

Tariff Regulations / Fees and Charges for Airport Augsburg (EDMA / AGB)

1 General Conditions

- 1.1 Debtors of the air traffic, landing, passenger, parking and airship charges are as joint debtor
- a) the airline carrying out the respective flight under its airline code / flight number
 - b) the airline carrying out the respective flight under their airline code / flight number (code sharing)
 - c) the aircraft operator
 - d) the natural or legal person using the aircraft without being operator or owner
- 1.2 The air traffic, landing, passenger, parking and airship charges shall be payable in Euro (€) prior to take-off. After prior arrangements with the airport operator, they may be paid at a later date.
- 1.3 The air traffic, landing, passenger, parking and airship charges are a payment in the sense of Article 10 paragraph 1 of the law on turnover tax. The debtor, therefore, has to pay the VAT tax additionally.
- 1.4 Releases, Reductions
- 1.4.1 Landing and passenger charges have not to be paid in case of emergency landings due to technical failures of passenger aircraft or due to hijacking unless the destination airport as scheduled is concerned.
- Diversionsary landings are no emergency landings.
- 1.4.2 Duty flights are released from landing fees. Duty flights are flights of a civil aviation authority of the Federal Government or of a Land of the Federal Republic of Germany. This release is only valid for aircraft up to 5.700 kg MTOM when an official flight order is issued for each individual flight.
- 1.4.3 Except on saturday, sunday and public holidays, training flights of A/C with more than 1.200 kg MTOM will receive a reduction of 25% on the landing and approach charges. Training flights are flights conducted by a flight trainee during his course in a licensed training organisation to attain a private pilot license (PPL) or additional ratings in the sense of the "Prüfordnung für Luftfahrtpersonal" (Order for aviation personnel). Is a towing aircraft used during glider training flights, the towing aircraft will grant the same reductions.
- This reduction is not valid for a difference training or familiarisation flight according to Part-FCL 710.
- 1.4.4 Regulations for helicopter flights
- No landing charges have to be paid for movements of a helicopter within the airport premises comparable with taxi movements of a fixed wing aircraft.
- Four landing fees will be charged for hover flights of a helicopter up to one hour flight training.
- For rotorcraft flights on the gliding area lasting up to one hour a fee of six landings will be charged.
- A hover flight is a flight which is exclusively operated in the area of the ground effect.
- Apart from that the existing fees of a fixed wing aircraft will be charged.
- The reductions for training and familiarization flights are applicable.
- 1.5 The official form "Flight Report" which at the same time serves as a Flight Regularity Message, is used at Augsburg Airport in exceptional cases only. Instead of using this form, commercial aircraft operators deliver a report about the number of passengers which were on board at departure and arrival of each flight. This report has to be delivered to the airport operator by the beginning of the month following the report month.

Personal data in these messages will not be transferred to the Airport Operator.

The transmission of data from the official Flight Report to the German Federal Statistical Office is governed by the law on aviation statistics.

1.6 Complaints

Complaints about the correctness of the accounts issued will be accepted only within 14 days after receipt.

1.7 This tariff regulation becomes valid with effect of 01st August 2024.

Augsburger Flughafen GmbH

A handwritten signature in blue ink, appearing to read 'Max. Hartwig', is positioned above the printed name and title.

Maximilian Hartwig
Managing Director

2 Landing Fees / Charges subject to approval by the terms of § 19b LuftVG

2.1 A landing fee (landing charge) must be paid to the aerodrome operator for each landing of an aircraft at Augsburg Airport. This also applies to ground contact with immediate subsequent acceleration and take-off of the aircraft (touch & go) as well as planned take-off on final approach (low approach).

2.2 The amount of the landing fee is based on the maximum take-off mass of the aircraft (MTOM), as entered in the registration documents, independent of any respective operational criteria.

The MTOM must be verified by the aircraft's registration papers or by other official documents, the noise category by the aircraft's noise certificate or by another official document

The landing fee will be based on the highest known MTOM for the respective aircraft type until above mentioned documents are presented.

Any increase of the MTOM of the aircraft as entered in the registration documents is to be made known the airport operator immediately.

Reimbursements will not be made.

2.3 Landing fees for powered aircraft, helicopters, self-launching glider and touring motor glider (TMG) as well as ultralight aircraft are as follows:

MTOM of aircraft	Noise category A	Noise category B	Noise category C	Noise category D
Landing fees	€uro	€uro	€uro	€uro
up to 800 kg	10,10	16,30	29,20	35,00
801 up to 1.200 kg	12,10	19,90	35,60	42,70
1.201 kg up to 1.400 kg	17,90	29,20	52,30	62,80
1.401 kg up to 1.600 kg	22,80	37,00	66,60	79,90
1.601 kg up to 2.000 kg	26,40	43,10	77,20	92,60
> 2.000 kg / per 1.000 kg	17,20	27,80	49,90	59,90

Landing fees for glider all types	4,00 €
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The classification of the noise categories is regulated in the appendix.

3 Fees / Charges in accordance with the Air Navigation Services Approach and Departure Regulation (FSAAKV)

According to § 27d para.1b LuftVG and §1 para. 1a FSAAKV Augsburger Flughafen GmbH has to charge air traffic control and approach fees. The collection of the charges is carried out in the name and on behalf of the current air navigation service provider at Augsburg Airport.

For the calculation of the air traffic control and approach fees the regulations of the FSAAKV as well as the associated legal regulations apply in the actually valid version.

The calculation is carried out with the following formula and the respective current charge rate:

$$\text{Charge} = (\text{MTOM in t} / 50)^{0,7} \text{ (rounded to 2 digits)} \times \text{current charge rate}$$

The calculation is carried out only once per flight movement, even if patterns or multiple approaches are performed. The landing is the counting unit.

A calculation is made even if only a low approach is conducted.

Approach fees are only charged if air navigation services are provided by an air navigation service provider within the purposes of the obligation to § 27d para. b LuftVG and FSAAKV.

4 Passenger Fees

4.1 In addition to the landing fee a passenger fee has to be paid for commercial air transport which is based on the number of passengers aboard the aircraft when departing.

4.2 Passenger fee is charged **€uro**
for local boarding, transfer and transit passengers **8,40 per passenger**

The number of passengers aboard the departing aircraft will not include infants under two years of age not entitled to occupy a seat.

4.3 A passenger arriving at Augsburg and proceeding with the same aircraft is considered as a transit passenger.

5 Parking Fees

- 5.1 A parking fee has to be paid to the airport operator for each parking of an aircraft at the airport.
- 5.2 If the total parking time between landing and take-off of the aircraft does not exceed four hours, the parking fee is not be charged.
- 5.3 The amount of the parking fee is based on the approved maximum take-off mass of the aircraft.

MTOM of aircraft	Short-term parking for each starting hour	Long-term parking Minimum 6 months
Parking fees	€uro	€uro
up to 1.200 kg	7,90	165,60
1.201 kg up to 2.000 kg	9,50	199,20
> 2.000 kg / per 1.000 kg	6,60	138,00

6 Airship Fees

- 6.1 For each use of Augsburg Airport with an airship a specified airship fee is charged instead of landing and parking fees.
The further provisions under Point 1 of this tariff regulation apply accordingly.

- 6.2 The amount of the airship fee is based on the length of the airship. The period relevant for the calculation of the airship fee begins with the erection of the anchor mast and ends with the completion of its dismantling.

- 6.3 The airship fee is charged for every starting 24 hours

At a maximum length of the airship	€uro
up to 50 meters	119,00
up to 60 meters	143,00
more than 60 meters	167,00

7 PPR Fees

- 7.1 For departures and arrivals from Monday to Saturday between 21:00 and 07:00 lcl and on Sunday and public holidays between 21:00 and 09:00 lcl a PPR has to be applied to the airport operations department at latest 12:00 lcl on the day before, independently of a possible necessary permission by the aviation authority.

- 7.2.1 The PPR fee is calculated on the basis of the requested time for early take-offs/landings and the actual take-off/landing time for late take-offs/landings.

The PPR fee is also due for flights that are requested but not carried out, unless the cancellation was caused by Augsburgger Flughafen GmbH. It is not due if the PPR for early take-offs/landings

has been cancelled by 12:00 local time on the previous day and for late take-offs/landings by 12:00 local time on the day in question.

7.2.2 A fee of € 100,00 is payable for the application for a PPR authorisation (processing fee). This fee will be offset against the PPR fee if payment is due for the PPR authorisation (use or late cancellation). If the PPR authorisation is cancelled in time and a PPR fee is not due, the processing fee will be retained.

7.3 Die PPR fee amounts

	€uro
up to 14.000 kg MTOM	
First hour	360,00
Every further beginning ½ hour	180,00
> 14.000 kg MTOM	
First hour	480,00
Every further beginning ½ hour	240,00
Special PPR at 24. / 25. / 26. Dec. und 31. Dec. / 1. Jan. (as the airport is exempted from the operations duty and closed)	€uro
up to 14.000 kg MTOM per beginning hour	600,00
> 14.000 kg MTOM per beginning hour	960,00

7.4 For landings before dawn and after dusk, a fee is charged for the provision of lighting.

Lighting fee	€uro
	7,50 per landing

Appendix Noise Categories

Noise Category A

Propeller-driven aeroplanes up to 9000 kg maximum take-off mass (MTOM) and touring motor gliders built in 2000 or later meet the increased noise protection requirements if they exceed the noise limits specified in Annex 2 of the Landing Site Noise Protection Ordinance

- Chapter VI by at least 6 dB (A) or
- Chapter X by at least 7 dB (A)

below.

Analogous to § 4 Para. 2 of the Landing Site Noise Abatement Ordinance, propeller-driven aircraft up to 9000 kg maximum take-off mass (MTOM) and touring motor gliders built before 1 January 2000 comply with the increased noise protection requirements if they exceed the noise limits specified in Annex 2 of the Landing Site Noise Abatement Ordinance

- Chapter VI by at least 4 dB (A) or
- Chapter X by at least 5 dB (A)

below.

Propeller-driven aeroplanes with a maximum take-off mass of over 9000 kg and jet aircraft that are included in the approach or take-off list (combination) of the Federal Ministry for Digital and Transport (BMDV) as amended, as well as aircraft that fulfil the conditions of ICAO Annex 16, Chapter 4.

Noise Category B

Propeller-driven aeroplanes with a maximum take-off mass of up to 9000 kg and with a noise protection certificate that does not meet the increased noise protection requirements if the noise limits specified in Annex 2 of the Landing Site Noise Protection Ordinance

- for Chapter VI by less than 4dB(A)
- for Chapter X by less than 5dB(A)

are exceeded below. For aircraft built from the year 2000 onwards, these values increase from 4dB(A) to 6dB(A) and from 5dB(A) to 7dB(A).

Jet aircraft

- which have a licence in accordance with ICAO Annex 16 Chapter 3.

Helicopters

- which fulfil the noise limit according to ICAO Annex 16 Chapter 8 or 11.

Noise Category C

Aircraft with a noise certificate fall below the limit values according to ICAO Annex 16 Chapter VI or Chapter X by less than 4dB(A).

Noise Category D

Aircraft without noise certification or exceeding the noise limit values; jet aircraft without registration according to ICAO Annex 16.