



**Regulations Governing Fees at the Berlin Airport Authority (BFG)
for Berlin-Tegel (TXL) Airport**

Part I: Aviation

Issued on: 1st July 2005

Approved for release by:

**Berliner Flughafen-Gesellschaft mbH
Management**

D. Johannsen-Roth

List of Contents

1. Aviation

1.1. Take-off and Landing Fees	4
1.2. Passenger Fees	7
1.3. Stand Fees and Parking Fees	8
1.4. Security Fee	9
1.5. PRM Fee	9
1.6. Emergency Landings	9
1.7. Central Infrastructure	9

2. Growth and Destination Promotion Schemes^{*)}

2.1. Traffic Promotion Conditions	10
2.2. Higher Load Factor Conditions	12

^{*)}The conditions covering the traffic incentives on pages 10 – 12 are part of the authorized Regulations Governing Fees.

1. Aviation

1.1. Take-off and Landing Fees

- 1.1.1. A fee must be paid to the airport authority each time an aircraft lands or takes off at the airport.
- 1.1.2. Regardless of the criteria covering the operation in question, the landing fee is calculated according to the maximum take-off weight of the aircraft (MTOW) set out in the certification documentation. The MTOW must be determined by the figures in the Airplane Flight Manual (AFM) – Basic Manual – Section for Weight Limitations. The maximum known MTOW for this type of aircraft will be used until these documents are made available. No retrospective refund of fees may be made. Any reduction in this MTOW in the manufacturer's certification is only taken into account for the purpose of calculating the fees from the start of the timetable period for which the alteration has been advised, provided that the revised documents have been made available at least four months in advance. The airport authority must be informed immediately of any increase in the take-off weight of an aircraft as specified in the manufacturer's certification.
- 1.1.3. The proportion of the landing fee calculated according to the aircraft's maximum take-off weight in the case of aircraft with all types of propulsion amounts to **€ 2.00** per 1,000 kg of MTOW or part thereof .
- 1.1.4. A noise surcharge will be levied for aircraft over 2 t MTOW for each landing. The noise surcharge is staggered according to noise classes. The allocation of aircraft types into noise classes takes place on the basis of the average noise levels measured during take-offs and landings at Tegel Airport during the year 2004.

Noise class 1	up to 70.9 dB (A)	€	70.00
Noise class 2	from 71.0 to 73.9 dB (A)	€	84.00
Noise class 3	from 74.0 to 76.9 dB (A)	€	105.00
Noise class 4	from 77.0 to 79.9 dB (A)	€	140.00
Noise class 5	from 80.0 to 84.9 dB (A)	€	420.00
Noise class 6	from 85.0 to 89.9 dB (A)	€	840.00
Noise class 7	from 90.0 dB (A) upwards	€	1,680.00

Aircraft not listed here will be temporarily allocated on the basis of noise reports that have been submitted until representative measurement results are available for Tegel Airport



Part I - Aviation

date: 30.03.10

revision:0

page: 5 of 13

Gr. 1 up to 70,9 dB (A)	Gr. 2 71,0 to 73,9 dB (A)	Gr. 3 74,0 to 76,9 dB (A)	Gr. 4 77,0 to 79,9 dB (A)	Gr. 5 80,0 to 84,9 dB (A)	Gr. 6 85,0 to 89,9 dB (A)	Gr. 7 from 90,0 dB (A)
€ 70.00	€ 84.00	€ 105.00	€ 140.00	€ 420.00	€ 840.00	€ 1,680.00
Aircraft up to 5.7 t all helicopters	ARJ70 B7172 BA14F BA461 BD700 BE350 BR115 CL100 CL200 CL600 CL604 CL700 CN560 CN56X CN660 CS235 D2000 DHC84 EMB13 EMB14 FK70 GULF3 GULF4 GULF5 J328 LR31 LR35 LR45 LR55 LR60 MD90 SF340 SN602	A318 A319 A3202 A3211 A3212 ARJ85 ATR42 ATR72 B7376 B7377 B7378 B7379 B737W B73BJ B7572 B757W B7672 BA462 BA463 BE19D CN551 CN650 DA100 DA20 DA900 DHC83 DO328 EMB17 FK100 FK27 FK50 FK60 RJ100 TAC16	A3004 A3006 A300F A3102 A3103 A3201 A3302 A3303 A3402 A3403 AN26 B7374 B7375 B7573 B757F B7772 C130 DA50 GALX HS125 YK40	AN12 B7272 B7372 B7474 B747L B7673 C17A DC930 GULF2 IL62 L1011 MD11 MD80 MD81 MD82 MD83 MD87 MD88 TU5M YK42	B7271 B7472 B707 BA115 TU134	Non-Annex Chp.2 AN124

1.1.5. A surcharge will be levied on the fees named in section 1.1.4 as follows:

from 10 p.m. till 10.59 p.m. local time	20 %
from 11 p.m. till 11.59 p.m. local time	100 %
from midnight till 5.59 a.m. local time	250 %

1.1.6. Minimum Tonnage

When calculating the landing fees measured according to the maximum take-off weight of the aircraft, the minimum tonnage is set for the Tegel 6 t.

1.1.7. Touch and Go

The landing fee calculated according to the maximum take-off weight of the aircraft must also be paid when the aircraft merely touches down and then immediately accelerates and takes off again.

1.1.8. Reductions in Fees

The fees quoted under sections 1.1.3. are reduced at Tegel Airport in the case of

training and instruction flights	by	50 %
helicopter flights	by	15 %.

Only one of the above mentioned reasons for reductions may be claimed.
The reduced fee may not fall below the minimum level resulting from sections 1.1.6.

1.1.8.1. Training Flights

Training flights in the sense of section 1.1.8. are flights, where as part of their training at an approved training centre (pilot school), civil pilots in training are meeting flying conditions, which are required for pilots to obtain a civil licence or to gain competence in the sense of examination regulations for civil aviation personnel. Evidence thereof must be provided by the customer.

1.1.8.2. Instruction Flights

Instruction flights in the sense of section 1.1.8. are flights, which serve to provide flying and technical instruction for civil pilots; the pilots being instructed must be in possession of the pilot's licence prescribed for the type of aircraft in question; the person being instructed must be on board the aircraft being used.

1.1.9. Fees for Airships and Hot-Air Balloons

An anchor mast fee and the landing or take-off fee are all that must be paid for using the airport with an airship or a hot-air balloon.

1.1.9.1. Airships

The anchor mast fee is charged for permission to erect an anchor mast and amounts to the following for every 24-hour period or part thereof:

€ 150.00

The decisive period for calculating the anchor mast fee starts with the erection of the anchor mast and ends when it is dismantled.

Part I - Aviation

date: 30.03.10

revision:0

page: 7 of 13

In addition, a landing fee measured according to the normal lift of the airship must be paid. It amounts to the following per t or part thereof of normal lift:

€ 6.00

1.1.9.2.Hot-Air Balloons

The following sum must be paid for a hot-air balloon to take off: **€ 17.50.**

1.2. Passenger Fees

1.2.1. In addition to the landing fee, a passenger fee must be paid for commercial traffic and works traffic*. The passenger fee is measured according to the number of passengers on board the aircraft at take-off and the next scheduled destination.

*) Works flights are flights that serve to transport persons and goods in a company's own business interests and are not carried out on behalf of third parties for fees. Works flights also include business flights by industrial and commercial companies in their own aircraft or those leased to third parties for no charge and flights by airline companies for their own purposes.

The fee amounts to the following per embarking passenger:

within the Federal Republic of Germany	€ 11.75
outside the Federal Republic of Germany, but within the borders of the member countries of the Schengen Agreement*	€ 13.85
outside the Federal Republic of Germany and outside the borders of the member countries of the Schengen Agreement*	€ 14.10
for transit or transfer passengers to all destinations (where evidence is provided)	€ 9.40

* Belgium; Denmark; Finland; France; Greece; Iceland; Italy; Luxembourg; Netherlands; Norway; Austria; Portugal; Sweden; Spain – as at March 2005

Domestic German flights in the sense of section 1.2.1 are flights, where the next landing took place at an airport in the Federal Republic of Germany.

Schengen flights in the sense of section 1.2.1 are flights, where the next landing took place at an airport outside the Federal Republic of Germany and within the areas covered by the Schengen Agreement.

Non-Schengen flights in the sense of section 1.2.1 are flights, where the next landing took place at an airport outside the Federal Republic of Germany and outside the areas covered by the Schengen Agreement.

1.2.2. Children under the age of 2, who do not have the right to their own seat, are not included in the number of passengers on board an aircraft when it takes off. Employees of the airline in question or any other airline or any other persons – with

the exception of the crew on duty – who are on board the aircraft at the time of take-off and who have not paid for their seat or have paid a reduced price, still count as passengers.

1.3. Stand and Parking Fees

In principle a stand fee must be paid to the airport authority when aircraft use stands and apron areas.

1.3.1. Stand Fees

The amount of stand fee payable is determined by the maximum take-off weight (MTOW) of the aircraft and the time that the aircraft is parked on the stand or other area.

The stand fees are staggered according to the time that the area is occupied and are charged per tonne or part thereof and per 10 minute period or part thereof.

up to 40 minutes per 10 minute period and tonne or part thereof	Jetway € 0.40
up to 90 minutes per 10 minute period and tonne or part thereof	€ 0.44
up to 120 minutes per 10 minute period and tonne or part thereof	€ 0.48
up to 180 minutes per 10 minute period and tonne or part thereof	€ 0.52
	Outer stand
up to 40 minutes per 10 minute period and tonne or part thereof	€ 0.10
up to 90 minutes per 10 minute period and tonne or part thereof	€ 0.14
up to 120 minutes per 10 minute period and tonne or part thereof	€ 0.18
up to 180 minutes per 10 minute period and tonne or part thereof	€ 0.22

Charges are applied on the basis of the time spent by the aircraft on stand, which is defined as the difference between the on-block and off-block time that the aircraft is on stand and which aircraft is involved.

The maximum charging time for stand fees is 3 hours, i.e. 18 à 10 minute periods. Then the aircraft may no longer use the stand and its jetway to handle passengers when landing and taking off.

The stand fee amounts to at least **€ 20.00**

1.3.2. Parking Fees

A parking fee must be paid to the airport authority for the use of apron stands and other areas for parking aircraft from the start of the 4th hour – after the expiry of the time used to calculate the stand fee.

The amount of the parking fee is charged according to the MTOW of the aircraft (see section 1.1.) and the duration for which the area is used.

The parking fee amounts to **€ 1.20** per tonne or part thereof and 24-hour period or part thereof. For each further day, the parking fee amounts to **€ 2.00** per tonne or part thereof and 24-hour period or part thereof.

The sum amounts to at least **€ 8.00** per 24-hour period or part thereof.

A rental agreement may be concluded between the aircraft operator and the airport authority for parking aircraft, if several successive days are required. This must be arranged before the start of the parking period.

1.4. Security Fee

The security fee is determined by the number of passengers on board a flight at take-off in the case of commercial passenger and works traffic.

The fee amounts to **€ 0.74** per passenger **from 1st April 2010**.

1.5. PRM Fee

In line with EU Rule 1107/2006, we are charging a PRM fee for each departing passenger on commercial or internal company flights.

This amounts to **€ 0.13** for each passenger from **1st April 2010**.

1.6. Emergency Landings

None of the fees listed under section 1 have to be paid in the case of emergency landings because of technical faults on the aircraft or because of the actual or threatened use of force, if the airport is not the scheduled destination. Diverted flights are not emergency landings.

1.7. Central Infrastructure

Infrastructure equipment is made available by the airport's agents for all aircraft movements.

A fee must be paid to the airport authority for providing this infrastructure for each commercial traffic landing.

- 1.7.1.** The basic fee for providing the de-icing equipment amounts to the following for an aircraft with a MTOW over 10 t:

MTOW up to 50 t	€ 10.00	MTOW over 50 t	€ 30.00
-----------------	----------------	----------------	----------------

In the case of non-commercial landings, this fee is only charged if the infrastructure is actually used, i.e. in the actual event.

- 1.7.2.** For landings in the commercial passenger traffic sector and aircrafts with a MTOW over 5,7 t fee amounting to **€ 1.12** is charged for providing fresh water and sewage facilities.

Part I - Aviation

date: 30.03.10

revision:0

page: 10 of 13

2. Growth and Destination Promotion Schemes

In order to generate sustained and dynamic growth in air traffic operations at Berlin-Tegel Airport, BFG, as the operator of Berlin-Tegel Airport, grants the airline companies incentives that are outlined as follows:

2.1. Growth and Destination Promotion Schemes

The traffic promotion conditions serve as a means of increasing the tonnage and passenger volumes at Berlin-Tegel Airport. All the airline companies may claim the traffic promotion subsidies, which are granted in a fair, transparent manner, devoid of any discrimination. In order to improve connections to and from Berlin in the long-term and in a sustained manner, BFG grants the following promotional subsidies:

- for setting up a new flight connection to new destinations (markets)
- for increasing tonnage and passenger volumes.

Each airline, including flight partners (same flight number), which increases its flight destinations as an operating carrier in a sustainable manner, may claim the benefits. The individual requirements related to the traffic promotion conditions must be fulfilled. The airlines must provide suitable evidence to BFG of their right to make a claim and their fulfilment of the conditions.

Traffic promotion conditions are not granted for growth in passenger or tonnage volumes or new destinations, if the traffic promotion condition arises because an airline company takes over routes, destinations, frequencies or flights from another company in the form of code sharings or other types of cooperation between airline companies.

a) Destination Promotion Scheme

- New destinations are regular flight connections (at least two a week) to cities, which have not been directly served by the Berlin airport system during the last 12 months prior to the current regulations governing fees coming into force and until the connection in question starts.
- The destination promotion subsidies amount to 80% of the basic landing fee (fixed and variable fees; the basic noise fee, including any supplements, is excluded from any calculations related to the promotional sum) for the flight operation in question in the first timetable period, 60% in the second timetable period, 40% in the third timetable period, 20% in the fourth timetable period and 10% in the fifth timetable period.
- The subsidies are provided over 5 timetable periods.
- Subsidies will only be settled after the expiry of the timetable period in question.
- If the airline halts operations on the new route before the expiry of 5 timetable periods, any subsidies provided by BFG are to be repaid as follows: 60% for the first timetable period, 40% for the second timetable period, 20% for the third timetable period, 10% for the fourth timetable period and 0% for the fifth timetable period related to the basic landing fees for the route in question (fixed and

Part I - Aviation

date: 30.03.10

revision:0

page: 11 of 13

variable fees; the basic noise fee, including any supplements, is excluded from any reductions in fees).

- BFG is entitled to offset the promotional subsidy against any due and undisputed debts from the airline in question.

b) Growth Promotion Scheme

- BFG grants all the airline companies, including partners (same flight numbers), a growth discount for increases in tonnage and passenger volumes per flight movement over the previous year in question (calendar year) for a maximum of 5 timetable periods. An increase in tonnage means growth in the MTOW compared with the timetable period of the previous year in question. The basic noise fee, including any supplements, is not taken into account when calculating the promotional sum. An increase in passenger volumes means growth in passenger numbers in comparison with the timetable period of the previous year in question.
- Any growth in traffic achieved in the 1st timetable period will be subsidised according to the graded scales that apply for 5 timetable periods.
- Subsidies will only be provided in the timetable periods subsequent to the time the threshold has been crossed, if the level of traffic based on the 1st timetable period does not decline by more than 3%.
- The volume of traffic in the subsequent timetable periods will be compared with the basic levels achieved up to that point. If further growth ensues and a new threshold is crossed in line with the graded scales listed below, subsidies will also be provided for this level of traffic for 5 timetable periods.
- In the case of airline companies, where the total number of passengers lies below 250,000 p.a. or the total volume of tonnage is less than 175,000 MTOW p.a. and the airline has more than 100 flight movements per year, if the growth lies below the class 1 threshold, any growth levels will be assessed on a percentage basis:
 - 4 % - 7.9 % corresponds to class 1
 - 8 % - 11.9 % corresponds to class 2
 - more than 12 % corresponds to class 3
- The promotional subsidies are only granted after the expiry of each timetable period, initially, however, after the expiry of a calendar year. BFG is entitled to offset the promotional subsidy against any due and undisputed debts from the airline in question.
-

**Promotional Subsidies Available
According to Variable Fees**

Class	PAX Growth p.a.	Discount for 1st + 2nd timetable period	Discount for 3rd + 4th timetable period	Discount for 5th timetable period
1	25,000	4 %	2 %	0 %
2	50,000	6 %	4 %	2 %
3	75,000	9 %	6 %	3 %

Part I - Aviation

date: 30.03.10

revision:0

page: 12 of 13

4	100,000	12 %	8 %	4 %
5	250,000	16 %	10 %	6 %
6	500,000	20 %	13 %	7 %
7	750,000	25 %	15 %	8 %
8	1,000,000	30 %	20 %	10 %
9	1,500,000	40 %	25 %	12 %

**Promotional Subsidies Available
According to Fixed Fees**

Class	MTOW Growth in t p.a.	Discount for 1st + 2nd timetable period	Discount for 3rd + 4th timetable period	Discount for 5th timetable period
1	20,000	4 %	2 %	0 %
2	35,000	6 %	4 %	2 %
3	50,000	9 %	6 %	3 %
4	75,000	12 %	8 %	4 %
5	175,000	16 %	10 %	6 %
6	350,000	20 %	13 %	7 %
7	500,000	25 %	15 %	8 %
8	750,000	30 %	20 %	10 %
9	1,000,000	40 %	25 %	12 %

2.2. Volume Promotional Scheme

At the end of the year, an assessment is made of the tonnage (MTOW) and passenger traffic per flight movement during the calendar year for each airline, including partners (same flight number), at Berlin-Tegel Airport.

If the volume of tonnage exceeds 175,000 t in terms of the MTOW, subsidies are granted, which are calculated according to the fixed fees as follows:

Tonnage Volume	Repayment
more than 175,000 t MTOW p.a.	5 %
more than 350,000 t MTOW p.a.	10 %
more than 500,000 t MTOW p.a.	15 %
more than 1,000,000 t MTOW p.a.	20 %

The basic noise fee, including any supplements, is not included in the figures used for calculating the promotional subsidies.

If the passenger volume exceeds 250,000 passengers, promotional subsidies are granted and are calculated according to the variable fees as follows:

Passenger Volume	Repayment
more than 250,000 passengers p.a.	5 %
more than 500,000 passengers p.a.	10 %



date: 30.03.10

revision:0

page: 13 of 13

more than 750,000 passengers p.a.	15 %
more than 1,500,000 passengers p.a.	20 %

An annual assessment is carried out to determine whether the traffic promotion conditions have been fulfilled for each airline according to its tonnage (MTOW) and passenger volumes in comparison with the previous year. Any promotional subsidies are granted at the start of the following year in question. BFG is entitled to offset the promotional subsidy against any due and undisputed debts from the airline in question.