

FEES of KÖLN BONN AIRPORT



valid April, 1st 2008

§ 43 LuftVZO

According to the approval ministry of building and traffic NRW dated 19.03.2008.

A. Landing fees

- (1) A landing fee is a payable to the airport company by airlines and aircraft operating agencies for every landing of their aircraft at Cologne/Bonn Airport.
- (2) The landing fee is based on
 - a) the maximum take-off weight* of the aircraft as entered in its certificate of airworthiness, whereby for landings or take-off between 2200 and 0600 (local time) a weight of 12,000 kg is taken as the lower limit (fixed fee), regardless of the actual maximum take-off weight.

A reduction in the MTOW per AFM will only be recognised if advised the FKB** at least 4 months before the beginning of a new schedule period. Appropriate certification from the German LBA or other competent air-worthiness registration authority is to be submitted as proof. Every increase in the MTOW of an aircraft in its registration papers is to be advised the FKB without delay.

For landings during the day and subsequent takeoff between 2200 and 0600 local time, then the fixed landing fee shall be determined by applying the night time price (increased MTOW rate).

Cargo-only aircraft are granted a reduction of 25% of the fixed daytime landing fee from Mondays to Fridays if both take-off and landing are between 0600 and 2200 local time.

and

- b) in addition an emission charge per landing (on page 5) also
- c) according to the number of passengers on board the aircraft when it lands (variable fee).

*) Proof of the applicable MTOW as documented in the aeroplane flight manual (AFM)-Basic Manual-Section for weight limitations, must be provided.
Failing presentation on the AFM the landing fee will be based on the highest MTOW for the respective type.
Retroactive refunds will not be made.

**) Flughafen Köln/Bonn GmbH (Cologne/Bonn airport company)

(3)

- a) The part of the landing fee based on the maximum take-off weight of the aircraft, taking into consideration the terms of ICAO (Noise Protection Requirements for Aircraft, publication of the Federal Aviation Authority of 1 January 1991), is calculated as follows and amounts to:

aircraft up to 2 t MTOW

For propeller aircraft and helicopters				
Domestic German and international flights				
up to 1.2 t maximum take-off weight		over 1.2 to 2 t maximum take-off weight		up to 2 t
complying with the conditions of ICAO Appx. 16, Vol. 1, Chap. 6 [-4dB(A)**], Chap. 8, Chap. 10 or the LSL Chap. VI.2.4., Chap. VIII, Chap. X*)	complying with the conditions of ICAO, Appx. 16, Vol. 1, Chap. 6, or the LSL, Chap. VI.2.3*)	complying with the conditions of ICAO, Appx. 16, Vol. 1, Chap.6 [-4 dB(A)**], Chap .8, Chap. 10 or the LSL Chap. VIII, Chap. X*)	complying with the conditions of ICAO, Appx. 16, Vol. 1, Chap.6 *)	without noise certificate according to ICAO Appx. 16, Vol.1 or the LSL
Euro per procedure				
13,05 €	26,10 €	23,55 €	47,10 €	76,00 €

*) Aircraft comply with the conditions of ICAO Appendix 16, Vol. 1, Chapter 6, 8, 10 or the LSL if it is proved in individual cases by data of the manufacture or comparable documents of a licensing authority that the noise values permitted by Chapter 6, 8 and 10 as well as the LSL are not exceeded.

Decisive for the calculation of the fees is the presentation of a corresponding noise certificate (issued by the aviation authority of the country in which the aircraft is registered) by the aircraft operator before take off. If no such presentation is made, the landing fees will be calculated on the basis of the category "without noise certificate according to ICAO Appendix 16, Vol. 1 of LSL".

**) Noise levels must be at least 4db(A) below the value limits of ICAO Appendix 16, Vol. 1, Chapter 6.

aircraft over 2 t MTOW

For turbo-jet aircraft and Propeller aircraft and helicopters over 2 t MTOW					
on flight	licensed according to ICAO Appx. 16, Vol. 1 (for turbo-jet aircraft) complying with the conditions of ICAO Appx. 16, Vol. 1, Chapter 3*) and complying with the conditions of ICAO, Appx. 16, Vol. 1, Chap. 3 Chap. 5, Chap. 6 [-4dB(A)**], Chap. 8, Chap. 10 or the LSL Chap. III, Chap. V, Chap. VI.2.4, Chap. VIII, Chap. X.2.4.*)	without noise certificate according to ICAO Annex 16, Vol. 1 or the LSL			
for each 1,000 kg of the MTOW or part thereof according to the linear-degressive calculation pattern					
Domestic German and international flights					
Basic rate per t with 400 t MTOW					
According to bonuslist between 0600 and 2200 h	5,17				
		From 0600 to 2200	18,95	From 0600 to 2200	29,15
According to bonuslist between 2200 and 0600 h	6,23				
		From 2200 to 0600	57,65	from 2200 to 0600	90,10
not include bonuslist between 0600 and 2200 h	7,01				
not include bonuslist between 2200 and 0600 h	10,10				
Degression rate per t MTOW					
According to bonuslist between 0600 and 2200 h	0,01095583				
		From 0600 to 2200	0,03584171	from 0600 to 2200	0,05449256
According to bonuslist between 2200 and 0600 h	0,01280794				
		From 2200 to 0600	0,10898512	from 2200 to 0600	0,16450584
Not include bonuslist Between 0600 and 2200 h	0,01440181				
Not include bonuslist Between 2200 and 0600 h	0,01980782				

Determining the final price by aircraft/MTOW *)
$(\text{Basic rate} + (\text{Degression rate} * (400 - \text{MTOW}))) * \text{MTOW}$

***) normal rounded; aircraft over 400 to. MTOW, basic-rate only**

- *) Turbo-jet aircraft comply with the conditions of ICAO Appendix 16, Vol. 1, Chapters 2 and 3 if it is proved by data of the manufacturer or documents of a licensing authority in individual cases that noise values permitted by Chapter 2 and 3 are not exceeded.

Aircraft comply with the conditions of ICAO Appendix 16, Vol. 1, Chapter 6, 8, 10 or the LSL if it is proved in individual cases by data of the manufacture or comparable documents of a licensing authority that the noise values permitted by Chapter 6, 8 and 10 as well as the LSL are not exceeded.

Decisive for the calculation of the fees is the presentation of a corresponding noise certificate (issued by the aviation authority of the country in which the aircraft is registered) by the aircraft operator before take off. If no such presentation is made, the landing fees will be calculated on the basis of the category "without noise certificate according to ICAO Appendix 16, Vol. 1 of LSL".

- **) Noise levels must be at least 4db(A) below the value limits of ICAO Appendix 16, Vol. 1, Chapter 6.

Aircraft according to bonuslist BMW: Present all types up to 25 t MTOW as well as

A 300	B 727-100 (reengined with 3 Tay-Engines)	F 100
A 310	B 747-400	F 70
A 318	B 737-300 bis -800	Gulfstream IV
A 319	B 767	DC 10-30 /MD 11
A 320	B 757	BAe 146 / Avro RJ-Serie
A 321	B 777	DC 8-70
A 330	MD 90	TU 204
A 340	CRJ 700	EM 170 / 175
A 380	CL 90	ERJ 190

Additional emission charge:

The emission-related charge amounts to **€ 3.00**

per kg of nitrogen oxide equivalent (the emission value) within the standardized LTO cycle of an aircraft. The charge is invoiced per landing.

The required data on engine and aircraft types are retrieved from a recognized airline fleet database.

The emission-related charge is calculated using the ERLIG 1 formula on the basis of the certified nitrogen oxide

(NO_x) and hydrocarbon (HC) emission values per engine in the LTO-cycle pursuant to ICAO Annex 16 Volume II as follows:

Formula:

$NO_{x,aircraft} [kg] = (No. \text{ of engines} \times SMode \text{ time [s]} \times \text{fuel consumption [kg/s]} \times NO_x \text{ -index [g /kg]}) / 1000$

If HC LTO > 19.6 g/kN the NO_{x,aircraft} is multiplied by a factor a:

$a = 1$; if $Dp_{HC}/Foo \leq 19.6 \text{ g/kN}$

$a = (Dp_{HC}/Foo)/19.6 \text{ g/kN}$; if $Dp_{HC}/Foo > 19.6 \text{ g/kN}$ ($a_{max} = 4$).

Nitrogen oxide equivalent per aircraft = $a \times NO_x$ per aircraft.

The emission value is taken into account up to the third decimal place.

The emission values are calculated on the basis of the ICAO Aircraft Engine Emissions Database for turbo jet engines

2 as well as the FOI Swedish Defence Research Agency Database for propeller-driven engines 3.

If the emission databases contain no or conflicting entries for an engine type, the highest known emission value will be used, regardless of the various operational criteria.

If for an aircraft no or contradictory engine data are available, the highest known emission value of this aircraft type will be applied.

If an engine type is not included in one of the databases available and the data for a standard engine type cannot be used, the engine type is evaluated on the basis of DLR-study dated February 28, 2005.

When engines are used which emit less than the registered amount of nitrogen oxide equivalent (e.g. through differing UID numbers or the use of a re-rated version of the engine), documentation must be provided to the airport operator by presenting the AFM along with the ICAO certification or the manufacturer's documentation. Until the above-mentioned documentation is provided, invoicing will be based on the highest known emission value for the respective aircraft and engine type.

The airport operator must be notified without delay of any increase or reduction in the emission value of the aircraft as entered in the AFM or ICAO certificate or manufacturer's documentation.

For aircraft movements for which increased emission values are subsequently determined, the airport operator is entitled to levy retroactive charges; reduced emission values will be taken into account without delay as soon as they are documented and verified. No refunds will be made.

Attention for aircraft from 2 to. to 6 to. MTOW:

A general emission charge of 2 € per landing will be calculated – regardless of engine.

1 ERLIG= Emission Related Landing Charges Investigation Group, ECAC

2 <http://www.caa.co.uk/default.aspx?catid=702&pagetype=90>

3 http://www.foi.se/FOI/templates/Page____4618.aspx

Airships and hot-air balloons

An anchor mast fee and a landing or take-off fee must be paid for airships and hot-air balloons using the airport.

- **Airships**

The anchor mast fee is charged for erecting such a mast and amounts to the following for every 24 hours or part thereof:

- fixed lump sum for airships **130,00 €**

The calculation period begins when the mast is put up and ends when it is taken down.

The fixed landing fee depends of the airship MTOW and is calculated as stated in Chapter 3 / Bonus List (pages 3 and 4 of the Fees Regulations) per 1,000 kgs of MTOW or part thereof.

- **Hot-air balloons**

The following lump sum is charged for the take-off **11,00 €** of a hot-air balloon.

- b) The fees detailed in paragraph a) are reduced for instructions and familiarization flights for aircraft with a maximum take-off weight of

up to 3.000 kg by 40 percent

over 3.000 kg by 55 percent

During the hours 0600 to 2200 (local time) the reduced fees amount to at least **€ 13,05.**

- c) Instruction flights in the sense of paragraph b) are flights in which a civil student pilot within the scope of his training school meets the requirements necessary for obtaining a civil pilot's license or authorisation in the sense of the examination requirements for aviation personnel.
- d) Instructional, probationary, check or familiarisation flights within the meaning of paragraph b) above are flights serving the purpose of instructing civil pilots in airmanship or technical matters; each and every pilot to be instructed, checked or familiarised or for whom the flight is probationary must be in possession of a valid Pilot's License and the pilot administering such flight must be on board the aircraft used.

(4) Passenger fees

That part of landing based on the number of passengers aboard the aircraft when landing is

providing the aircraft has started from an airport within the Federal Republic of Germany

€ 5,95

providing the aircraft has started from an airport inside the European Union or EWR – State (without Germany) and Switzerland

€ 7,00

providing the aircraft has started from an airport outside the European Union or EWR-State and Switzerland

€ 7,40

per passenger.

Not included in the number of passengers aboard the aircraft when landing are children less than 2 years old are not entitled to occupy a seat.

- (5) The security charge has to be paid which is based on the number of departing passengers. The security charges amount to 0,98 € per departing passenger. The security charge amounts to 0,98 € per 100 kg outbound freight / mail or parts thereof. This charge applies also to outbound freight / mail in passenger aircraft.
- (6) The part of the landing fees based on the maximum take-off weight of the aircraft is also payable for a touch-and-go landing.
- (7) Landing fees are not payable for emergency landings due to technical problems of the aircraft or due to actual use of violence or threatened use of violence unless the airport was the scheduled destination. Diversionary landings are not emergency landings.
- (8) The landing fee is payable in Euro (€) before take-off. In special cases it may be paid later if prior arrangements have been made with the airport company.
- (9) The landing fee is remuneration in the sense of § 10 paragraph 1) of the turnover tax law. The fee-payer must therefore additionally pay the turnover tax.

B. Parking Fees

- (1) Aircraft owners must pay the airport operator a fee for parking their aircraft on the airport.
- (2) The amount of this fee depends on the aircraft's approved MTOW and whether or not the average handling duration (DUABF) is exceeded.
- (3) The parking fee for a block time exceeding the average handling time for the aircraft category applicable is as below per hour or part thereof and per MTOW metric ton at the times stated.

<u>Aircraft Category</u>	<u>DUABF</u>
1 < 25 MTOW	01:00 hour
2 < 100 MTOW	01:30 hours
3 < 140 MTOW	02:00 hours
4 < 200 MTOW	02:30 hours
5 < 300 MTOW	03:00 hours
6 < 425 MTOW	04:00 hours
7 > 425 MTOW	05:00 hours

between 0700 and 0900 (local time)
 between 1700 and 2000 (local time)
 between 2200 and 0500 (local time)

€ 0,33 for every hour or part thereof and by MTOW

at all other times (l.t. CGN): **€ 0,23** per hour or part thereof and by MTOW

The max. amount for 24 hours is: **€ 2,10** per hour and by MTOW

Every hour or part thereof after exceeding the DUABF is decisive in deciding whether to apply Peak or Non-peak pricing.

- (4) After expiry of the period mentioned in B (3) of the Schedule of Fees, the airport is entitled to allocate suitable positions to the parked aircraft. If the airline does not comply, the fee will be increased in accordance with B (3) to three times the normal rate.
- (5) The parking fee is payable in Euro (€) before take-off. In special cases it may be paid later if prior arrangements have been made with the airport company.
- (6) For the parking of aircraft which is expected to exceed 30 days, a rental agreement between the aircraft operator and the airport company can be made before parking begins.
- (7) The parking fee is remuneration in the sense of § 10 paragraph 1 of the turnover tax law. The fee-payer must therefore additionally pay the turnover tax.

C. Validity

These tariffs are effective from April, 1st 2008.

The German text shall prevail.
 Errors excepted.

KBA – CC/Me 03/2008
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