00am local time, the minimum charge will be € 90.20.

In the event of a point-to-point flight with disconnected handling the basic compensation for a landing or take-off is calculated according to aircraft weight:

- a. for aircraft not weighing more than 15,000 kg MTOW, the charge is € 54.15
 - b. for aircraft weighing more than 15,000 kg, the charge is € 3.61 per 1,000 kg (or part thereof)
- Should the landing occur between 08.00am and 10.00am local time, the minimum charge will be € 72.20.

In the event of a cargo flight the basic compensation for a landing or take-off is calculated according to the aircraft weight:

- a. for aircraft not weighing more than 15,000 kg MTOW, the charge is € 35.25
 - b. for aircraft weighing more than 15,000 kg, the charge is € 2.35 per 1,000 kg (or part thereof)
- Should the landing occur between 08.00am and 10.00am local time, the minimum charge will be € 47.00.

In the event of a local or instruction flight with connected handling the basic compensation for a landing or take-off is calculated according to the aircraft weight:

- a. for aircraft not weighing more than 15,000 kg MTOW, the charge is € 33.90
 - b. for aircraft weighing more than 15,000 kg, the charge is € 2.26 per 1,000 kg (or part thereof)
- Should the landing occur between 08.00am and 10.00am local time, the minimum charge will be € 45.20.

In the event of a local or instruction flight with disconnected handling the basic compensation for a landing or take-off is calculated according to the aircraft weight:

- a. for aircraft not weighing more than 15,000 kg MTOW, the charge is € 27.00
 - b. for aircraft weighing more than 15,000 kg, the charge is € 1.80 per 1,000 kg (or part thereof)
- Should the landing occur between 08.00am and 10.00am local time, the minimum charge will be € 36.00.

Section 2 Over and above the basic compensation, there are surcharges or discounts, which apply according to noise and point in time. These are outlined as follows (see Attachment I for an overview of the charges):

Charges according to noise (see Article 4):

- noise category A: basic compensation increased by 30% for each landing or take-off
- noise category B: basic compensation applies for each landing or take-off
- noise category C: basic compensation reduced by 10% for each landing or take-off

Charges according to point in time:

For landings and take-offs between 11:00pm and 6:00am local time, all charges as mentioned above will be increased by 30%.

Article 4 Noise categories

Section 1 The charge applicable according to the amount of noise generated, is related to the extent to which individual aircraft engage available capacity within Schiphol's noise contours. The basis is the noise production in EPNdB values per aircraft, according to the certification as acknowledged and accepted by ICAO. Within the Chapter 3 certified aircraft the Δ EPNdB has to be determined. The Δ EPNdB is calculated by subtracting the sum of the three Chapter 3 limit values (in accordance with ICAO document ANNEX 16, Volume 1) by the sum of the three EPNdB noise certification values. The following noise categories have been defined:

- noise category A: $0 \geq \Delta$ EPNdB > -9 (noisiest aircraft);
- noise category B: $-9 \geq \Delta$ EPNdB > -18 (average-noise-producing aircraft);
- noise category C: Δ EPNdB ≤ -18 (relative-low-noise aircraft).

Amsterdam Airport Schiphol establishes the noise categories, in accordance with Section 4 of this article.

Section 2 For aircraft, which are not Chapter 3 certified, the following is applicable:

- noise category A: Chapter 2 aircraft;
- noise category B: all helicopters;
- noise category C: all aircraft < 6 tonnes MTOW and all (turbo)prop aircraft ≤ 9 tonnes MTOW.

Section 3 If the noise certification values of an aircraft are not available for Amsterdam Airport Schiphol the charges according to noise will be based on the most unfavourable configuration of that aircraft type (see Attachment II for an overview per aircraft type).

Section 4 A change in the noise categories can be established at any time, given that such a change can only be executed after proper consultation of the airlines at the airport and/or their representative bodies (SAOC/BARIN).

Any of the airlines at the airport and/or their representative bodies (SAOC/BARIN) can request the airport for a change in noise categories. The airport will then start the consultation process with the airlines and/or their representative bodies (SAOC/BARIN) and will provide a well-founded decision as to whether it will honour the request or not within four weeks.

The effectuation of changes cannot take place sooner than one month after Amsterdam Airport Schiphol has given notice of its intention to the airlines at the airport and/or their representative bodies (SAOC/BARIN). A change cannot be enforced retroactively.

Section 5 The applicable noise categories will be made public to all airlines at the airport and their representative bodies (SAOC, BARIN and IATA). The airport will do this by sending them the Airport Charges Regulation.

Article 5 Passenger-related charges

Section 1 In the event of passenger transportation, passenger-related charges are payable, namely the Passenger Service Charge and the Security Service Charge, the amount of which is determined by the number of passengers on board the aircraft upon departure from the airport (to be hereinafter referred to as the charges for passengers).

Section 2 To calculate the charges as referred to in Section 1 a distinction is made between departing O/D passengers and departing transfer passengers.

- Section 3 The charges for passengers as referred to in Section 1 are not payable for:
- transit passengers;
 - passengers under two years of age;
 - passengers departing from Schiphol East;
 - passengers that are travelling but are on duty.
- Section 4 The charges for passengers are payable by the owner of the aircraft and may not be collected from passengers separately.
- Section 5 To calculate the charges for passengers, the owner of the aircraft, or the person acting on his/her behalf, should provide the Company with a written statement for each flight, showing the number of passengers on board the aircraft upon departure. This statement should be submitted in a manner that is verifiable by the Company. The number of transfer passengers and the number of passengers as referred to in Section 3, subdivided into categories a, b, c, and d, are required to be stated. In case of non-compliance, calculation of the charge will be made in accordance with seating capacity of the relevant aircraft type on an 'all-economy' basis.

Article 6

Passenger-related Fees

The charges for passengers as referred to in Article 5, Section 1, are as follows:

- the Passenger Service Charge: € 12.96 per departing O/D passenger and € 4.47 for departing transfer passengers
- the Security Service Charge: € 10.99 per departing O/D passenger and € 3.54 for departing transfer passengers

Article 7

Unforeseen circumstances

If, after having taken off from the airport, an aircraft returns without having landed at another airport - due to bad weather conditions, engine trouble, or any other unforeseen causes - the charges listed in Article 2 and Article 5, Section 1, will not be levied.

Article 8

Parking charge

For parking an aircraft in designated general use areas of the airport, a parking charge per 24-hour period or part thereof will be due in accordance with the provisions laid down in Article 9.

Article 9

Parking fee

- Section 1 Except for the provisions laid down in Section 2, a parking fee of € 1.52 per 1,000 kilograms of weight (MTOW) is payable for parking each 24 hours or part thereof.
- Section 2 No charge is due if parking takes place for a period of less than six hours and fifteen minutes. A parking period is defined as the total time the aircraft stays at the airport, less the period of time the aircraft is positioned at an aircraft stand not controlled by the Company, minus six hours and fifteen minutes.

Article 10 Assistance

The rates listed in Articles 3, 6, and 9 do not include the costs for any assistance rendered during the parking procedure (including anchorage) or during departure of the aircraft. The way in which the assistance referred to above is provided will be determined by the Company as will the fees payable for these services.

Article 11 Payment obligations

Section 1 The owner of the aircraft, the holder and the user thereof, and the person acting as an authorised representative of the owner, the holder or user thereof, are responsible for payment of the charges referred to in Articles 2, 5, 8 and 10, subject to the provisions of Article 21 Section 2 of Schiphol Airport Internal Regulations (SAIR).

Section 2 All rates listed in the present regulation are exclusive of any taxes or levies payable thereon.

Article 12 Applicable law and settlement of disputes

Section 1 All rights, obligations and disputes arising under the present Airport Charges Regulation and appendices are exclusively subject to the provisions of Dutch law.

Section 2 Any disputes will be submitted only to the judgement of the authorised Court in the District of Haarlem, the Netherlands.

Article 13 Liability

Section 1a The Company cannot be held liable for any damage caused to an aircraft, its equipment, or load because of or during its stay at the airport and in the hangars and other buildings at the airport, or for any damage caused to the property of the crew or passengers of an aircraft because of or during such stay, or for any personal injury caused to the crew or passengers. Nor is the Company liable for any loss that might occur at the airport, in the hangars or other buildings at the airport.

Section 1b That which is determined in Section 1a should not apply, if there is any mention of criminal intent or gross negligence on the part of the Company.

Section 2 The Company assumes no liability for damage that might be caused as a result of the fact that the airport or part of it or its facilities cannot be made available for use temporarily, at the discretion of the Company or any other authority.

Section 3 The owner or user of an aircraft is liable to the Company for any damage that might be caused by its aircraft to the Company's property. He/she should safeguard the Company against any claims that might be brought against the Company by third parties in respect of damage caused by the aircraft in question to persons and/or property of third parties.

Article 14
Effective Date

This Airport Charges Regulation comes into force two days after publication in the *Staatscourant* of the Dutch State's notice announcing approval of these charges by Royal Decree. The regulation is effective as from April 1, 2005.

AMSTERDAM AIRPORT SCHIPHOL
The Board of Management

Attachment I: Airport Charges

Landing and take-off charges* (charge per 1,000 kg)	Category A		Category B		Category C	
	landing or take-off		landing or take-off		landing or take-off	
	day	night	day	night	day	night
	06.00-23.00	23.00-06.00	06.00-23.00	23.00-06.00	06.00-23.00	23.00-06.00
Point-to-point flight						
Connected handling	5.86	7.62	4.51	5.86	4.06	5.28
Disconnected handling	4.69	6.10	3.61	4.69	3.25	4.22
Local/instruction flight						
Connected handling	2.93	3.81	2.26	2.93	2.03	2.64
Disconnected handling	2.35	3.05	1.80	2.35	1.62	2.11
Cargo flight	3.05	3.96	2.35	3.05	2.11	2.74
*) minimum charge based on 15 ton MTOW except for a landing between 08.00am - 10.00am minimum charge is based on 20 ton MTOW						
Chapter 2 surcharge per landing Up to 100,000 kg Over 100,000 kg					1,837.80 2,756.70	
Passenger-related charges						
Passenger Service Charge						
Per departing O/D passenger	12.96					
Per departing transfer passenger	4.47					
Security Service Charge						
Per departing O/D passenger	10.99					
Per departing transfer passenger	3.54					
Parking charge Per 1,000 kg per period	1.52					

Attachment II: Conservative Classification of Noise Categories

Noise Category A (basic compensation + 20%)	Noise Category B (basic compensation)	Noise Category C (basic compensation - 10%)
Airbus A300 Airbus A310 Airbus A321 Antonov all types BAC 1-11 BAe types not mentioned Shorts Belfast B707 B727 B737-200/300/400/500 B747 B767 Cessna 650 DC-8 DC-9 DC-10 Falcon 10/20/50 Fokker 27 Fokker 28 Gulfstream II/III Hawker 700(HS 125-700) Ilyushin all types Lockheed all types MD-81/82/83/87/88 Tupolev all types All other aircraft not mentioned in noise categories A, B or C	Airbus A319 Airbus A320 Airbus A330 ATR42 ATR72 BAe 146/AVRO RJ series B737-600/700/800 B757 B777 Canadair CL600 Canadair RJ 700/900 Cessna 500 other types Dash all types Falcon 200/900/2000 Fokker 50 Fokker 100 Hawker 800(BAe 125-800) IAI other types Learjet 31/35/36/45/55/60 MD-11 Shorts 360 All helicopters	Airbus A340 BAe ATP BAe Jetstream Bombardier Global Express B717 Canadair CL601/604 Canadair RJ 100/200 Cessna 560 XL Cessna 750 Dornier 328/JET Embraer all types Fokker 70 Gulfstream IV/V Hawker 800 XP IAI Galaxy/Astra 1125 SPX MD-90 Saab all types All aircraft < 6 ton MTOW All (turbo-)props ≤ 9 ton MTOW

General Information

Amsterdam Airport Schiphol

Address

Evert van de Beekstraat 202

1118 CP Schiphol-Centrum

Postal address

P.O. Box 7501

1118 ZG Luchthaven Schiphol

Bank

ABN-AMRO Bank, account 48.67.49.304

PO Box 7585

1118 ZH Luchthaven Schiphol

Swift code ABNANL2A

Ibannr: NL20ABNA0486749304

Chamber of Commerce Amsterdam

trade register number 34029174

Relevant Departments

Airport Administration

telephone +31.20.601.2416

fax +31.20.601.3466

SITA SPLLA7X

e-mail havenadministratie@schiphol.nl

Airside Operations / Apron Office

telephone +31.20.601.2116

fax +31.20.601.3441

e-mail apronoffice@schiphol.nl

Marketing & Account Management

telephone +31.20.601.4885

fax +31.20.601.3454

e-mail airlinemarketing@schiphol.nl

Corporate Clients & Pricing

telephone +31.20.601.2985

fax +31.20.601.4867

e-mail airportcharges@schiphol.nl

Ministry of Transport

Information on noise levy

telephone +31.23.566.3265

fax +31.23.566.3074

e-mail ncinfo@ivw.nl

Air Traffic Control

Information on ATC levy

telephone +31.20.406.2000

fax +31.20.648.4999

e-mail atc.nl@lvnl.nl

Explanatory Notes to the Airport Charges Regulation, April 2005

These explanatory notes relate to the provision of aircraft fleet and loading data and the payment obligations as referred to in the Airport Charges Regulation. Costs incurred because of non-compliance with any condition mentioned in the Airport Charges Regulation and these explanatory notes may be charged to the owner.

Should you have any questions, please feel free to contact the Airport Administration (telephone +31.20.601.2416).

Provision of Aircraft Fleet Data

Every year, prior to 1 April, the natural or legal person owning or holding a civil aviation aircraft and having disposal thereof for the purpose of participating in air traffic, under own responsibility,, is required to provide a full statement of the aircraft, containing the following specifications:

1. Manufacturer, type and model
2. Serial number of the aircraft
3. Nationality and registration marks (aircraft registration)
4. MTOW (in kilos)
5. Configuration
6. Noise certification values (EPNdB Fly-over, Lateral, Approach)
7. Motortype

Validity

To demonstrate the validity of the MTOW and the noise certification values, copies of the relevant pages from the approved Airplane Flight Manual should accompany this specification. From the approved Airplane Flight Manual both the pages with Limitations showing the MTOW, the noise certification values and the section describing the aircraft and the engines installed, as well as the page with the List of Valid Pages, with date and serial number(s), have to be provided. To demonstrate the validity of the noise certification values a copy of the official noise certificate can be provided as well.

In addition, the owner is required to report all changes occurring in its fleet and/or changes in an aircraft's/motortype configuration immediately and is required to present the copies of the approved Airplane Flight Manual and/or official noise certificate as described above.

Please note that, in order to calculate the noise levy for invoicing purposes (see chapter on government levies), the noise certification values are also required to the Ministry of Transport. The event the noise certification values are not provided, the noise levy will be based on the conservative classification of noise categories, which is available at IVW/DL.

Conservative Values

Should the MTOW data of an aircraft that has landed at the airport not be available, the highest weight of the aircraft type concerned will be charged. If noise certification values are not available, the noise category will be based on the most unfavourable configuration of the aircraft type concerned (see conservative classification of noise categories in Attachment II).

If the MTOW is not certified, the charge will be based on the 'Maximum Design Taxi Weight', or the 'Maximum Flight Weight with Flaps in Take-off Position'.

In the event of non-compliance with the above conditions, credit invoices of differences arising from the application of the conservative values cannot be made.

Provision of Load Data

For each calendar day the airline company is required to provide a specification of all aircraft departing from and arriving at the airport on that day and to provide the number of passengers and cargo volume on board of these aircraft. Even in the event a handling agent provides the load data, the airline will continue to be responsible for correct, complete and timely supply of the data.

The information is required to be provided using Electronic Data Interchange (EDI) in-flight reporting and the form 'short departure statement'. Should EDI not be available, the 'arrival and departure statement' should be used. The forms referred to can be obtained from the Airport Administration.

A completed form is required for all flights operating at the airport. A completed form is also required if there are no passengers and/or cargo on board. In that case 'vacant' should be written in the column 'Remarks'. For cargo flights, the word 'freight' should be written in the column 'Remarks'.

Please note that it is important to mention name and address details on the statement so that the company can be contacted without delay in the event of a discrepancy.

EDI

Electronic Data Interchange (EDI) in-flight reporting is required to provide information on loading data. In-flight reporting refers to up-to-date reports of the loading of the arriving or departing aircraft at Schiphol via SITA by means of Load Messages (LDM) and Passenger Transfer Messages

(PTM). Loading relates to passengers, baggage, cargo and mail.

For invoicing purposes the 'short departure statement' should be filled in and submitted for the number of departing duty travel, locally boarding and transfer passengers (see Attachment III). The completed and signed 'short departure statements' of flights for the preceding day should be faxed every day before 9.30am local time to the Airport Administration.

EDI not Available

In the event an airline company does not have a link to EDI in flightreporting, the airline should contact the Airport Administration and, after having been given approval, should use the 'arrival and departure statements' to provide loading data (see Attachment III for specimens of such forms). The completed and signed 'arrival and departure statements' for departing and arriving flights on the preceding day should be faxed every day before 9.30am local time to the Airport Administration.

Inspection

The passenger data on the forms should be based on the flight coupons and/or should no physical flight coupons have been handed out to (some of) the passengers, on an 'ITKT' or comparable list for e-tickets.

The Company reserves the right to inspect the flight coupons and/or e-ticket list in order to verify the completed forms. Consequently these coupons and/or e-ticket list should be available at the office of the airline or handling company at Schiphol Centrum for at least 24 hours after departure of the aircraft. In the event of an inspection, a 'load sheet' or comparable document, on which total passenger numbers are mentioned, must be available together with an 'inbound' list or transfer passenger list, on which the origin and ultimate destination of transfer passengers are stated. Alternatively, the total number of passengers and the transfer passenger list may also be shown in the automated system of the airline. In addition a list with ticket codes used by the Airline Company is required to be available.

Should the need arise, in consultation with the airline any discrepancies noted may be debited or credited for a period of maximum 12 months prior to the date on which the discrepancy was established. Any claims emanating from the discrepancies established between the load data provided and the invoicing thereof must be submitted to Schiphol Group in writing together with the onus of proof. For the sake of clarity, please note that 'If-Seats-Available-Passengers' and travel agents are not exempt from paying the passenger-related charges.

Payment Obligations

Unless otherwise agreed with the Marketing & Account Management department, all fees and charges should be paid in full, in cash, to the Apron Office (Article 21 Section 2 of the Schiphol Airport Internal Regulations (SAIR)), prior to departure of the aircraft.

Terms

Invoicing will take place on a weekly basis. The invoice amount should be received within three weeks from the date of the invoice. For each month, or part thereof, that payment is received thereafter, an interest charge of 1% of the invoice amount will apply.

Claims

Claims on invoices should always be received within three weeks after the date of the invoice. Any change in the invoice amount or postponement of payment is not permitted, nor is it permitted to return the invoice without preliminary consultation.

Aircraft Leased Out

In case of an aircraft being leased out for a period exceeding six months, it is possible to send the invoice to the lessee concerned. In order to receive the invoice, the lessee should write in advance. Until then however, the owner/lessor is fully liable for all sums payable.

In the event the lessee of an aircraft would like to stand surety for one or more flights, the completed form 'Guarantee per flight' should be submitted to the Apron Office. This form is available at the Apron Office.

Unforeseen Circumstances

In the event a flight as defined in Article 7 of the Airport Charges Regulation is levied, the relevant airline can request exemption of payment in writing within three weeks after date of invoice.

Surcharge Regulation Concerning the Use of Chapter 2 Aircraft**Total Ban**

As per April 1, 2002 a total ban on Chapter 2 operations is in force at Schiphol Airport. This ban is based on European legislation.

Surcharge

If, in spite of the above ban, Chapter 2 aircraft land at Schiphol Airport an additional surcharge on the landing charges will apply.

The basis for calculating the surcharge is as follows:

- up to 100 tonnes MTOW € 1,837.80 per landing
- from 100 tonnes MTOW € 2,756.70 per landing

Chapter 2 Aircraft

In this regulation, a 'Chapter 2 aircraft' is defined as a civil subsonic aircraft, noise certified on the grounds of the standards as referred to in Annex 16, volume 1, Chapter 2, to the ICAO convention (third edition, 1993). On first request, the owner/operator of an aircraft should provide a copy of the noise certificate of the aircraft operated at Schiphol Airport.

Governmental Levies

The governmental levies at Schiphol Airport consist of the Local Air Traffic Control levy and the noise levy.

For information on these levies, please feel free to contact the authorities and ministries. For questions regarding invoicing, please feel free to contact the Airport Administration.

Local Air Traffic Control Levy (ATC)

The determination and collection of the ATC levy is based on article 5.21 of the Aviation Act (Wet Luchtvaart). Please note that this levy is applied independently of the en route Charges.

The Local Air Traffic Control (ATC) levy as of January 1, 2005 is as follows (per January 1, 2005 no changes):

Point-to-point Flights

Minimum levy f 0-6 tonnes MTOW	€ 24.00
Plus per ton MTOW 6-20 tonnes MTOW	€ 4.00
Plus per ton MTOW >20 tonnes MTOW	€ 5.77
Maximum levy	€ 540.64

Local/Instruction Flights

Per ton MTOW	€ 2.96
Minimum rate 0-6 tonnes MTOW	€ 17.76
Maximum levy	€ 296.00

Noise Levy Civil Aviation as per January 1, 2005

The determination of the noise levy is in accordance with article 77 of the Aviation Act. The levy will be collected by a designated NVLS official.

The F factor, which is part of the noise levy calculation, is set at €98.47 as of January 1, 2005. Please note that, in order to calculate the noise levy and for invoicing purposes (see chapter on government levies), the noise certification values are also required to the Ministry of Transport. The event the noise certification values are not provided, the noise levy will be based on the conservative classification of noise categories, which is available at IVW/DL.

Governmental Noise/insulation Levy as per February 4, 2005

As per February 4, the name on the invoice of the Noise levy Civil Aviation will be changed into **Governmental noise/insulation levy**. The F-factor will increase from €98.47 to € 126.50.

As per Februari 4, 2005 a new levy of €0.50 per metric ton of the Maximum Take Off Weight (MTOW) will be introduced; the Governmental Planning Compensation levy. The new levy is necessary to refund the expenditures prefunded by the government for claims, the demolition of buildings and the relocation of houseboats in the surroundings of Amsterdam Airport Schiphol related to airport noise and/or safety.

Turnover Tax

Under Dutch Tax Legislation (Turnover Tax Act 1968), turnover tax is levied on all rates and amounts stated in the Airport Charges Regulation, with the exception of governmental levies as mentioned in these explanatory notes.

A percentage of 19% (= current turnover tax rate) is levied on the landing and take-off charges, parking charges, Passenger Service Charge and Security Service Charge.

Zero Rate

However if landing and take-off charges, parking charges, the Passenger Service Charge and the Security Service Charge are charged to the airlines mentioned in 'J.P. Airlinefleets International' (annual edition of Buchner & Co in Zurich), the zero rate of turnover tax will apply to these airlines. However, if an airline does not operate (a part of) its aircraft fleet as public transport in international air traffic, the normal turnover tax rate of 19% will apply for those aircraft.

Relevant provisions from the Supplementary Airport Regulations Schiphol Airport (SARSA) and Schiphol Airport Internal Regulations (SAIR)

Article 5.3a SARSA

Positioning, parking and garaging aircraft as well as carrying out repairs to aircraft is permitted at or on the locations intended or designated for this purpose only after permission has been received from the airport operator.

Article 5.3b SARSA

The airport operator may order that parked or garaged aircraft should be moved if the operator deems this necessary in the interests of order and safety.

Article 8 SARSA

Subject to the provisions of Article 20 of the General Airport Regulations, the following rules have been laid down:

Airlines should provide the airport operator in good time with data needed for planning and use of the equipment at the airport. Such data include:

- a. Schedule times
- b. Type of aircraft and configuration
- c. Flight numbers and aircraft registration of inbound and outbound flights
- d. Passenger numbers and nature of the flight
- e. Deviations from schedule times that are known in advance
- f. Particulars, if any, arising from the nature of a specific flight or flights
- g. Particulars, if any, of dangerous substances on board the aircraft

Article 10 SAIR

If necessary in the interest of airport operations, the airport operator may introduce changes in the arrival and departure times that are binding on the airlines.

Article 11 SAIR

The airport operator is entitled at all times to prohibit or delay the departure of an aircraft from Schiphol Airport stating reasons.

Article 15 SAIR

1. For operational purposes, the airlines are obliged to provide the airport operator with the following information on aircraft using Schiphol airport: load and certification data and arrival and departure times. The information should be provided in advance or within the period stated in the Airport Charges Regulation (*Havengeldregeling*).
2. The airport operator is entitled to check the information provided for correctness.
3. The airlines are obliged to inform the airport operator in good time about matters, which may impede the normal handling of an aircraft.
4. The handling companies have the same duty to provide information as the airlines for which they perform the handling operations.

Article 16 SAIR

1. Unless a different arrangement has been made with the relevant airline, the captain of an aircraft should report to the Apron Office both immediately upon arrival and prior to departure of the aircraft and, furthermore, in all cases as required by the Operations Duty Manager Airside.
2. The captain is obliged to provide all information on the aircraft, crew, passengers and loading to the Apron Office.
3. The captain is obliged to allow the airport operator to move the parked or garaged aircraft if deemed necessary in the airport operator's judgement. Costs may be charged for this.

Article 21 SAIR

1. The payable airport charges for landing, take-off, parking and garaging aircraft at Schiphol airport are described in the Airport Charges Regulation. In addition the Regulation states which information should be given to Amsterdam Airport Schiphol and how the airport charges are determined.
2. Unless otherwise agreed with the owner, holder or captain of the aircraft, the charges referred to in paragraph 1 should be paid prior to departure of the aircraft.

Attachment III: Examples of Forms

Explanatory notes to short departure statement

Defenitions

See also Article 1 of the Airport Charges Regulation, Amsterdam Airport Schiphol

- Passenger : Occupant of an aircraft, not belonging to the aircraft's crew, and co-flying dead- heading crew.
- Transfer : A passenger arriving at and departing from Schiphol airport with a different aircraft, or with the same aircraft under a different flight number, and whose main purpose for using the airport is to effect a transfer (origin \neq destination) without leaving the customs area for a period exceeding 24 hours.
- Duty travel : Employee of an airline company who by **order** of his company and exclusively for company purposes departs from the airport to elsewhere for the performance of contractual duties, on condition that the nature and purpose of the travel have been clearly expressed on the airline ticket, providing that this should be demonstrated to the satisfaction of the company.
- Local Boarding : Passengers, not being transfer passengers, children < 2yr, transit-direct passengers, passengers departing from Schiphol-East and duty-travel, who depart from Schiphol Airport with an aircraft.

Remarks concerning the completion of the form:

- Per each destination should be indicated the number of transfer passengers.
- Of the other sections only the totoals are to be completed.

Remarks on how te deal with the form:

- For each flight departing from the airport a short departure statement is to be completed.
- The departure statement should also be completed if at the moment of departure there are no passengers present. In that case fill in the word "Empty" in the column "Remarks".
- A departure-statement should also be completed if there are only transit passengers on board the aircraft at the moment of departure, for instance, in case of technical stopovers, fuel stops, etc.
- The form should be completed daily by the airline company or its handling company on the basis of the flight coupons.

The airport reserves the right to check the flight coupons. For the purpose of such checks the flight coupons should be available in the office of the company concerned up to at least 24 hours after completion of the flight.

- The airline company or its handling company should arrange for the statements of the previous day to be faxed to the Airport Charges Department (faxnr. 020-6013466), every day before 10 a.m.

Explanatory notes to departure statement

Definitions

See also Article 1 of the Airport Charges Regulation, Amsterdam Airport Schiphol

- Passenger : Occupant of an aircraft, not belonging to the aircraft's crew, and co-flying dead-heading crew.
- Transit : A passenger arriving at Schiphol Airport on a through-flight and subsequently leaving the airport with the same aircraft, or replacing aircraft put on due to a breakdown of the former, without having left the customs area.
- Transfer : A passenger arriving at and departing from Schiphol Airport with a different aircraft, or with the same aircraft under a different flight number, and whose main purpose for using the airport is to effect a transfer (origin \neq destination, without leaving the customs area for a period exceeding 24 hours).
- Duty-travel : Employee of an airline company who by order of his company and exclusively for company purposes departs from the airport to elsewhere for the performance of contractual duties, on condition that the nature and purpose of the travel have been clearly expressed on the airline ticket, providing that this should be demonstrated to the satisfaction of the company.
- Local Boarding : Passengers, not being transfer passengers, children ,2yr, transit-direct passengers, passengers departing from Schiphol-East and duty-travel, who depart from Schiphol Airport with an aircraft.
- Config. : Total number of seats to be utilised for passengers for the flight concerned.

Remarks concerning the completion of the form:

- Per each origin should be indicated the number of passengers., excl. transit, the number of transfer passengers, the numbers of freight and mail kilogrammes.
- Of the other sections only the totals are to be completed.
- The sum of the totals of Total on Board, excl. Transfer and Transit should equal the "Total on Board"

Remarks on how to deal with the form:

- For each flight arriving at the airport an arrival-statement is to be completed.
- The arrival-statement should also be completed if at the moment of arrival there are no passengers present. In that case fill in the word "Empty" in the column "Remarks".
- In case of freight flights fill in the word "Freight" in the column "Remarks".
- The airline or its handling company should arrange for the statements of the previous day to be faxed to the Airport Charges Department (fax.nr. 020-6013466) every day before 10 a.m.

Explanatory notes to Arrival Statement

Definitions

See also Article 1 of the Airport Charges Regulation, Amsterdam Airport Schiphol

- Passenger : Occupant of an aircraft, not belonging to the aircraft's crew, and co-flying dead-heading crew.
- Transit : A passenger arriving at Schiphol Airport on a through-flight and subsequently leaving the airport with the same aircraft, or replacing aircraft put on due to a breakdown of the former, without having left the customs area.
- Transfer : A passenger arriving at and departing from Schiphol Airport with a different aircraft, or with the same aircraft under a different flight number, and whose main purpose for using the airport is to effect a transfer (origin ≠ destination, without leaving the customs area for a period exceeding 24 hours).
- Config. : Total number of seats to be utilised for passengers for the flight concerned.

Remarks concerning the completion of the form:

- Per each origin should be indicated the number of passengers., excl. transit, the number of transfer passengers, the numbers of freight and mail kilogrammes.
- Of the other sections only the totals are to be completed.
- The sum of the totals of Total on Board, excl. Transfer and Transit should equal the "Total on Board"

Remarks on how to deal with the form:

- For each flight arriving at the airport an arrival-statement is to be completed.
 - The arrival-statement should also be completed if at the moment of arrival there are no passengers present. In that case fill in the word "Empty" in the column "Remarks".
 - In case of freight flights fill in the word "Freight" in the column "Remarks".
- The airline or its handling company should arrange for the statements to be put faxed to the Airport Charges Department (faxnr. 020-6013466) every day before 10 a.m.