

2 Landing and Take-off Charges

2.1 Obligation to Pay

For each landing and take-off of an aircraft at the airport, a separate landing charge or take-off charge is to be paid to the airport operator. This also applies to a touch-and-go landing, where the aircraft touches down and then immediately accelerates and takes off.

For each landing and take-off of an aircraft that has to divert to Frankfurt-Hahn airport (diversion airport), a landing and take-off fee is also charged.

2.2 Basis for Calculation of Weight and Noise-Related Charges

The landing and take-off charge is based on the maximum take-off weight of the aircraft (MTOW), as entered in the registration documents. The MTOW is to be substantiated by the Airplane Flight Manual (AFM) – Basic Manual, Section for Weight Limitations. Until these documents have been presented, it will be based on the highest known MTOW of this aircraft type. Backdated reimbursements will not be made. A reduction of this MTOW in the registration documents is taken into account in the calculation of charges only from the start of the flight schedule period, and where written notice of this alteration has been given at least four months in advance. Any increase in the maximum take-off weight of the aircraft as entered in the registration documents must be submitted to the airport operator immediately in writing.

The landing and take-off charge is also based on the aircraft's noise emissions. To this end, the aircraft landing and taking off at Frankfurt-Hahn are put into different noise categories according to Appendix 16 of the ICAO Agreement. An increase in noise emissions means a higher fee will be charged for landing and take-off.

2.3 a) Landing and Take-Off Charges for Passenger Aircraft over 5.7 t MTOW

In addition to both criteria given in 2.2, the landing and take-off charge is based on the turnaround time (TRT) for passenger aircraft with a maximum take-off weight (MTOW) of over 5.7 t. The starting point of the turnaround time is defined as being the on-block time; that is, the time taken for the turnaround is measured from the point where the aircraft has come to a halt in its final parking position and the wheel chocks have been put into place. A turnaround time finishes after the aircraft has been given clearance by the ground handling services by having its chocks removed. This point is called the Off-Block Time.

The criterion of a TRT of up to 30 minutes is met, if 90% of them in a calendar year are completed within 30 minutes. The TRT may exceed this time, if a change in cockpit and/or cabin crew is needed. The time needed for this is not calculated onto the individual TRT. Not included in the recording of the TRT and therefore exempt from the afore-mentioned 90% fulfilment target are those turnarounds that are only carried out up to 50%. On the one hand, this encompasses arrivals where following the on-block time there is no further immediate flight (e.g. because of the night time of a stationary aircraft); on the other hand, this applies to departures where prior to the off-block time no immediate preceding arrival-related turnaround took place (e.g. because of the completed night time of a stationary aircraft).

First of all, the TRT is to be established for all relevant turnaround times of an airline on a monthly basis. The landing and take-off fee is charged accordingly. In the following month of a finished calendar year, the TRT is determined again for all turnarounds carried out by the airline taken over the year. The airport operator will charge or give credit for any differences in the airlines' monthly invoices.

For passenger aircraft the charge in EUR is worked out on the following basis per tonne or

part thereof of the maximum take-off weight (MTOW), per movement, whereby take-off and landing are to be paid for individually as separate movements.

	Classification according to ICAO Appendix 16, Section I, Chapters 3, 4, 5, 6 (-4d(A)) ³ , 8 of certified turbo jet aircraft, propeller aircraft and helicopters ¹		Classification according to ICAO Appendix 16, Section I, Chapters 2, 6, 7, 10 of certified turbo jet aircraft and aircraft ^{1;2}		Aircraft without noise certificate (military) ^{1;2}	
Local time	05:00-23:00	23:00-05:00	05:00-23:00	23:00-05:00	05:00-23:00	23:00-05:00
TRT Average Turnaround Time	EUR / Tonne (t) MTOW per movement	EUR / Tonne (t) MTOW per movement	EUR / Tonne (t) MTOW per movement	EUR / Tonne (t) MTOW per movement	EUR / Tonne (t) MTOW per movement	EUR / Tonne (t) MTOW per movement
Up to 30 minute TRT	0.00	0.00	4.80	4.80	8.00	8.00
Over 30 minute TRT	2.50	3.90	7.50	11.70	12.50	19.50

¹ Aircraft are primarily categorised according to their ICAO classification. According to this, turbo jet aircraft comply with the stipulations of ICAO, Appendix 16, Section 1, Chapters 2, 3 and 4, in as far as there is documentary evidence in the form of manufacturers details or similar documents of an authorising body that the noise limits specified in Chapters 2, 3 and 4 are not exceeded in the individual cases. An aircraft not listed in the ICAO allocations will be classified as is seen fit on the basis of the noise certificates presented, until adequate measurement results are made available to Frankfurt-Hahn airport.

What is significant for the allocations in the ICAO's Chapters, Appendix 16, in this respect, is the actual presentation of relevant and complete documentary evidence of adherence to the above-mentioned conditions by the aircraft owner that can be easily checked by the airport operator before take-off. No backdated reimbursements will be made. An amendment to the noise certificate in the registration documents is taken into account in the calculation of charges only from the start of the flight schedule period, and where written notice of this alteration has been given at least four months in advance with the presentation of the amended documents. Every amendment to the noise certificate in the registered documents is to be communicated immediately to the airport operator in writing.

² Flights only with certificate of exemption from the German Civil Aviation Authority (LBA) are permitted and military flights.

³ The values must be at least 4 db (A) under the limits stipulated by the ICAO, Appendix 16, Section 1, Chapter 6.

b) Landing and Take-Off Charges for Cargo Aircraft over 5.7 t MTOW

For cargo aircraft with a maximum take-off weight (MTOW) of more than 5.7 t the landing and take-off charges are exclusively based on both the criterion stated in section 2.2.

The calculation basis for cargo aircraft is a charge in EUR per tonne or part thereof of the maximum take-off weight (MTOW), per movement, whereby take-off and landing are to be paid for individually as separate movements.

	Classification according to ICAO Appendix 16, section 1, chapters 3, 4, 5, 6 (-4d(A)) ³ , 8 of certified turbo jet aircraft, propeller aircraft and helicopters ¹		Classification according to ICAO Appendix 16, Section 1, Chapters 2, 6, 7, 10 of certified turbo jet aircraft and aircraft ^{1;2}		Aircraft without noise certificate (military) ^{1;2}	
Local time	05:00-23:00	23:00-05:00	05:00-23:00	23:00-05:00	05:00-23:00	23:00-05:00
MTOW	EUR / Tonne (t) MTOW per movement	EUR / Tonne (t) MTOW per movement	EUR / Tonne (t) MTOW per movement	EUR / Tonne (t) MTOW per movement	EUR / Tonne (t) MTOW per movement	EUR / Tonne (t) MTOW per movement
Up to 30 tonnes (t)	1.60	1.60	4.80	4.80	8.00	8.00
Over 30 tonnes (t)	2.50	3.90	7.50	11.70	12.50	19.50

¹ Aircraft are primarily categorised according to their ICAO classification. According to this, turbo jet aircraft comply with the stipulations of ICAO, Appendix 16, Section 1, Chapters 2, 3 and 4, in as far as there is documentary evidence in the form of manufacturers details or similar documents of an authorising body that the noise limits specified in Chapters 2, 3 and 4 are not exceeded in the individual cases. An aircraft not listed in the ICAO allocations will be classified as is seen fit on the basis of the noise certificates presented until adequate measurement results are made available to Frankfurt-Hahn airport.

What is significant for the allocations in the ICAO's Chapters, Appendix 16, in this respect, is the actual presentation of relevant and complete documentary evidence of adherence to the above-mentioned conditions by the aircraft owner that can be easily checked by the airport operator before take-off. No backdated reimbursements will be made. An amendment to the noise certificate in the registration documents is taken into account in the calculation of charges only from the start of the flight schedule period, and where written notice of this alteration has been given at least four months in advance with the presentation of the amended documents. Every amendment to the noise certificate in the registered documents is to be communicated immediately to the airport operator in writing.

² Flights only with certificate of exemption from the German Civil Aviation Authority (LBA) are permitted and military flights.

³ The values must be at least 4 db (A) under the limits stipulated by the ICAO, Appendix 16, Section 1, Chapter 6.

c) For Combined Passenger and Cargo Aircraft (Mixed Version Aircraft)

The charges for landing and take-off for mixed version aircraft (Boeing 747-100/200/300/400) are calculated according to the respective utilization of the aircraft as a passenger or cargo aircraft in each movement involved. In the case of combined utilisation, the movement concerned in terms of mixed version aircraft is calculated as a passenger aircraft.

d) For Aircraft under 5.7 t MTOW (General Aviation)

The fixed landing and take-off charge is

EUR 30

per flight (landing and take-off).

2.4 Weight Related Landing and Take-Off Charges for Training and Instruction Flights and Technical Landings

The charge for landing, as well as a touch-and-go landing, where the aircraft touches down and then immediately accelerates and takes off, and the take-off of an aircraft within the context of training and instruction flights as well as technical landings with aircraft costs:

EUR 6

per separate movement (individual landings and take-offs respectively), per tonne (t) or part thereof of the MTOW.

Training flights in terms of this section are flights where in the course of training at a licensed training facility (aviation training school) a civilian trainee pilot is subject to the conditions required for the attainment of a civilian pilot's licence or those needed for a permit in terms of the examination regulations for aviation staff.

Instruction flights in terms of this section are flights which serve the aeronautical and technical instruction of civil pilots. Such pilots under instruction must be in possession of a pilot licence as stipulated for the relevant aircraft model being flown. The instructor must be on board the aircraft that is being used.

2.5 Landing and Take-Off Charges for Government Civilian Aircraft

There are no landing and take-off charges for government civilian aircraft, provided the flights concerned have been ordered by the government.

In the same way, no charges are payable for flights conducted by an employee of a civilian aviation authority of the German Federal government or of one of the German Federal states (*Bundesländer*) while carrying out duties in their capacity as aircraft owners.

Government civilian aircraft are those owned by the Federal Republic of Germany or a German Federal state and which bear a civilian nationality and registration mark.

2.6 Approach Charges for Flights Complying with Instrument Flight Rules (IFR)

For each aircraft approach complying with Instrument Flight Rules (IFR) an air traffic control charge is to be paid to the airport operator. This air traffic control charge for the approach of aircraft operating commercial or non-commercial flights according to IFR is included in the landing and take-off charge, provided the flight is operated for purposes other than training and instruction.

2.7 Approach Charges for Training and Instruction Flights Complying with Instrument Flight Rules (IFR)

For each approach of a training or instruction flight under Instrument Flight Rules (IFR), as well as for simulated IFR-approaches, an air traffic control charge has to be paid to the

airport operator in addition to those for landings and take-offs. Approaches and departures without loading as well as repeated go-arounds count as one approach flight. The unit to be counted is the approach. The person liable to pay the charges is the operator of the aircraft at the time of the flight concerned. If the operator of the aircraft is not known, the owner of the aircraft shall be liable.

The charge per approach is

EUR 20