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Schedule of Airport Charges

for Frankfurt-Hahn Airport

Effective as of 01.05.2012

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1 General Terms and Conditions

1.1 Debtor Clause

Joint debtors are those debtors liable for landing and take-off, passenger, and parking charges and charges for the centralised infrastructure ground handling facilities, as follows:

- a) the airline operating the respective flight with its airline code/flight number,
- b) the airlines operating the respective flight with a common airline code/flight number (code sharing),
- c) the aircraft operator and
- d) the individual or legal person using the aircraft without being its operator or owner.

1.2 Due date of payment

All fees and charges are to be paid before the flight and in Euro currency.

Upon agreement with the airport operator, the fees and charges may also be settled after the actual flight. A subsequent settlement generally requires either a pre-payment by the debtor or a lodgement of a deposit respectively a directly-enforceable bank securityship. In these cases invoice payment is possible. Invoiced amounts are to be settled with the airport operator's bank accounts free of charges and expenses, and the latest ten days after receipt by the debtor.

The airport operator shall reserve its right to charge default interest and demand cash payment in case of payment delays.

1.3 Turnover Tax

The charges to be paid for landing and take-off, passengers and parking and those for the centralised infrastructure ground handling facilities are subject to the current rate set by the German Turnover Tax law. Provided there is no provision for tax exemption, the turnover tax is to be paid by the person to whom the services are supplied, in addition to the cited charges.

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 takeoff 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 Application of Aircraft Bonus List

With reference to the Bonus List for starting and landing aircraft published by the Federal Ministry of Transport, Building and Urban Development, effective as of the 1st January 2003 (published under NfL I – 83/03), and in addition by the airport operator the following aircraft types shall fall under the Bonus List. The Bonus List has affect on the applicable landing and take-off charges as per section 2.4.

All aircraft types below 25 tons MTOW and the following aircraft types in passenger, cargo or combined passenger and cargo configuration:

Airbus A318, A319, A320, A321, A310, A300, A330, A340, A380,
Boeing B717, B727 (reengined with 3 Tay-engines), B737-300 to -900, B757, B767,
B787, B777, B747-400, B747-8,
Bombardier Dash 8-400;
British Aerospace BAe 146, Avro RJ,
Canadair CRJ 100, 200, 700, 900, 1000,
Embraer 170, 175, 190, 195, ERJ 135, ERJ 140, ERJ 145,
Fokker F70, F100,
Gulfstream IV, V,
Ilyushin 76TD-90 (PS-90A-76 engines), 96
McDonnell Douglas DC8-70, DC10, MD11, MD90,
Suchoi Superjet 100
Tupolev 204

and, if not listed above, all jet aircraft types according ICAO Annex 16 Chapter 4 (verification by noise certificate).

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

In addition to criteria given in 2.2 and 2.3, 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 ^{1,4}		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	06:00-21:59	22:00-05:59	06:00-21:59	22:00-05:59	06:00-21:59	22:00-05:59
Average Turnaround Time	EUR per t MTOW per movement	EUR per t MTOW per movement	EUR per t MTOW per movement	EUR per t MTOW per movement	EUR per t MTOW per movement	EUR per t MTOW per movement	EUR per t MTOW per movement
Up to 30Min TRT	0.00 ⁽⁴⁾ / 2.65	0,00 ⁽⁴⁾ / 4.14	5.09	5.09	8.48	8.48	
Over 30 Min TRT	2.58 ⁽⁴⁾ / 2.65	4.02 ⁽⁴⁾ / 4.14	7.96	12.40	13.25	20.67	

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

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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 Movements of aircraft according ICAO Annex 16, part 1, chapter 2, are only permitted with certificate of exemption from the German Civil Aviation Authority (LBA); principally no movements are permitted of aircraft according ICAO Annex 16, part 1, chapter 2, in the night-time between 22:00 and 5:59 local time.

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

⁴ Application for aircraft in accordance with the Bonus List stated in section 2.3

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 based on the criterion stated in section 2.2 and 2.3.

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 I, Chapters 3, 4, 5, 6 (-4d(A)) ³ , 8 of certified turbo jet aircraft, propeller aircraft and helicopters ^{1,4}		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	06:00-21:59	22:00-05:59	06:00-21:59	22:00-05:59	06:00-21:59	22:00-05:59
MTOW	EUR per t MTOW per movement	EUR per t MTOW per movement	EUR per t MTOW per movement	EUR per t MTOW per movement	EUR per t MTOW per movement	EUR per t MTOW per movement	EUR per t MTOW per movement
Under 25 t	1.65 ⁽⁴⁾ / 2.65	1.65 ⁽⁴⁾ / 4.14	5.09	5.09	8.48	8.48	
Over 25 t	2.58 ⁽⁴⁾ / 2.65	4.02 ⁽⁴⁾ / 4.14	7.96	12.40	13.25	20.67	

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 Movements of aircraft according ICAO Annex 16, part 1, chapter 2, are only permitted with certificate of exemption from the German Civil Aviation Authority (LBA); principally no movements are permitted

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of aircraft according ICAO Annex 16, part 1, chapter 2, in the night-time between 22:00 and 5:59 local time.

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

⁴ Application for aircraft in accordance with the Bonus List stated in section 2.3

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

The charges for landing and take-off for mixed version aircraft 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).

2.5 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.

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2.6 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.

2.7 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.

2.8 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

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3 Passenger Charges

3.1 Obligation to Pay

A passenger charge is to be paid in addition to the landing and take-off charges; this is calculated according to the number of passengers on board the aircraft at departure. Not included in this number are children under the age of two, who are not entitled to their own seat, and the aircraft crew on duty.

3.2 a) Passenger Charges for Aircraft over 5.7 t MTOW

The airport operator calculates passenger charges according to the following table of staggered charges:

Number of departing and arriving passengers transported in a calendar year by an airline from Frankfurt-Hahn Airport using passenger aircraft weighting over 5.7 t MTOW	Passenger charge per departing passenger	Minimum revenue from passenger charges for a full calendar year in respective quantity bands
Up to 100,000 in a calendar year	EUR 5.35	N/A.
100,001 up to 250,000 in a calendar year	EUR 4.40	EUR 267,500
250,001 up to 500,000 in a calendar year	EUR 3.85	EUR 550,000
500,001 up to 750,000 in a calendar year	EUR 3.45	EUR 962,500
750,001 up to 1,000,000 in a calendar year	EUR 3.15	EUR 1,293,750
1,000,001 up to 1,500,000 in a calendar year	EUR 2.90	EUR 1,575,000
1,500,001 up to 2,000,000 in a calendar year	EUR 2.68	EUR 2,175,000
2,000,001 up to 3,000,000 in a calendar year	EUR 2.48	EUR 2,680,000
3,000,001 up to 5,400,000 in a calendar year	EUR 2.48 from the first up to the 3,000,000th (three millionth) passenger. EUR 2.24 from passenger 3,000,001 (three million and one) up to passenger 5,400,000 (five million, four hundred thousand).	N/A

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The following rules apply to the use of the table:

- i) The passenger charges are calculated per passenger departing with airlines taking scheduled route or charter flights with passenger aircrafts of over 5.7 t MTOW flying from Frankfurt-Hahn airport. Transit and transfer passengers are also counted and charged for as departing passengers. The airport operator invoices the airlines monthly for the charge per passenger according to the expected traffic volume of the airline concerned in the respective calendar year. In the case of flight operations being taken up during the year, a predicted passenger volume is to be projected pro rata temporis onto the calendar year in order to apply the correct charge rate (for example: if flight operations were commenced on 01/07, an airline with a predicted volume of 60,000 arriving and departing passengers would increase this number by a factor of 2 and subsequently - with a calculated 120,000 passengers - qualify for the charge rate of EUR 4.40 per departing passenger).
- ii) The categorisation is worked out by the airport operator on the basis of the traffic volume which in turn is based on the passenger volume, and in consideration of a written forecast to be submitted about future passenger traffic in the respective calendar year. In the process, the anticipated passenger numbers are derived from the number of flights, seating capacity of the passenger aircraft and the seat load factor expected and projected onto the year. In the case of new flight operations, developments at comparable airports are to be taken as a basis.
- iii) In the month following the end of the calendar year, the number of passengers that actually flew is checked; that is, the predicted number of passengers to fly in the year concerned is compared to the actual number of passengers that flew and the difference in numbers is calculated. Any differences that arise from taking a lower or higher charge rate as the basis will be invoiced or credited to the airline by the airport operator following the conclusion of the calendar year.
- iv) In the month following the end of the calendar year it is checked to see if the minimum revenue has been generated for each of the discount rates listed. The revenue for a calendar year is calculated from the number of departing passengers in this calendar year, multiplied by the passenger charge of the respective quantity band. Should this turnover be less than the minimum revenue, a compensation amount is to be paid to the airport operator in the month following the end of the calendar year; this is so the airport operator reaches the minimum revenue as listed in the respective quantity band for the concluded calendar year. This regulation is essential for the prevention of:
 - Unintentional loss of turnover from passenger charges at the expense of the airport operator in the transient area from one discount rate to the next
 - Unintentional discrimination against aviation companies who have practically the same volumes of passengers per calendar year in the transient area from one discount rate to the next.In the case of flight operations being taken up during the year, and applying the pro rata temporis rule the annual turnover is backdated and squared with the required minimum revenue for the calendar year concerned.

b) Passenger Charges for Aircraft under 5.7 t MTOW

The passenger charges for aircraft with a maximum take-off weight (MTOW) of up to 5.7 t (general aviation) is

EUR 10

per departing passenger.

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3.3 Passenger Charges for Diversion Flights

In the case of diversion flights via Frankfurt-Hahn airport, the passenger charges with aircrafts of over 5.7 t MTOW are likewise calculated on the basis of the discount rates laid down in section 3.2. Airlines, which do not regularly use Frankfurt-Hahn airport, consequently fall first of all into the first charge band of "up to 100,000 passengers in a calendar year".

3.4 Passenger Security Charges (for information purposes only)

The passenger security fee based on the number of passengers aboard the aircraft when departing is

EUR 4.35

per departing passenger.

The passenger security fee is levied by the State Office for Road and Transport Affairs Rhineland-Palatinate (*Landesbetrieb Straßen und Verkehr Rheinland-Pfalz*). Notice of the passenger security fee in the airport operator's schedule of airport charges is for information purposes only and not legally binding.

3.5 PRM-Charge for special service for disabled passenger or passenger with reduced mobility according EU regulation no. 1107/2006

EUR 0.09

per departing passenger.

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4 Parking Charges

4.1 Obligation to Pay

Rent (a parking charge) is to be paid to the airport operator for parking the aircraft at the airport. The amount of the parking charge is calculated according to the maximum take-off weight (MTOW) of the parked aircraft and the duration of time parked.

4.2 Definition of Home Base Airports and Home Base Carriers

Home base carriers, whose home base is Frankfurt-Hahn airport, are those who can demonstrate verifiably to the airport operator that the aircraft in use at Frankfurt-Hahn are coordinated for scheduled commercial flights from the airport and have their maintenance there. This regulation does not apply to general aviation.

4.3 Parking Charges Related to Maximum Take-Off Weights

a) For Passenger Aircraft or combined Passenger-Cargo Aircraft (mixed version) without Frankfurt-Hahn as Homebase:

For each parking manoeuvre outside a hangar a charge related to the maximum take-off weight is charged.

For Passenger Aircraft or combined Passenger-Cargo Aircraft (mixed version) without Frankfurt-Hahn as Homebase	Parking charges for each 24 hour unit and per full tonne of the MTOW
Aircraft up to 5.7 t	free until 1h 59min, thereafter EUR 3.00
Aircraft between 5.7 t bis 99 t, up to 47h 59min parking	free until 1h 59min, thereafter EUR 2.00
Aircraft over 100 t, up to 47h 59min parking	free until 2h 59min, thereafter EUR 2.00
Aircraft over 5.7 t, over 48h parking	EUR 3.00

b) For Cargo Aircraft without Frankfurt-Hahn as Homebase:

For each parking manoeuvre outside a hangar a charge related to the maximum take-off weight is charged.

For Cargo Aircraft without Frankfurt-Hahn as Homebase	Parking charges for each 24 hour unit and per full tonne of the MTOW
Luftfahrzeuge bis 5,7 t	free until 1h 59min, thereafter EUR 3.00
Aircraft between 5.7 t bis 99 t, up to 47h 59min parking	free until 1h 59min, thereafter EUR 2.00
Aircraft between 100 t and 249 t up to 47h 59min parking	free until 2h 59min, thereafter EUR 2.00
Aircraft over 250 t up to 47h 59min parking	free until 3h 59min, thereafter EUR 2.00
Aircraft over 5.7 t, over 48h parking	EUR 3.00

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c) For Aircraft with Frankfurt Hahn as Homebase:

For each parking manoeuvre outside a hangar a charge related to the maximum take-off weight is charged.

For Aircraft with Frankfurt-Hahn as Homebase	Parking charges for each 24 hour unit and per full tonne of the MTOW
Up to 7h 59min parking	EUR 0.00
Between 8h up to 23h 59min parking	EUR 2.00
Over 24h parking	EUR 3.00

5 Charges for Centralised Ground Handling Infrastructure Facilities

5.1 Legal Basis and Obligation to Pay

The airport operator or an appointed agent provides, administrates and operates the central ground handling infrastructure facilities in accordance with § 6 BADV. For the utilisation of the central ground handling infrastructure facilities through third party service providers and self-handlers a charged is applicable according § 6 section 3 sentence 1 BADV.

5.2 Duty to Obtain a Permit

The charges to be paid for the utilisation of the central ground handling infrastructure facilities as cited in section 5.1. of this schedule of charges do not necessitate the obtaining of a permit in accordance with § 43 of the Air Traffic Licensing Regulations (*LuftVZO*).

5.3 Scope of Services

According to item 2.5.3 of the Utilisation Order of Frankfurt-Hahn Airport the following are included in the central ground handling infrastructure facilities for the rendering of ground handling services:

1. Aircraft parking positions
2. Passenger check-in desks
3. Luggage handling system (incl. bulky luggage facilities)
4. Airport information system
5. Waste disposal system
6. Sewage disposal system
7. Fresh water supply system
8. Refuelling infrastructure – aviation fuel supply system
9. Cargo provision space
10. Ground handling equipment parking space
11. Central de-icing facilities
12. Ground power supply
13. Fuelling relevant infrastructure

5.4 Charges for Services

The utilisation of the central ground handling infrastructure facilities of Frankfurt-Hahn Airport and their related charges are regulated in the respective valid version of the "Schedule of Fees for Services Rendered".

6 Marketing Support

Frankfurt-Hahn airport grants passenger airlines financial support (marketing support), if these install new routes from and to Frankfurt-Hahn Airport. Further details about marketing support can be found on the internet at www.hahn-airport.de.

7 Effective Date

This schedule of charges for Frankfurt-Hahn Airport comes into effect on 1st May 2012. The schedule of charges of 1st June 2006 for Frankfurt-Hahn Airport ceases to be in force with the expiration of the 30th April 2012.

8 Legal Base

This schedule of charges is published through NOTAM (Notice for Airmen) and in the internet on www.hahn-airport.de.

Flughafen Frankfurt-Hahn GmbH

gez. J. Schumacher

gez. W. Pollety

The German text shall prevail. Errors excepted.