

# **SCHEDULE OF CHARGES**

## **Flug-Hafen- Saarland GmbH**

<b>Section</b>	<b>Valid from</b>
<b>2.</b>	<b>01/04/2023</b>
<b>3.</b>	<b>01/04/2023</b>
<b>4.</b>	<b>01/04/2025</b>
<b>5.</b>	<b>01/08/2025</b>

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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 within the meaning of 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

Flug-Hafen-Saarland 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 Flug-Hafen-Saarland 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. **Cash payments are not permitted, only EC cards or credit cards will be accepted. For payments by credit card exceeding an amount of EUR 5,000.00, a surcharge of 2,5% on the payment amount will be applicable.**

If the charges cannot be paid before take-off, an administrative fee of EUR 12.50 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.

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 required to additionally pay value-added tax unless they are exempt under the Value-Added Tax Act and this exemption is proven by the debtor.

### **1.2.4 Calculation method**

For services for which an hourly rate has been set, the smallest unit of calculation (unless stated otherwise in the schedule of charges) for waiting, setup and travel time is half an hour. Any recourse beyond this point is rounded up to the next half an hour.

Unless it is expressly indicated when equipment and vehicles are provided that operation or drivers are included in the price, staff time will be billed separately.

### **1.2.5 Liability**

The client is liable to the airport company for any damage to people and property caused by their actions or those of their employees or other vicarious agents in executing the contract.

The airport company is not liable for damage to property arising in connection with execution of the required services or with handover of equipment, tools and facilities, unless the damage is the result of gross negligence or wilful intent on the part of the airport company or its employees or other vicarious agents. This also applies in cases where the airport company takes custody of items, if taking custody was not absolutely necessary to execute the contract or if the client had access to a safe and reasonable storage alternative.

The client indemnifies the airport company from all claims arising from third parties in connection with execution of the contract, unless these third-party claims are the result of



gross negligence or wilful intent on the part of the airport company or its employees or other assistants or vicarious agents.

### **1.2.6 Other provisions**

The German version of this schedule of charges is legally binding. Any translations into other languages are for information purposes only.

German law applies.

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

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 that reflects the intention of the ineffective provision as closely as possible. The validity of the remaining provisions remains unaffected.

## **2. Charges requiring authorisation as per section 19b LuftVG**

### **2.1. Entry into force**

Section 2 enters into force on **01/04/2023**.

### **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 measured 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 and
- Verification and recording in noise certificates as per NfL II-65/03 issued by a regulatory authority, or
- Identification as per 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), or
- Submission of relevant manufacturer information or comparable documentation and certificates from a regulatory authority to demonstrate compliance in the individual case

The noise-based landing charge is calculated as a fixed amount by noise class (see 2.2.4).

The emission-based landing charge is a fixed amount per kilogram of nitrogen equivalent emitted during an aircraft's standardised landing and take-off cycle (see 2.2.5).

**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
	<b>EUR</b>	<b>EUR</b>	<b>EUR</b>
up to 1,199 kg	13.00	25.00	35.00
1,200 kg to 1,999 kg	19.00	35.00	55.00

### 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
	<b>EUR</b>	<b>EUR</b>	<b>EUR</b>
2,000 kg to 8,999 kg	13.00 *	25.00 *	35.00 *
<b>*In euros per 1,000 kg (or part thereof) of MTOM</b>			

### 2.2.3 Propeller aircraft, rotary 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	
<b>EUR</b>	<b>EUR</b>	<b>EUR</b>	<b>EUR</b>
7.50 *	25.00 *	45.00 *	120.00 *

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

The landing charge as per 2.2.3. will be discounted by 10% for aircraft of the following particularly low-emission aircraft types:

- Boeing 737 MAX
- Airbus A220
- Airbus A319neo
- Airbus A320neo
- Airbus A321neo
- Embraer E2
- Comac C919

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 (which is 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 categories in chapter 2 and as 'without authorisation under ICAO Annex 16 or SLS'.

## 2.2.4 Noise-based landing charge

A noise-based landing charge is due to the airport operator for every landing. This is invoiced as a fixed amount by noise class.

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 noise value known by the airport operator shall be applied.

An aircraft may be assigned to a different noise class to the one stated in the example 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.

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

Noise class	Max. MTOM in t	EPNdB	Charge
0	under 10		<b>14.00 EUR</b>
1	10 or over	Now to 140	<b>45.00 EUR</b>
2	10 or over	140.1 to 252	<b>65.00 EUR</b>
3 *	10 or over	252.1 to 264	<b>110.00 EUR</b>
4 *	10 or over	264.1 to 276	<b>190.00 EUR</b>
5	10 or over	276.1 to 288	<b>280.00 EUR</b>
EPNdB* = effective perceived noise in decibels, aggregate value of the three certified noise level values on the noise certificate			
<b>For multiple connected touch-and-go landings, only one noise-based landing charge will be levied.</b>			

## 2.2.5 Emission-based landing charge

The emission-based landing charge is calculated per kilogram of nitric oxide equivalent (the emission value) emitted within a standardised landing and take-off cycle (LTO cycle) of an aircraft, invoiced per landing. This is invoiced as a flat rate multiplied by the emission value calculated for the aircraft.

The flat rate per emission value is EUR 3 for every landing.



The emission value is determined using the ERLIG formula:

$\text{NOx, aircraft[kg]} = (\text{number of engines} \times \Sigma \text{Mode time [s]} \times \text{fuel consumption [kg/s]} \times \text{emission factor [g/kg]}) / 1000$

If the engine emissions for HC per LTO cycle exceed the certification value of 19.6 g/kN, the corresponding NOx value of the aircraft will be multiplied by a factor of 'a':

$a = 1;$  *if  $Dp_{HC}/F_{00} \leq 19.6 \text{ g/kN}$*

$a = (Dp_{HC}/F_{00}) / 19,6 \text{ g/kN};$  *if  $Dp_{HC}/F_{00} > 19.6 \text{ g/kN}$  with  $a_{max} = 4$*

Nitric oxide equivalent (emission value) of the aircraft = a x NOx of the aircraft.

The emission value is calculated up to three decimal places.

The ICAO database of turbofan and jet engines and the FOI Swedish Defence Research Agency database of turboprop engines form the basis for calculating emission values. If these emission databases should contain multiple or differing entries for a particular engine, then the highest recorded emission value shall be applied regardless of the relevant usage criteria. If no engine information or conflicting engine information exists for an aircraft, the highest known emission value for that type of aircraft will be used as a basis.

If an engine is not contained in any of the available emission databases and no standard engine can be applied, the engine will be evaluated using the study conducted by the German Centre for Air and Space Travel from 28 February 2005.

Use of an engine type with lower emission values (e.g. due to different UID numbers or a version of an engine identified as 're-rated') should be proven to the airport operator by presenting the aircraft flight manual (AFM) together with the corresponding ICAO certificate or manufacturer's declaration. If this has not been proven, the airport operator shall calculate the charges due on the basis of the highest 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 proof of origin must be communicated to the airport operator immediately.

For movements in which subsequently increased emission values are determined, fees can be calculated retrospectively; reduced values will be considered without delay, as soon as they have been verified and checked.

### **No retroactive refunds will be made.**

Deviating from the general regulation, the emission-based landing charge for aircrafts **up to a maximum of 10,000 kgs MOTW** is calculated as a flat rate of EUR 3 per landing.



## 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

On working days	per 30 min. or part thereof <b>180.00 EUR</b>
On Sundays and public holidays	per 30 min. or part thereof <b>225.00 EUR</b>

## 2.2.7 Discounts for training/familiarisation flights

The charges stated in sections 2.2.1 and 2.2.2 are discounted by 25% 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 6.80**

### 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 7.40**

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 4**.

The **minimum** parking charge is **15 EUR**.

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 a period of 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), for promoting new flight destinations (see 2.5.2), and for the 'Growth' programme (see 2.5.3) 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 six months of the written notification

The promotional discount granted must be in line with the current version of the EU airport guidelines. The 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 due and undisputed receivables due from the relevant airline against the promotional discount being granted.

### **2.5.1 Promotional discount for new airlines**

Flights from 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 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 ‘Growth’ incentive programme

This programme provides incentives for the growth of an individual airline (same IATA code) at Saarbrücken Airport.

Growth is determined by comparing the number of passengers between 1 April of the year before the previous year and 31 March of the previous year (PAX 1) with the number of passengers between 1 April of the previous year and 31 March of the current year (PAX 2).

Accessing this programme requires growth of at least 5% when comparing PAX 1 with PAX 2.

An airline will also only be entitled to benefit if PAX 1 amounts to at least 5,000 passengers departing from Saarbrücken Airport.

#### Funding amount and payment

The funding amount is calculated from the percentage increase in the number of passengers, based on the table below. Depending on the growth level, funding is paid for every additional departing passenger between PAX 1 and PAX 2.

Growth in %	Funding per departing passenger in EUR
5% or over	3.00
10% or over	5.00
15% or over	6.00
20% or over	8.00

A credit note for the funding amount will be issued to the airline 30 days after the end of the reference period.

Flug-Hafen-Saarland GmbH may offset receivables from this schedule of charges against the funding amount being granted.

The ‘Growth’ programme may not be joined retroactively. Applications for funding must be submitted by 1 March of the current year. Participation ends automatically after 12 months have elapsed. Airlines may re-apply to participate on an annual basis.



## Official approval

The landing, noise, emission, passenger and parking charges have been approved by the Saarland Ministry of the Environment, Climate Protection, Mobility, Agriculture and Consumer Protection (Department of Aviation) and are valid from **01/04/2023**.

## Appendix 1 to the schedule of charges

### List of countries

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

## 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

McDonnell Douglas DC 8-70 series

McDonnell Douglas MD 11  
McDonnell Douglas MD 90  
Tupolew 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  
Tupolew 204

\*Maximum take-off mass



### **3. Charges not requiring authorisation**

#### **3.1 List of general services provided**

##### **3.1.1 Entry into force**

Section 3 enters into force on **01/04/2023**.

##### **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.

A follow-me vehicle is not charged for **non-commercial** landings.

Flug-Hafen-Saarland GmbH does NOT perform any defueling.

## **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 for 1 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: 550.00 EUR**

### **3.2.2 Ground handling package for 2 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. Interior cleaning of aircraft cabins
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: 950.00 EUR**

### **3.2.3 Ground handling package for more than 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. Interior cleaning of aircraft cabins
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: 1,550.00 EUR**

### **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. Interior cleaning of aircraft cabins
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 4: 1,750.00 EUR**

### 3.2.5 Disconnected handling

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-offs

If an aircraft that has been handled 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 are 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 to 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 **0.18 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 **EUR 80.00**

Aircraft with an MTOM of more than 14,000 t **EUR 165.00**

#### 3.4.2 Non-commercial aircraft

All non-commercial aircraft may use the GAT facilities (recreation room and briefing room).

The usage fee per person for a stay of up to four hours is EUR 15.00.

There is a further fee of EUR 15.00 per person for each additional four-hour period (or part thereof).

### 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: **0.60 EUR**



### **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: **1.50 EUR**

## 4. Special services in flight operations

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

### 4.1 Entry into force

Section 4 enters into force on **01/04/2023**.

### 4.2 Price overview

Description	Unit of calculation	Charge per unit	Service type
Baggage handling – inbound	per passenger	€ 4.30	1800
Baggage handling – outbound	per passenger	€ 6.50	1810
Passenger handling – inbound	per passenger	€ 1.00	1820
Passenger handling – outbound	per passenger	€ 3.60	1830

Description	Seats	Unit of calculation	Charge per unit	Service type
Line clean	max. 130	per operation	€ 25.00	050
Turnaround cleaning type A	up to 130	per operation	€ 75.00	051
Turnaround cleaning type A	131-190	per operation	€ 130.00	052
Turnaround cleaning type B	up to 130	per operation	€ 65.00	053
Turnaround cleaning type B	131-190	per operation	€ 85.00	054
Night cleaning type A	131-190	per operation	€ 210.00	055
Night cleaning type B	131-190	per operation	€ 225.00	056
Aircraft deep clean	131-190	per operation	€ 430.00	057
<b>NB:</b>	Scope of different cleaning options discussed on request			

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	€ 121.00	1250
Battery starter unit	per operation	€ 23.00	1260
Emergency command vehicle	½ hour	€ 60.00	4000
De-icing unit (excl. de-icing fluid)	* per operation	€ 161.00	1100
Toilet service vehicle	per operation	€ 75.00	1060
Provision of fire protection when refuelling with passengers on board	per operation	€ 127.00	4300
Passenger steps (motorised steps with driver)	½ hour	€ 75.00	1300
Passenger steps (fixed)	½ hour	€ 40.00	1310
Mobile conveyor belt	½ hour	€ 40.00	1350
Air-to-air heating unit	½ hour	€ 63.00	1680
Fresh water service vehicle	per operation	€ 63.00	1050
Forklift	½ hour	€ 63.00	1400
Mobile baggage conveyor	½ hour	€ 69.00	1340
GPU 400 HZ/115 V (incl. power consumption)	½ hour	€ 46.00	1211
High loader	½ hour	€ 75.00	1510
Medical lifter	½ hour	€ 55.00	1511
Sweeper	½ hour	€ 60.00	1440
Minibus up to 9 people	per operation	€ 35.00	1020
Follow-me vehicle	per operation	€ 17.00	1030
Light tower unit (Polyma)	½ hour	€ 58.00	1520
Passenger bus	per operation	€ 50.00	1010
Ruthmann cherry picker (height 13 m)	½ hour	€ 104.00	2500
Tow truck / tractor	½ hour	€ 35.00	1040
Panther 13500 water tender	½ hour	€ 173.00	4010
Unimog	½ hour	€ 75.00	1500
<b>NB:</b>	* Per operation: quantities consumed are charged at cost (see section 5.2, page 35)		

<b>Other apron services:</b>			
Description	Unit of calculation	Charge per unit	Service type
Ballast bag	per 25 kg bag	a)	4550
Chocks	per item	a)	4560
Storm protection	per operation	€ 17.25	4500
<b>NB:</b>	a) These are sold at the applicable purchase price <b>plus</b> material and administration costs		

<b>Firefighter deployment:</b>			
If firefighters are deployed, a surcharge will be levied for equipment use (water-bearing valves, hose material, personal gear, cordons and ropes etc.):			
	per operation	€ 52.50	4099

<b>Baggage identification for:</b>			
Description	Unit of calculation	Charge per unit	Service type
For aircraft	per seat	€ 2.90	4600

<b>Moving aircraft to and from hangars:</b>			
Description	Unit of calculation	Charge per unit	Service type
Up to 2 t	per operation	€ 25.00	1638
Up to 10 t	per operation	€ 45.00	1650
More than 10 t = special service	per operation	€ 85.00	1660
<b>NB:</b>	A licensed member of the airline's staff must be present in the cockpit of the aircraft being towed during all towing operations. Moving aircraft to and from hangars is calculated as a single operation.		

Description		Unit of calculation	Charge per unit	Service type
Run-up box	Up to 14 t	per operation	€ 55.00	2210
Run-up box	Up to 70 t	per operation	€ 110.00	2220
Run-up box	More than 70 t	per operation	€ 165.00	2230

Other services:			
Description	Unit of calculation	Charge per unit	Service type
Late opening, landing/take-off outside of airport opening hours	½ hour	€ 210.00	0400
Late opening, expected bus transfer in event of flight diversion	½ hour	€ 70.00	0410

Provision of equipment without operators:			
Description	Unit of calculation	Charge per unit	Service type
Pallet trailer (dolly)	½ hour	€ 8.00	2560
Hand pallet truck	½ hour	€ 4.50	2550
Compressor	½ hour	€ 11.00	2470
Use of catch basins	Up to 6 hours	€ 5.50	2450

## 5. General special services

### 5.1 Entry into force

Section 5 enters into force on **01/04/2023**.

### 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), printing flight documents	per item	€ 0.50	5250
Portable CO <sub>2</sub> fire extinguisher, 6 kg (contents)	unit	a)	4100
Cord barriers (2 posts, 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 <sup>3</sup>	a)	3200
<b>NB:</b>	a) These are sold at the applicable purchase price <b>plus</b> 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	€ 90.00	0720
Airport duty manager	½ hour	€ 65.00	0100
Head of security	½ hour	€ 65.00	0110
Passageway duty officer	½ hour	€ 45.00	0130
Passageway staff	½ hour	€ 35.00	0135
Ground handling service duty officer	½ hour	€ 45.00	0010
Ground handling service staff	½ hour	€ 35.00	0020
Engineer/AL	½ hour	€ 80.00	0710
Sales/marketing staff	½ hour	€ 45.00	0115
Skilled workers	½ hour	€ 35.00	0600
Auxiliary workers	½ hour	€ 25.00	0690
Administrative staff	½ hour	€40.00	0700
Security staff (special services, security police etc.)	½ hour	€ 35.00	0171
<b>NB:</b>	All services with time-based charges additionally include waiting, setup and travel time and are rounded up to the next half an hour. A surcharge of 25% is levied for work on Sundays and public holidays; a surcharge of 20% is levied for night work and for work on Saturdays (1 p.m. to 9 p.m.).		

Hourly rates – fire service staff			
Description	Unit of calculation	Charge per unit	Service type
Fire service duty manager	½ hour	€ 50.00	0312
Firefighter	½ hour	€ 40.00	0314
<b>NB:</b>	All services with time-based charges additionally include waiting, setup and travel time and are rounded up to the next half an hour. A surcharge of 25% is levied for work on Sundays and public holidays; a surcharge of 20% is levied for night work and for work on Saturdays (1 p.m. to 9 p.m.).		

## 5.4 Other charge rates

Description	Unit of calculation	Charge per unit	Service type
Photography	Base fee	€150.00	5902
Support for photography	each hour	€ 79.00	5903
Filming	Base fee	€250.00	5912
Support for filming	Each hour	€99.00	5913

Description	Unit of calculation	Charge per unit	Service type
Ice cubes / crushed ice	Base fee per operation	€50.00	5904
	per bag	€7.50	5905
Hot Water	Base fee per operation	€50.00	5904
	per liter	€5.00	5906

Description	Unit of calculation	Charge per unit	Service type
Transfer	Passed on at cost	a)	5910
Accommodation costs	Passed on at cost	a)	5920
Catering	Passed on at cost	a)	5930

**NB:** a) This is invoiced at the cost of the service paid in advance

### Conference room hire

Description	Unit of calculation	Charge per unit	Service type
Room hire – 2 hours	Flat fee	€50.00	xxx
Room hire – 4 hours	Flat fee	€80.00	xxx
Room hire – 1 day	Flat fee	€120.00	xxx
Projector	Flat fee	€60.00	xxx
Laptop	Flat fee	€40.00	xxx
TV set	Flat fee	€25.00	xxx
Video recorder	Flat fee	€25.00	xxx
Whiteboard	Flat fee	€15.00	xxx
Presentation wall	Flat fee	€15.00	xxx
Presentation kit	Flat fee	€20.00	xxx
Presentation cards, 500 pc	Flat fee	€12.00	xxx
Flip chart	Flat fee	€20.00	xxx

Description	Unit of calculation	Charge per unit	Service type
Lectern	Flat fee	€10.00	xxx
Photocopy	per item	€0.35	xxx
Telephone unit of charge	per minute	€0.25	xxx

Description	Unit of calculation	Charge per unit	Service type
Paper waste disposal (excl. working time)	per m <sup>3</sup>	a)	5400
Cargo trucking	per kg	a)	2830
<b>NB:</b>	b) These are calculated at the applicable cost price <b>plus</b> material and administration costs		
<b>Use of washing area including provision of hose and water</b>			
flat rate	per operation	€ 16.50	2410
Forwarding passenger luggage (for airlines with no handling contra)	per piece of luggage	€ 22.00	5860

Application for background check; verification and acceptance of existing certificates		per operation	€ 75.00	5700
Permanent ID incl. materials and programming	Without background check New and repeat applications	per permanent ID	€ 99.00	5710
Reissuing a permanent ID in case of damage/loss		per permanent ID	€ 75.00	5750
Daily ID	Individual visitors	per ID per day	€ 12.00	5720
Producing two passport photos		per operation	€ 20.00	5901
Permanent sticker	Vehicles in the safety area	per sticker per year	€ 240.00	5740
Daily stick	Vehicles in the safety area	per sticker per day	€ 10.00	5745
Help with completing immigration forms		per person	€ 12.00	5900
VIP service		per vehicle	€ 200.00	5850
VIP service security check (additional)		at cost	at cost	xxxx
Group tours incl. visitor ID (groups of 10 to 20 participants)		per person	€ 10.00	5855

Training			
Training people for unescorted access to safety areas (section 11.2.6 VO (EU) 2015-1998)	per operation	€ 65.00	5551
Training people tasked with aircraft safety (section 11.2.3.7 VO (EU) 2015-1998)	per operation	€ 88.00	5552
Training people tasked with baggage reconciliation (section 11.2.3.8 VO (EU) 2015-1998)	per operation	€ 65.00	5553
Safety management system training	per operation	€ 125.00	5554
General fire protection training	per operation	€ 45.00	5555
Human factors training	per operation	€ 150.00	5556
Apron safety Apron driving license	per employee per group training	€ 75.00	5550
	per employee per individual training	€ 290.00	5560



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VAT identification number: as per article 27a of the German VAT Act (UStG): DE 180 870 277