



Airport Tariffs

according to § 53 (1) LuftVZO

Black Forest Airport Lahr GmbH

**New amended version
effective as of December 01, 2011**



Contents

I General conditions

- | | | |
|-----------------------|------|---|
| 1. Debtors of charge | page | 3 |
| 2. Turnover tax (VAT) | page | 3 |
| 3. Payment time-frame | page | 3 |

II Landing Charges

- | | | |
|-------------------------------|------|---|
| 1. General | page | 4 |
| 2. Landing / Handling Charges | page | 6 |
| 3. Passenger Charges | page | 8 |

III Parking Charges

- | | | |
|------------|------|---|
| 1. General | page | 8 |
| 2. Charges | page | 8 |

IV Airships

- | | | |
|------------|------|---|
| 1. General | page | 8 |
| 2. Charges | page | 8 |

V Entry into force

page	9
------	---



I General conditions

1. Debtors of the charge

Debtors of the charges (Landing charge, operating charge, passenger fee etc.) are, as joint and several debtors:

- a) The airline company, on whose authority the particular flight is being performed (airline-code/flight number), as well as
- b) the airline company(s) as joint and several debtor(s), on whose authority the particular flight (airline-code/flight number) is being performed (Code-Sharing), as well as
- c) the aircraft operator of the aircraft that has landed, as well as
- d) the owner of the aircraft that has landed at the airport, as well as
- e) the person – natural or legal – that, factual or legitimate, uses or pilots the aircraft, which has landed, without being operator or owner (e.g. but not concluding, charterer or lessee), including the person – natural or legal – for whom a third person – natural or legal – uses the aircraft that has landed, factual or legitimate (e.g. but not concluding, aircraft charterer).

2. Value added tax, VAT

The charges are pursuant § 10 Para 1 of the law on turnover tax. The debtor, therefore, has to pay the turnover tax (V.A.T.) additionally, as long as there is no exempt from taxation according to the law on turnover tax.

3. Payment time-frame

The charges shall generally be paid in Euro prior to the take-off following the landing.

If prior arrangements have been made with the airport operator, collective invoicing is possible, with monthly billing in normal case. These invoices can be paid by bank transfer.

The airport operator reserves the right to charge a fee for the service of bank transactions or forwarding an invoice.



II Landing Charges

1. General

- 1.1 The amount of the charge payable is based on the maximum take-off mass (MTOM) of the aircraft as entered in the certificate of airworthiness, its noise category and for aircraft over 5.7 t MTOM based on the number of passengers aboard the aircraft arriving or departing.

The MTOM shall be proved by the Airplane Flight Manual (AFM) – Basic Manual – Section for Weight Limitations if the certificate of airworthiness does not contain a maximum take-off mass. Until presentation of these documents, the maximum known MTOM of this aircraft type will be taken as basis.

- 1.2 The fulfilment of the noise category by the aircraft is considered proved by:

- presentation of a noise certificate according to NfL II- 70/04 or a noise abatement certificate according to NfL II 18/07, or
- designation according to § 4 Para 6 of the Ordinance for Noise Abatement at Airfields dated January 5, 1999 in accordance with NfL II-138/99, or
- the presentation of corresponding data of the manufacturer or comparable documents and certificates of licensing authority, which prove in individual cases that the pre-conditions have been fulfilled.

Decisive for calculating the charges is the actual presentation of complete evidence, verifiable by the airport operator, concerning the observance of the afore-mentioned conditions by the aircraft operator or pilot-in-command prior to take-off, and which shall be presented to the aviation supervision office. If the respective evidence is not presented, calculation of the charges will be based on noise category "without Noise Certificate". Reimbursements will not be made.

Determination of the Noise Categories based on following documents:

- Publication of Ordinance for Noise Abatement at Airfields (below shortened LSL), published August 1, 2004 by NfL II-70/04
- Ordinance for Noise Abatement at Airfields dated January 5, 1999 published by NfL II-138/99
- ICAO Annex 16, Volume I, Chapter 2-6, 8 and 10-12



1.3 The Classification into the corresponding noise categories is based on the following criteria:

Noise Category 2 (LZ2), increased noise abatement

1. The maximum noise level coming from an aircraft must comply with the noise values according to §4, Para's 2 and 3 Ordinance for Noise Abatement at Airfields for increased noise abatement.
2. The aircraft is listed as exceptionally quiet in the bonus list of the BMVBS (Federal Ministry of Transport, Building and Housing) in its current version.
3. Propelled microlights are categorised into LZ2.

Noise Category 1 (LZ1), special noise abatement

1. The maximum noise level emitted from an aircraft reaches the noise limit levels laid down in the Ordinance for Noise Abatement at Airfields LSL chapter VI or X.
2. The aircraft holds a noise certification according to ICAO Annex 16, Volume I, Chapter 3 or 6.
3. Helicopters with noise certificate are classified Category LZ1.

Without Noise Certificate (ohne/ without)

The maximum noise level coming from an aircraft exceeds the noise levels laid down in LZ1, or a noise certificate is not available.

- 1.4 The part of the landing charge based on the maximum take-off mass of the aircraft is also payable for a touch-and-go landing with immediately ensuing acceleration and take-off of the aircraft. The part of the landing charge is also payable for low approaches with the aid of instrument landing systems (ILS, NDB/DME-approaches). That also applies to approaches for cloud breaking purposes with no landing intention in Lahr.

The reductions for training and instruction flights will be applied. In the case of go-around manoeuvres for meteorological reasons no charges will be raised.

- 1.5 Hovering flights of rotorcraft that exceed the comparable taxiing of an aeroplane, are charged with a fee in the amount of the landing fee for each commenced 10 minutes.
- 1.6 No landing charge is payable for emergency landings due to technical failure of the aircraft or due to hijacking, unless the destination airport as scheduled is concerned. No landing charge is payable for flights of the search and rescue aircraft in action.



2. Landing / Handling charges

2.1 Landing charges are (prices plus VAT):

Propeller-driven aircrafts, including powered gliders, helicopters and microlights			
On flights within the Federal Republic of Germany and cross-border traffic	Noise Category		
	LZ 2	LZ 1	ohne / without
up to 1.000 kg	€ 6,51	€ 8,49	€ 11,47
1.001 kg – 1.200 kg	€ 7,77	€ 10,25	€ 13,74
1.201 kg – 1.400 kg	€ 11,26	€ 15,15	€ 20,63
1.401 kg - 2.000 kg	€ 19,90	€ 26,74	€ 35,74
over 2.000 kg per 1.000 kg of the MTOM or part thereof	€ 9,95	€ 13,37	€ 17,87

Jet-propelled aircraft			
On flights	with certification according to ICAO Annex 16, Chapter 3 *)		without certification according to ICAO Annex 16, Chapter 3
	Included in the Bonus List	Not included in the Bonus List	
	LZ 2**))	LZ 1	ohne / without
	for every 1.000 kg of the MTOM or part thereof		

*) Jet-propelled aircraft comply with the conditions of ICAO Annex 16, Volume I, Chapter 3, if it is proved in individual cases by data of the manufacturer or comparable documents of a licensing authority that the noise values permissible according to Chapter 3 are not exceeded.

**) Based on the current version of the Bonus List published by the Federal Ministry of Transport, Building and Housing (BMVBW)

2.2 Charges given in Part 2.1 are being reduced for training flights by 35%.

Training flights pursuant to these airport tariffs are flights conducted by a civil student pilot within the scope of his training at an approved training institution (flight training school), and which are necessary for obtaining a license according JAR-FCL 1 or 2 chapter C or E or a class rating according JAR-FCL 1.215 chapter F appendix 1 resp. 1. DV LuftPersV appendix 1 M or a type rating according JAR-FCL 1.220 chapter F appendix 1 or 2 resp. 1. DV LuftPersV appendix 1 N

The reduction does not apply to familiarization flights (Familiarisation/F) resp. Differences Training/D within a class rating according to 1. DV LuftPersV Annex 1 M.

2.3 A surcharge of € 5,- is payable for flights according to SS+30 with several sequent visual patterns requiring the permanent use of runway/approach lights (price per approach, starting with the second approach/landing).

2.4 Manned Balloons

For the use of the airport with manned balloon the airport charges a usage fee per departure.

Non-commercial balloon ride € 20,-

Commercial balloon ride € 30,-

2.5 Landing and/or take-off outside the published operating hours
 The airport license permits operation between 06:00 and 24:00 local time.

The regular opening hours are to be found in the AIP Germany.

For flights operated outside the published operating hours (PPR times, prior permission required) a request up to 13:00 local time the previous day is required.

For accepted request after this time-frame, an additional fee of € 150,00 will be charged.

The basis for calculation for early servicing is the notified and or planned landing/departure time. The basis for calculation of late servicing is the actual landing/departure time.

The charges specified above are also payable for notified but not operated flights, as long as this was not caused by the Black Forest Airport Lahr GmbH.

They are not payable, if the flight is being cancelled up to 16:00 local time the previous day (on early servicing) respectively 16:00 local time on the same day (on late servicing).

Effective time is the notification at traffic management/ operations.

At delays during late servicing, exceeding 15 minutes of the notified time, a surcharge on the late servicing charge is payable with the amount of € 30,- per every commenced 15 minutes.

The following additional charges (besides the landing charges) will be raised per landing and/or take-off outside the published operating hours of the airport

Aircraft up to 14.000 kg MTOM	Prior opening time 0000L – Opening time each 15 min	After closing time Closing time – 2400L each 15 min
Monday-Saturday	€ 50,00	€ 50,00

Charges for aircraft above 14.000 kg MTOM are based on the RFF Category.

Aircraft RFF 4 (above 14.000 kg MTOM)	Prior opening time 0000L – Opening time each 15 min	After closing time Closing time – 2400L each 15 min
Monday-Saturday	€ 100,00	€ 100,00

Aircraft RFF 5 (over 14.000 kg MTOM)	Prior opening time 0000L – Opening time each 15 min	After closing time Closing time – 2400L each 15 min
Monday-Saturday	€ 115,00	€ 115,00
Sundays / public holidays	€ 135,00	€ 135,00

At a higher RFF Category, the additional effort is being charged.



3. Passenger Charges

The part of the landing charge based on the number of passengers aboard the aircraft when taking off or landing amounts:

Provided the preceding departure of the aircraft is effected at an aerodrome within a state of the European Union:	€ 5,--
Provided the preceding departure of the aircraft is effected at an aerodrome outside a state of the European Union:	€ 6,--

per passenger.

III Parking Charges

1. General

The aircraft operator or pilot shall pay a charge (parking charge) to the airport operator for the parking of the aircraft.

Aircraft expected to exceed their stay of more than 30 sequent days, a lease contract can be agreed between aircraft operator and airport operator.

2. Charges

The parking charge is for every 24 hours or part thereof and

per 1.000 kg of MTOM

€ 4,--

however not less than

€ 8,--

IV Charges for Airships

1. General

For the use of the airport, airships have to pay a landing charge and a mooring mast charge.

The landing charge respectively mooring mast charge is payable with the setting up of the mooring mast respectively the landing of the airship.

The period decisive for calculation the mooring mast charges begins with the setting up of the mooring mast and ends with is dismantling.

2. Charges

Mooring Mast Charge for every 24 hours or part thereof is:

- up to 50 m total length € 70,--
- from 50.01 m up to 60 m total length € 100,--
- from 60 m total length € 130,--

Landing Charge for airships:

- up to total length € 16,--
- from 50.01 m up to 60 m total length € 22,--
- from 60 m total length € 27,--

V Entry into force

Sections I-IV of this Charge Order become effective on December 1, 2011 and replace the Version dated December 1, 2008.

77933 Lahr, October 14, 2011
(original signed)

Axel Großmann
(managing director)