

SCHEDULE OF CHARGES

SAARBRÜCKEN AIRPORT

| Chapter | Valid from |
|----------------|-------------------|
| 2. | 01/04/2016 |
| 3. | 01/01/2020 |
| 4. | 01/01/2020 |
| 5. | 01/01/2020 |

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1. General

1.1. Definitions

1.1.1 MTOM

The maximum take-off mass (MTOM) is the maximum weight at which take-off may occur.

Until this documentation is submitted, the highest known MTOM for the relevant aircraft type shall be applied. No retroactive refunds will be made.

1.1.2 Movements

A movement is defined as an aircraft's take-off or landing.

1.1.3 Touch-and-go

A touch-and-go is defined as touch-down on the ground followed by immediate acceleration and take-off of the aircraft.

1.1.4 Training flight

A training flight is defined as a flight in which a trainee civil pilot, as part of his or her training at a licensed training centre (flight school), flies under specific conditions to satisfy the requirements for obtaining a civil pilot's licence or a qualification under the German Regulations for Aviation Personnel (LuftPersV). To qualify for the reduced charges applicable to training flights, proof must be provided in the form of an ID card or passport, accompanied by either a training authorisation for the flight in question or by the flight instructions issued to the student with the stamp, signature and licence number of the flight school or instructor, which must be presented to apron control immediately after landing.

1.1.5 Familiarisation flight

A familiarisation flight is defined as a flight serving to provide civil pilots with aeronautical or technical instruction for familiarisation purposes. The pilot receiving the instruction must be in possession of the aircraft certificate required for the aircraft being used; the instructor must be on board the aircraft used for the flight.

1.1.6 Exemption clause

In the event of an emergency landing due to a technical fault with the aircraft or due to an actual or threatened act of violence, no landing fees or passenger fees shall be payable unless the airport in question was already the flight's original scheduled destination.

Diverted landings are not considered to constitute emergency landings.

1.2 Terms and conditions

Saarbrücken Airport (Flughafen Saarbrücken GmbH) applies airport charges in accordance with this schedule of charges and the following terms and conditions. Differing terms and conditions shall not apply, even if Flughafen Saarbrücken GmbH has not expressly objected to them.

1.2.1 Debtors

The debtors obliged to pay all of airport charges under this schedule of charges are (as joint and several debtors):

- a) The airline under whose airline code / flight number the relevant flight is being operated
- b) As joint and several debtors, the airlines under whose airline code / flight number the relevant flight is being operated (code sharing)
- c) The aircraft operator
- d) Any individuals or legal entities using the aircraft whilst not being its operator or owner, for example a hirer or lessee

1.2.2 Terms of payment

Airport charges must be paid to the airport operator in euros before take-off. In such cases, the invoice is issued straight away and the payment is immediately due.

If the charges cannot be paid before take-off, an administrative fee of EUR 10.00 per invoice will be charged upon billing.

Upon request, it may be agreed for the debtor to be invoiced for the airport charges at set intervals, if the following conditions are met:

- a) Bank transfers of adequate advance payments for the airport charges due.
- b) Appropriate loan security – specifically a directly enforceable guarantee or deposit. The security is satisfactory if it serves as suitable collateral for the charges to be paid by the debtor.



In such cases, the invoice is issued in consultation with the debtor. Invoices must be paid in euros within a period of 14 days. No discounts are given. In the event of a default in payment, the right to levy the statutory rate of interest on arrears remains reserved. The debtor shall not be permitted to determine repayment terms.

Any offsetting against disallowed claims or claims not enforced by law is excluded.

For external services (services rendered by third parties), the debtor will be charged a surcharge of 10% for administrative costs.

1.2.3 VAT

All charges are subject to the German Value-Added Tax Act (UStG) in its currently valid version. Debtors are therefore additionally required to pay value-added tax unless they are exempt under the Value-Added Tax Act.

1.2.4 Place of jurisdiction, place of performance

The sole place of jurisdiction is Saarbrücken. The place of performance is Saarbrücken.

These terms and conditions and any contractual relationships based on them are subject to the law of the Federal Republic of Germany.

This list is subject to alterations and additions.

If a provision of these terms and conditions should fail to comply with legal requirements, then this provision shall be replaced by another legally admissible provision which reflects the intention of the ineffective provision as closely as possible. The validity of the remaining provisions remains unaffected.

1.2.5 Language version

In the event of a dispute, the German-language version of these provisions shall take precedence over their English translation.

2. Charges requiring authorisation under section 19b of the German Air Traffic Act (LuftVG)

2.1. Entry into force

Chapter 2 enters into force on **01/04/2016**.

2.2. Landing charges

Basis of assessment

Every time an aircraft lands at Saarbrücken Airport, a charge is payable to the airport operator.

The charge is calculated on the basis of the aircraft's minimum take-off mass (MTOM) recorded on the accreditation certificate. The MTOM shall be demonstrated using the 'airplane flight manual (AFM) – basic manual section for weight limitations'. Until this documentation is submitted, the highest known MTOM for the relevant aircraft type shall be applied.

In addition to the landing charge, a noise charge by noise class and an emission-based charge by emission class will be calculated.

The following are acceptable forms of proof of the aircraft's noise class or category:

- Submission of a noise certificate as per NfL I-134/99
- Verification and recording in noise certificates as per NfL II-65/03 issued by a regulatory authority
- Identification under section 4 para. 6 of the German Ordinance for Noise Abatement at Airfields (LärmschutzV) dated 5 January 1999 in accordance with NfL II-138/99 (environmental protection label)
- Submission of relevant manufacturer information or comparable documentation and certificates from a regulatory authority, demonstrating compliance in the individual case

The noise-based landing charge is calculated as a fixed amount by noise class (see 2.2.4), with classification as per appendix 3.

The emission-based landing charge is a fixed amount by emission class (see 2.2.5) as per appendix 4.

No retroactive refunds will be made.

2.2.1 Propeller aircraft, rotary wing aircraft with an MTOM of up to 1,999 kg incl. motor gliders

| For aircraft: | Which meet the increased noise protection requirements of NfL I-134/99 | Which can provide evidence of noise protection but do not comply with NfL I-134/99 | Which cannot provide evidence of noise protection |
|-------------------|--|--|---|
| | EUR | EUR | EUR |
| up to 1,199 kg | 10.00 | 18.00 | 30.00 |
| 1,200 to 1,999 kg | 15.00 | 30.00 | 45.00 |

2.2.2 Propeller aircraft, rotary wing aircraft with an MTOM of 2,000 to 8,999 kg

| For aircraft: | Which meet the increased noise protection requirements of NfL I-134/99 | Which can provide evidence of noise protection but do not comply with NfL I-134/99 | Which cannot provide evidence of noise protection |
|---|--|--|---|
| | EUR | EUR | EUR |
| 2,000 to 8,999 kg | 10.00 * | 18.00 * | 30.00 * |
| *In euros per 1,000 kg (or part thereof) of MTOM | | | |

2.2.3 Propeller aircraft, rotary wing aircraft with an MTOM of over 9,000 kg and turbojet aircraft

| For aircraft: | | | |
|---|--|---|---|
| With authorisation under ICAO Annex 16 | | | Without authorisation under ICAO Annex 16 |
| Which meet the requirements of ICAO Annex 16, Chapter 3 and appear on the bonus list (appendix 2) | Which meet the requirements of ICAO Annex 16, Chapter 3 and do not appear on the bonus list (appendix 2) | Which meet the requirements of ICAO Annex 16, Chapter 2 | |
| EUR | EUR | EUR | EUR |
| 6.50 * | 20.00 * | 40.00 * | 100.00 * |

***Price in euros per 1,000 kg (or part thereof) of MTOM**

Turbojet aircraft and aircraft using other forms of propulsion comply with the requirements of ICAO Annex 16 Chapters 2, 3, 4, 5, 6, 8, 10 or SLS Chapters II and II, V, VI, X if it can be verified in each individual case – via certification documents from a regulatory authority or comparable documentation from the manufacturer – that the noise limits authorised in the aforementioned chapters are not being exceeded (NfL I-134/99). Actual submission of complete proof (verifiable by the airport operator) of the aircraft operator’s compliance with the conditions named above before take-off shall be required for calculation of charges. If no such proof is submitted, the charges will be calculated on the basis of the classes in chapter 2 and as ‘without authorisation under ICAO Annex 16 or SLS’.

2.2.4 Noise-based landing charge

The noise-based landing charge is due for every landing:

| | |
|--|-------------------|
| Noise class 0: aircraft with an MTOM of up to 9 tonnes | EUR 12.00 |
| Noise class 1: up to 140 EPNdB* | EUR 30.00 |
| Noise class 2: 140.1 to 252 EPNdB* | EUR 40.00 |
| Noise class 3: 252.1 to 264 EPNdB* | EUR 70.00 |
| Noise class 4: 264.1 to 276 EPNdB* | EUR 140.00 |
| Noise class 5: 276.1 to 288 EPNdB* | EUR 210.00 |
| EPNdB* = Effective Perceived Noise in Decibels, aggregate value of the three certified noise level values on the noise certificate | |
| For multiple connected touch-and-go landings, only one noise-based landing charge will be levied. | |

See appendix 3 for notes and table

2.2.5 Emission-based landing charge

The emission-based landing charge is due for every landing:

| | |
|------------------------------------|-------------------|
| Emission class 1: up to 1 kg* | EUR 4.00 |
| Emission class 2: 1.1 to 4 kg* | EUR 8.00 |
| Emission class 3: 4.1 to 7 kg* | EUR 16.00 |
| Emission class 4: 7.1 to 10 kg* | EUR 26.00 |
| Emission class 5: 10.1 to 13 kg* | EUR 44.00 |
| Emission class 6: 13.1 to 16 kg* | EUR 55.00 |
| Emission class 7: 16.1 to 19 kg* | EUR 80.00 |
| Emission class 8: more than 19 kg* | EUR 150.00 |

*Emission value in kg per aircraft and landing

See appendix 4 for notes and table



2.2.6 Landing and/or take-off between 22:30 and 06:00

For landings and/or take-offs between 22:30 and 06:00, a surcharge is applied for the period during which the airport's availability is guaranteed (early/late opening).

All times are local.

Early/late opening

22:31 – 05:59 per 30 min **EUR 180.00**

2.2.7 Discounts for training/familiarisation flights

The charges stated in sections 2.2.1 and 2.2.2 are discounted by 50% for training and familiarisation flights.

2.3 Passenger charges

In commercial aviation, in addition to the landing charges set out in section 2.2 a passenger charge is also payable, calculated on the basis of the number of passengers on board the aircraft at take-off.

2.3.1 Schengen countries

If the aircraft's previous take-off was from an airport in a Schengen country (appendix 1) **EUR 6.10**

2.3.2 Non-Schengen countries

If the aircraft's previous take-off was from an airport not in a Schengen country (appendix 1) **EUR 6.80**

This calculation does not include children not entitled to a seat of their own, or the serving flight crew.

2.4 Parking charges

There is a rental charge (parking charge) payable to the airport operator for the parking of aircraft at the airport. The amount of the parking charge is calculated on the basis of the aircraft's MTOM.

The parking charge **per 24 hours (or part thereof) and per 1,000 kg (or part thereof)** of MTOM is:

EUR 2.00

The minimum parking charge is:

EUR 10.00

The first three hours of aircraft parking are not included in the calculation.

Special provision

The aircraft operator and the airport may conclude a lease agreement before the commencement of the parking period for aircraft expected to be parked for more than 30 consecutive days.

A separate contract must be concluded for parking in a hangar (if there is space available).

2.5 Conditions to promote air traffic

In order to generate sustained air traffic growth at Saarbrücken Airport, the airport operator grants airlines the promotional discounts outlined below. All airlines are entitled make use of these promotional discounts. **The promotional discounts for new airlines (see 2.5.1) and for promoting new flight destinations (see 2.5.2) may not be combined.**

Promotional discounts are applied to flight connections for which the following criteria all apply:

- Flight reported to the airport operator in writing by the airline
- Bookability can be demonstrated to the airport operator in writing
- Written consent received from the airport operator
- Flight begins operations within 6 months of the written notification

The promotional discount granted must be in line with the EU airport guidelines dated 04/04/2014. Airlines must provide appropriate evidence of costs and anticipated traffic volumes. The manner in which this evidence is to be provided shall be individually agreed.



No promotional discount shall be granted to a route if the applying airline, an airline affiliated to the applying airline under section 14 of the German Stock Corporations Act (AktG), or an airline acting within the scope of an alliance with the applying airline has previously operated this route before the date of the application, or if more than six months have elapsed between the application date and the route going into operation.

The airport operator is entitled to offset any payable and undisputed receivables due from the relevant airline against the promotional discount being granted.

2.5.1 Promotional discount for new airlines

Flights offered by airlines operating in Saarbrücken for the first time receive the following promotional discounts on the landing charges described in sections 2.2.2 and 2.2.3:

- 50% in the first year
- 30% in the second year
- 20% in the third year

If the airline ceases operations at Saarbrücken Airport before three calendar years have passed, the entire promotional discount granted to the relevant airline must be refunded in full within a period of one month.

2.5.2 Promotional discount for new flight destinations

A new destination is defined as a one to which regular flights are conducted (once a week during each scheduling season) and which was not served by Saarbrücken Airport during the 12 months prior to the route going into operation.

New flight destinations receive the following promotional discounts on the landing charges described in sections 2.2.2 and 2.2.3:

- 50% in the first year
- 30% in the second year
- 20% in the third year

If the airline ceases to operate the new route before three calendar years have passed, the entire promotional discount granted for the relevant destination must be refunded in full within a period of one month.



2.5.3 Promotional discount for passenger volume

Airlines which transport 60,000 to 100,000 (arriving and departing) passengers to/from SCN during a calendar year shall in the following year receive a refund amounting to 5% of the turnover generated from its total passenger charges (as per section 2.3) in the year under review.

Airlines which transport more than 100,000 (arriving and departing) passengers to/from SCN during a calendar year shall in the following year receive a refund amounting to 10% of the turnover generated from its total passenger charges (as per section 2.3) in the year under review.

2.6 Official approval

The landing, noise, emission, passenger, PRM, security and parking charges have been approved by the Saarland Ministry of Economic Affairs, Labour, Energy and Traffic (Department D/6 – Aviation) and are valid **from 01/04/2016**.

Appendix 1 to the schedule of charges

List of countries

Austria
Belgium
Czech Republic
Denmark
Estonia
Finland
France
Germany
Greece
Hungary
Iceland
Italy
Latvia
Liechtenstein
Lithuania
Luxembourg
Malta
The Netherlands
Norway
Poland
Portugal
Slovakia
Slovenia
Spain
Sweden
Switzerland

Appendix 2 to the schedule of charges

BMVBW bonus list (NfL I-83/03) for aircraft taking off or landing:

For take-off

All series/models with an MTOM*
of under 25 t, plus:

Airbus 300
Airbus 310
Airbus 330
Airbus 340
Airbus A319/320/321
BAe 146/AVRO RJ series
Boeing 717
Boeing 727 re-engined with
3 Tay engines
Boeing 737 all types
Boeing 747-400
Boeing 757
Boeing 767
Boeing 777
Canadair RJ
Dash 8-400
Fokker 70/100
Gulfstream IV/V
Lockheed 1011
McDonnell Douglas DC 10
McDonnell Douglas DC 8-70 series

McDonnell Douglas MD 11
McDonnell Douglas MD 90
Tupolev 204

For landing

All series-models with an MTOM*
of under 25 t, plus:

Airbus 300
Airbus 310
Airbus 330
Airbus 340
Airbus A319/320/321
BAe 146/AVRO RJ series
Boeing 717
Boeing 727 re-engined with
3 Tay engines
Boeing 737 all types
Boeing 747-400
Boeing 757
Boeing 767
Boeing 777
Canadair RJ
Dash 8-400
Fokker 70/100
Gulfstream IV/V

McDonnell Douglas DC 10-30
McDonnell Douglas DC 8-70 series
McDonnell Douglas MD 80 series
McDonnell Douglas MD 11
McDonnell Douglas MD 90
Tupolev 204

*Maximum take-off mass

Appendix 3 to the schedule of charges

Noise classes for aircraft as per section 2.2.4

Aircraft are classified into the relevant noise classes according to the aggregate value (ICAO Annex 16) of the three certified noise values (lateral, approach and flyover) on the aircraft's noise certificate. Until this documentation is submitted by the aircraft operator, the aircraft type's standard noise value known by the airport operator shall be applied (see excerpt below from the internationally recognised aircraft type database).

An aircraft may be assigned a different noise class to the one stated in the sample list on the basis of its engine. Aircraft are assigned a noise class using an internationally recognised database. Changes to the aggregate value are only recognised if communicated by the aircraft operator before landing.

| Noise class | Aircraft type | |
|----------------|--|---|
| Noise class 0: | All aircraft with an MTOM of up to 10 tonnes | |
| Noise class 1: | Not currently operating at Saarbrücken airport | |
| Noise class 2: | AT45 C680 C750 LJ60 | ATR 42-500 Cessna Citation 680 Sovereign Cessna Citation 750 X Learjet 60 |
| Noise class 3: | AT75 AT76 CL30 CL60 CRJ1 CRJ2 CRJ7 CRJ9 D328 DH8C DH8D E135 E145 F2TH F50 F70 F900 G150 GALX GL5T GLEX GLF4 | ATR 72-500 ATR 72-600 Bombardier BD-100 Challenger 300 Canadair CL-600 Challenger 600-604 Canadair Regional Jet CRJ-100 Canadair Regional Jet CRJ-200 Canadair Regional Jet CRJ-700 Canadair Regional Jet CRJ-900 Fairchild-Dornier 328 De Havilland DHC-8-300 Dash 8 De Havilland DHC-8-400 Dash 8 Embraer EMB-135 / ERJ-135 Embraer EMB-145 / ERJ-145 Dassault Falcon 2000 Fokker 50 Fokker 70 Dassault Falcon 900 Gulfstream G150 Gulfstream G200 Bombardier BD-700 Global 5000 Bombardier BD-700 Global Express Gulfstream 4 |

| Noise class | Aircraft type | |
|----------------|--|---|
| Noise class 3: | GLF5 GLF6 H25B HA4T J328 SB20 SF34 | Gulfstream 5 Gulfstream G650 Hawker-Siddeley HS-125-700 Hawker 4000 Horizon Fairchild-Dornier 328 Jet Saab 2000 Saab 340 |
| Noise class 4: | A318 A319 A320 AN26 AT72 B462 B735 B736 B737 B738 C650 E170 E190 F100 FA20 FA50 FA7X MD87 MD90 RJ85 | Airbus A 318 Airbus A 319 Airbus A 320 Antonov AN-26 ATR 72-200 BAe 146-200 Boeing 737-500 Boeing 737-600 Boeing 737-700 Boeing 737-800 Cessna 650 Citation III Embraer EMB-170 / ERJ-170 Embraer EMB-190 / ERJ-190 Fokker 100 Dassault Falcon 20 Dassault Falcon 50 Dassault Falcon 7X McDonnell Douglas MD-87 McDonnell Douglas MD-90 BAe Avro RJ-85 |
| Noise class 5: | A310 A321 A332 A333 A343 B734 B739 B753 MD81 MD83 | Airbus A 310 Airbus A 321 Airbus A 330-200 Airbus A 330-300 Airbus A 340-300 Boeing 737-400 Boeing 737-900 Boeing 757-300 McDonnell Douglas MD-81 McDonnell Douglas MD-83 |

Appendix 4 to the schedule of charges

Emission classes for aircraft as per section 2.2.5

The emission-based landing charge is calculated per kilogram of nitric oxide equivalent (the emission value) emitted within an aircraft's standardised landing and take-off cycle (LTO cycle), invoiced per landing. This is invoiced as a fixed amount by emission class.

The emission value is calculated using the ERLIG (Emission Related Landing Charges Investigation Group, ECAC) formula on the basis of the certified nitrogen oxide (NO_x) and hydrocarbon (HC) emissions per engine in the LTO cycle in accordance with the provisions of ICAO Annex 16, Volume II. The necessary information regarding aircraft and engine types is ascertained using a recognised database, built on the basis of the ICAO database of turbofan and jet engines and the FOI Swedish Defence Research Agency database of turboprop engines (for examples see the table below).

If these emission databases should contain no or differing entries for a particular engine, then the highest recorded emission value shall be applied regardless of the relevant usage criteria.

Use of an engine type with lower emission values should be proven to the airport operator by presenting the aircraft flight manual (AFM) together with the corresponding ICAO certificate or manufacturer's declaration in good time before the landing. If this has not been proven, the airport operator shall calculate the charges due on the basis of the known emission value for the aircraft or engine type.

Any increases or reductions to aircraft emission values under the AFM, ICAO certificate or manufacturer's declaration must be communicated to the airport operator immediately.

The table shows a sample aircraft classification by emission class:

| Emission class | Aircraft type | |
|-------------------|---|--|
| Emission class 1: | AN26 C25A C25B C25C C510 C525 E50P E55P EA50 PRM1 SF34 | Antonov AN-26 Cessna 525A Citation CJ2+ Cessna 525B Citation CJ3 Cessna 525C Citation CJ4 Cessna 510 Citation Mustang Cessna 525 Citation CJ1+ Embraer EMB-500 Phenom 100 Embraer EMB-505 Phenom 300 Eclipse EA-500 Raytheon 390 Premier I Saab 340 |
| Emission class 2: | AN12 AT45 AT72 AT75 AT76 B462 BE40 C130 C500 C501 C550 C551 C560 C56X C650 C680 C750 CL30 CL60 CRJ1 CRJ2 D328 DH8C DH8D E135 E145 F2TH F50 F900 FA20 FA50 FA7X G150 | Antonov AN-12 ATR 42-500 ATR 72-200 ATR 72-500 ATR 72-600 BAe 146-200 Hawker 400A (Beechjet) Lockheed C-130 Hercules Cessna 500 Citation I Cessna 501 Citation I/SP Cessna 550B Citation Bravo Cessna 551 Citation II/SP Cessna 560 CitationEncore Cessna 560 Citation XLS Cessna 650 Citation III Cessna 680 Citation Sovereign Cessna 750 Citation X Bombardier BD-100 challenger 300 Canadair CL-600 Challenger 600-604 Canadair Regional Jet CRJ-100 Canadair Regional Jet CRJ-200 Fairchild-Dornier 328 De Havilland DHC-8-300 Dash 8 De Havilland DHC-8-400 Dash 8 Embraer EMB-135 / ERJ-135 Embraer EMB-145 / ERJ-145 Dassault Falcon 2000 Fokker 50 Dassault Falcon 900 Dassault Falcon 20 Dassault Falcon 50 Dassault Falcon 7X Gulfstream G150 |

| Emission class | Aircraft type | |
|-------------------|---|--|
| Emission class 2: | GALX H25B HA4T J328 LJ31 LJ35 LJ45 LJ55 LJ60 SB20 | Gulfstream G200 Hawker Siddeley HS-125-700 Hawker 4000 Horizon Fairchild-Dornier 328 Jet Learjet 31 Learjet 35 Learjet 45 Learjet 55 Learjet 60 Saab 2000 |
| Emission class 3: | A318 A319 CRJ7 CRJ9 E170 E190 F100 F70 GL5T GLEX GLF4 GLF5 GLF6 RJ85 | Airbus A 318 Airbus A319 Canadair Regional Jet CRJ-700 Canadair Regional Jet CRJ-900 Embraer EMB-170 / ERJ-170 Embraer EMB-190 / ERJ-190 Fokker 100 Fokker 70 Bombardier BD-700 Global 5000 Bombardier BD-700 Global Express Gulfstream 4 Gulfstream 5 Gulfstream G650 BAe Avro RJ-85 |
| Emission class 4: | B734 B735 B736 B737 MD81 | Boeing 737-400 Boeing 737-500 Boeing 737-600 Boeing 737-700 McDonnell Douglas MD-81 |
| Emission class 5: | A320 B738 B739 MD83 MD87 | Airbus A 320 Boeing 737-800 Boeing 737-900 McDonnell Douglas MD-83 McDonnell Douglas MD-87 |
| Emission class 6: | MD90 | McDonnell Douglas MD-90 |
| Emission class 7: | A321 A332 A333 B753 | Airbus A 321 Airbus A 330-200 Airbus A 330-300 Boeing 757-300 |



3. Charges not requiring authorisation under section 19b of the German Air Traffic Act (LuftVG)

3.1 List of general services provided

3.1.1 Entry into force

Chapter 3 enters into force on **01/01/2020**.

3.1.2 Ground handling services and standards

The airport operator will perform ground handling services at the airline's request, to the extent that Saarbrücken Airport's staff and technical facilities allow.

Ground handling services are performed in accordance with the standard procedures in place at Saarbrücken Airport, based on IATA AHM 810, DIN EN ISO 9001 and international standards.

The airport operator will use trained staff to perform the services to be rendered.

Any additional services performed on behalf of the airline but not included in our individual handling packages will be subject to a surcharge in accordance with the list of special services (as per sections 4 and 5).

The airport operator reserves the right to make changes to handling packages at any time. The airline shall be informed of any such changes in writing at least 60 days before the change comes into effect.

All services are rendered on instructions from the airline only. It is the airline's responsibility to obtain any official authorisations or similar.

No follow-me vehicle charges are levied for **non-commercial** landings.

3.2 Ground handling charges

The airline is at liberty to opt for one of our ground handling packages or to create an individual package from the list of special services. If using an individual package, passenger service charges will be taken from the list of special services. Handling packages may not under any circumstances be combined with special services. Specific ground handling packages can be individually agreed with the airport operator. The overall price of ground handling packages remains the same even if the airline chooses not to use some of the partial services they include.

3.2.1 Ground handling package 1 up to 50 seats

Ground handling package 1 covers the following services:

1. Follow-me, marshalling, positioning/removal of chocks
2. Baggage handling (inbound)
3. Passenger service (inbound)
4. Passenger service (outbound)
5. Baggage handling (outbound)
6. Load control, communications, flight operations
7. Security

Price of ground handling package 1:

EUR 500.00



3.2.2 Ground handling package 2 up to 100 seats

Ground handling package 2 covers the following services:

1. Follow-me, marshalling, positioning/removal of chocks
2. 2 x passenger steps
3. Baggage handling (inbound)
4. Passenger service (inbound)
5. Cleaning of aircraft cabin interiors
6. Fresh water supply service
7. Toilet service
8. Passenger service (outbound, check-in, boarding)
9. Baggage handling (outbound)
10. Load control, communications, flight operations
11. Security

Price of ground handling package 2:

EUR 850.00



3.2.3 Ground handling package 3 over 100 seats

Ground handling package 3 covers the following services:

1. Follow-me, marshalling, positioning/removal of chocks
2. 2 x passenger steps
3. Baggage handling (inbound)
4. Passenger service (inbound)
5. Cleaning of aircraft cabin interiors
6. Fresh water supply service
7. Toilet service
8. Passenger service (outbound, check-in, boarding)
9. Baggage handling (outbound)
10. Load control, communications, flight operations
11. Security

Price of ground handling package 3:

EUR 1,400.00



3.2.4 Ground handling package 4 (container baggage loading)

Ground handling package 4 covers the following services:

1. Follow-me, marshalling, positioning/removal of chocks
2. 2 x passenger steps
3. Baggage handling (inbound)
4. Passenger service (inbound)
5. Cleaning of aircraft cabin interiors
6. Fresh water supply
7. Toilet service
8. Passenger service (outbound, check-in, boarding)
9. Baggage handling (outbound)
10. Load control, communications, flight operations
11. Security

Price of ground handling package 4:

EUR 1,600.00

3.2.5 Disconnected handling

In the event of disconnected handling, i.e. when an aircraft's landing and take-off do not follow in direct succession (overnight parking, aborted flights, transfers etc.) or when the interval between an aircraft's landing (on block) and take-off (off block) is **more than four hours**, a surcharge of **20%** shall be applied to the ground handling charge.

3.2.6 Aborted take-off

If an aircraft which has been handled then returns before take-off, no ground handling charges shall be levied provided that only the passengers disembark. However, if cargo, post or baggage begin to be unloaded, **50%** of the handling charges shall be payable.

3.2.7 Cancelled and diverted flights

If ground handling is not performed because a scheduled or non-scheduled flight is cancelled, costs amounting to **40%** of the ground handling charges shall be invoiced.

This does not apply if the cancellation is made at least **four hours** before the flight's scheduled arrival/departure time.



3.3 Freight charges

Freight handling charges are payable for handling freight aircraft. This charge covers the cost of loading or unloading.

MTOM up to 4,999 t **EUR 90.00**

Each additional 5,000 t of MTOM increases the freight charge by **EUR 90.00**

In addition the freight charge, a handling charge will be levied **per kg of cargo loaded**, amounting to **0.15 EUR**

3.4 GAT charges

3.4.1 Commercial airlines

All commercial airlines must pay a charge for use of the facilities, equipment and staff made available.

Aircraft with an MTOM of up to 13,999 t **70.00 EUR**

Aircraft with an MTOM over 14,000 t **150.00 EUR**

3.4.2 Non-commercial aircrafts

All non-commercial aircrafts have the possibility of using the GAT facilities (recreation room and briefing room).

The user fee is 10 EUR for a stay of up to 4 hours per person.

In addition, the fee increases by another 10 EUR per person per started 4 hours.

3.5 PRM charges

A levy is applied to all flights for airport assistance provided to disabled travellers and passengers with reduced mobility as per Regulation (EC) No. 1107/2006, calculated according to the number of embarking passengers.

PRM charge per embarking passenger: **EUR 0.25**



3.6 Security charges

To offset the cost of security measures required under Regulation (EC) No. 300/2008 on common rules in the field of civil aviation security, a security charge is payable on all flights, calculated according to the number of embarking passengers.

Security charge per embarking passenger:

EUR 1.25

4. Special services in flight operations

The minimum amount of time charged for all time-based services is 30 minutes.

4.1 Entry into force

Chapter 4 enters into force on **01/01/2020**.

4.2 Price overview

| Description | Unit of calculation | Charge per unit | Service type |
|-------------------------------|---------------------|-----------------|--------------|
| Baggage handling – inbound | per passenger | €3.70 | 1800 |
| Baggage handling – outbound | per passenger | €5.60 | 1810 |
| Passenger handling – inbound | per passenger | €0.90 | 1820 |
| Passenger handling – outbound | per passenger | €3.10 | 1830 |

| Description | Unit of calculation | Charge per unit | Service type | |
|-----------------------------|--------------------------------------|-----------------|--------------|------|
| Night cleaning | per operation | €150.00 | 0040 | |
| Cabin interior cleaning day | seating capacity \leq 100 | per operation | €75.00 | 0041 |
| Cabin interior cleaning day | seating capacity > 100 (narrow body) | per operation | €90.00 | 0042 |
| Cabin interior cleaning day | seating capacity > 100 (wide body) | per operation | €110.00 | 0043 |

| Provision of equipment/vehicles requiring operators/drivers: | | | |
|---|--|------------------------|---------------------|
| Description | Unit of calculation | Charge per unit | Service type |
| Air starter unit for jet engines (ASU) | per operation | €105.00 | 1250 |
| Battery starter unit | per operation | €20.00 | 1260 |
| Emergency command vehicle | ½ hour | €49.00 | 4000 |
| De-icing unit (excl. materials) | * per operation | €140.00 | 1100 |
| Toilet service vehicle | per operation | €50.00 | 1060 |
| Provision of fire protection when refuelling with passengers on board | per operation | €110.00 | 4300 |
| Passenger steps | ½ hour | €45.00 | 1300 |
| Passenger steps (fixed) | ½ hour | €30.00 | 1310 |
| Mobile conveyor belt | ½ hour | €30.00 | 1350 |
| Air-to-air heating unit | ½ hour | €55.00 | 1680 |
| Fresh water service vehicle | per operation | €55.00 | 1050 |
| Forklift up to 8 t | ½ hour | €55.00 | 1400 |
| Mobile baggage conveyor | ½ hour | €60.00 | 1340 |
| GPU 400 HZ/115 V (including electricity) | ½ hour | €40.00 | 1211 |
| Baggage container high loader | ½ hour | €65.00 | 1510 |
| Sweeper | ½ hour | €40.00 | 1440 |
| Minibus up to 9 persons | per operation | €26.00 | 1020 |
| Follow-me vehicle | per operation | €15.00 | 1030 |
| Light tower unit (Polyma) | ½ hour | €50.00 | 1520 |
| Passenger bus | per operation | €31.00 | 1010 |
| Ruthmann cherry picker (height 13 m) | ½ hour | €90.00 | 2500 |
| Tractor / Tow truck | ½ hour | €30.00 | 1040 |
| Panther water tender 13.500 | ½ hour | €150.00 | 4010 |
| Unimog | ½ hour | €65.00 | 1500 |
| Note: | <p>* Per operation: quantities consumed are charged for at cost (see section 5.2, page 35)</p> <p>In the provision of equipment not requiring operators/drivers, the price is reduced by the hourly rates of the airport staff (see chapter 5.3 service type 0171). Price for a longer-term provision of equipment on request.</p> | | |

| Other apron services: | | | |
|------------------------------|--|-----------------|--------------|
| Description | Unit of calculation | Charge per unit | Service type |
| Ballast bags | Each 25 Kg Bag | a) | 4550 |
| Brake pad | unit | a) | 4560 |
| Storm protection | per operation | €15.00 | 4500 |
| Note: | a) The sale is made at the applicable purchase price plus material and administrative overheads. | | |

| Firefighting operation: | | | |
|---|---------------|--------|------|
| In a firefighting operation, a surcharge is levied for the use of equipment (water-bearing valves, hose material, personal gear, cordons and ropes etc.) amounting to | | | |
| | per operation | €45.00 | 4099 |

| Baggage identification for: | | | |
|------------------------------------|---------------------|-----------------|--------------|
| Description | Unit of calculation | Charge per unit | Service type |
| For Aircrafts | per seat | €2.50 | 4600 |

| Moving aircraft to and from hangars: | | | |
|---|---|-----------------|--------------|
| Description | Unit of calculation | Charge per unit | Service type |
| Up to 2 t | per operation | €18.00 | 1638 |
| Up to 5 t | per operation | €25.00 | 1640 |
| Up to 10 t | per operation | €40.00 | 1650 |
| More than 10 t = special service | per operation | €60.00 | 1660 |
| Note: | A licensed member of the airline's staff must be present in the cockpit of the aircraft being towed during all towing operations. | | |

| Description | | Unit of calculation | Charge per unit | Service type |
|-------------|------------|---------------------|-----------------|--------------|
| Runup box | Up to 14 t | per operation | €50.00 | 2210 |
| Runup box | Up to 70 t | per operation | €100.00 | 2220 |
| Runup box | Over 70 t | per operation | €150.00 | 2230 |

| Other services: | | | | |
|---|--|---------------------|-----------------|--------------|
| Description | | Unit of calculation | Charge per unit | Service type |
| Late-night opening, landing/takeoff outside the airport business hours | | ½ hour | €180.00 | 0400 |
| Late-night opening, expected bus transfer in case of a flight diversion | | ½ hour | €60.00 | 0410 |
| Provision of devices without operation: | | | | |
| Description | | Unit of calculation | Charge per unit | Service type |
| Pallet trailer (dolly) | | ½ hour | €7.00 | 2560 |
| Hand pallet truck | | ½ hour | €4.00 | 2550 |
| Compressor | | ½ hour | €10.00 | 2470 |
| Use of collecting trays | | Up to 6 hours | €5.00 | 2450 |

5. General special services

5.1 Entry into force

Chapter 5 enters into force on **01/01/2020**.

5.2 Materials

| Description | Unit of calculation | Charge per unit | Service type |
|---|--|-----------------|--------------|
| Barrier (hoarding) | m | a) | 2320 |
| Barrier (police barrier) | m | a) | 2322 |
| Disinfectant | l | a) | 3380 |
| Distilled water | l | a) | 3201 |
| De-icing fluid for aircraft type I | l | a) | 3000 |
| De-icing fluid for aircraft type II | l | a) | 3010 |
| Disposal of oil absorption agent | kg | a) | 4220 |
| Photocopying (A4) | per sheet | €0.50 | 5250 |
| Portable CO ₂ fire extinguisher, 6 kg (contents) | unit | a) | 4100 |
| Cord barriers (2 posts and 1 cord, approx. 1.2 m) | per element | €2.00 | 3480 |
| Powder extinguishing agent | kg | a) | 4160 |
| Oil absorption agent | bag | a) | 4200 |
| De-icing salt | kg | a) | 3350 |
| Diesel fuel | l | a) | 3300 |
| Dry powder extinguisher, 12 kg (contents) | unit | a) | 4110 |
| Universal cleaning agent | kg | a) | 3370 |
| Underlay planks | m | a) | 3400 |
| Lashing rope (landing safety) | m | a) | 3440 |
| Water | m ³ | a) | 3200 |
| Note: | a) These are sold at the applicable purchase price plus material and administration costs. Prices for other consumable materials are also calculated and charged as per a). | | |

5.3 Hourly rates – airport staff

| Hourly rates – airport staff | | | |
|--|--|-----------------|--------------|
| Description | Unit of calculation | Charge per unit | Service type |
| Traffic manager | ½ hour | €50.00 | 0720 |
| Airport Duty Manager | ½ hour | €35.00 | 0100 |
| Handling agent | ½ hour | €30.00 | 0120 |
| Duty Officer Passage | ½ hour | €30.00 | 0130 |
| Employee Passage | ½ hour | €25.00 | 0135 |
| Duty Officer Ground Handling Service | ½ hour | €35.00 | 0010 |
| Employee Ground Handling Service | ½ hour | €25.00 | 0020 |
| Engineer/AL | ½ hour | €55.00 | 0710 |
| Employee Sales Marketing | ½ hour | €35.00 | 0115 |
| Skilled workers | ½ hour | €25.00 | 0600 |
| Auxiliary workers | ½ hour | €20.00 | 0690 |
| Administrative staff | ½ hour | €27.00 | 0700 |
| Security staff (special services, security police etc.) | ½ hour | €25.00 | 0171 |
| Note: | All services with time-based charges will be added waiting, setup and travel time and are rounded up to the next half an hour. | | |

| Hourly rates – fire service staff | | | |
|--|--|-----------------|--------------|
| Description | Unit of calculation | Charge per unit | Service type |
| Head of fire service (fire safety engineer) | ½ hour | €45.00 | 0310 |
| Fire service duty manager | ½ hour | €35.00 | 0312 |
| Firefighter | ½ hour | €25.00 | 0314 |
| Note: | All services with time-based charges will be added waiting, setup and travel time and are rounded up to the next half an hour. | | |

5.4 Other charge rates

| Description | | Unit of calculation | Charge per unit | Service type |
|---|--|------------------------------|-----------------|--------------|
| Paper waste disposal (not including labour) | | per m ³ | a) | 5400 |
| Trucking freight | | per kg | a) | 2830 |
| Note: | a) The sale is made at the respectively valid cost plus material and administrative overheads. | | | |
| Use of washing area including provision of hose and water | | | | |
| Flat rate | | per operation | €15.00 | 2410 |
| Forwarding passenger luggage (for airline without handling contract) | | | | |
| Forwarding passenger luggage (for airline without handling contract) | | piece of baggage | €20.00 | 5860 |
| New ID including personal control | | | | |
| New ID including personal control | Without background check | per ID per year | €500.00 | 5710 |
| Season vignette including vehicle check | | | | |
| Season vignette including vehicle check | Vehicles in the security sector | per vignette per year | €600.00 | 5740 |
| One-day vignette including vehicle check | | | | |
| One-day vignette including vehicle check | Vehicles in the security sector | per vignette per day | €5.00 | 5745 |
| Visitor ID including personal control | | | | |
| Visitor ID including personal control | Individual visitors without background check | per ID per day | €10.00 | 5720 |
| Visitor ID including personal control | Individual visitors without background check | per ID > 1 day, max. 14 days | €26.00 | 5725 |
| Visitor ID including personal control | Groups of visitors without background check | per ID | €5.00 | 5730 |
| Loss or damage of an ID | | per ID | €15.00 | 5750 |
| Background check | | per operation | €50.00 | 5700 |
| VIP-Service (per vehicle) | | per operation | €150.00 | 5850 |

| Training | | | | |
|-----------------|--|--|---------|------|
| Apron training | Apron driving license with new ID without background check | per employee per group training session | €65.00 | 5550 |
| Apron training | Apron driving license with new ID without background check | per employee per individual training session | €250.00 | 5560 |
| Safety training | Safety training for background check, incl. certificate | per employee per training session | €60.00 | 5570 |



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