

Tariff Regulations for Düsseldorf Airport

| TABLE OF CONTENTS | Page |
|--|-------------|
| TARIFF REGULATIONS FOR DÜSSELDORF AIRPORT | 1 |
| I. AIRPORT CHARGES REQUIRING APPROVAL | 2 |
| 1. LANDING AND TAKE-OFF CHARGES | 2 |
| 1.1 BASIC CHARGES | 2 |
| 1.2 NOISE SURCHARGES | 3 |
| 1.3. NOX CHARGES | 5 |
| 2. PASSENGER CHARGES | 6 |
| 3. PARKING CHARGES | 7 |
| 4. POSITION CHARGES | 7 |
| 5. SECURITY CHARGES | 8 |
| II. AIRPORT CHARGES NOT REQUIRING APPROVAL | 8 |
| 1. PRM CHARGES | 8 |
| 2. CUTE CHARGES | 8 |
| III. PROMOTION PROGRAMME | 8 |
| 1. CAPACITY UTILISATION ENHANCEMENT PROGRAMME | 9 |
| 2. PROGRAMME FOR THE PROMOTION OF INTERCONTINENTAL TRAFFIC | 11 |
| 3. PROGRAMME FOR THE PROMOTION OF NEW DESTINATIONS | 11 |
| 4. PROGRAMME TO PROMOTE ECOLOGICAL SUSTAINABILITY IN AIR TRANSPORT | 12 |
| 5. DEFINITIONS | 13 |
| IV. GENERAL PROVISIONS | 15 |
| V. GENERAL TERMS OF PAYMENT / MISCELLANEOUS | 15 |
| VI. EFFECTIVE DATE | 16 |
| APPENDIX | 17 |

I. Airport charges requiring approval

1. Landing and take-off charges

A landing and take-off charge is payable to the airport operator for each landing and take-off of an aircraft at Düsseldorf Airport (DUS). In case of commercial air traffic, an additional passenger charge must be paid. The payees of such charges are, as joint and several debtors, the following:

- a) the airline (LVG) under whose code/flight number the respective flight is operated,
- b) the airline as joint and several debtor, under whose code/flight number the respective flight is operated (code sharing),
- c) the registered user of the aircraft,
- d) the individual or legal entity who uses the aircraft, but is not its operator or owner, e.g. a leaseholder or lessee.

1.1 Basic charges

Landing charges and take-off charges are separate charges levied for take-off and landing. The landing and take-off charges are based on the highest take-off weight (MTOW) of the aircraft as recorded in the registration documents, regardless of the respective operating criteria and single- and multi-pilot operation. The MTOW must be evidenced by the Airplane Flight Manual (AFM) - Basic Manual - Section for Weight Limitations - provided by the aircraft manufacturer or approved by North Rhine-Westphalia's respective regulatory authorities, or by other electronic and/or written media approved by North Rhine-Westphalia's regulatory authorities. Until presentation of this document, the highest known MTOW of that type of aircraft will be used. Retroactive refunds will not be made.

| | MTOW | EUR per movement |
|----|-------------------|---------------------|
| 1 | up to 1.2 t | € 11.96 |
| 2 | > 1.2 - 2.0 t | € 21.52 |
| 3 | > 2.0 - 5.7 t | € 43.05 |
| 4 | > 5.7 - 10.0 t | € 203.28 |
| 5 | > 10.0 - 30.0 t | € 228.57 |
| 6 | > 30.0 - 52.5 t | € 228.57 |
| 7 | > 52.5 – 79.3 t | € 217.57 |
| 8 | > 79.3 - 125.0 t | € 217.57 |
| 9 | > 125.0 - 245.0 t | € 211.45 |
| 10 | > 245.0 - 355.0 t | € 211.45 |
| 11 | > 355.0 - 440.0 t | € 211.45 |
| 12 | > 440.0 t | € 211.45 |

The above fees are reduced for training flights and for familiarisation flights using aircraft with a maximum take-off weight of

| | | |
|---------|----------|----------|
| up to | 3,000 kg | at 40 % |
| or over | 3,000 kg | at 55 %. |

The reduced fee is at least **EUR 12.00**.

Training flights, as defined in this paragraph, are flights during which a civilian student pilot, as part of his or her training at an approved training organisation (aviation school), flies to meet the conditions necessary to obtain a civil pilot's license or authorisation, as defined in the testing regulations for aviation personnel.

For the purposes of this paragraph, familiarisation flights are flights that serve to provide aeronautical and technical instruction to civil pilots. The pilots to be instructed must hold the pilot's license prescribed for the type of aircraft used. The instructor must be on board the aircraft being used.

1.2 Noise surcharges

A noise surcharge is levied for aircraft per landing and take-off. Noise surcharges are graded according to noise classes, and the time of day or night. Classification into noise classes is based on average noise levels measured in Düsseldorf per aircraft type and series.

Aircraft not listed in the table will be classified on the basis of submitted noise certificates based on reasonable discretion until sufficient measurement results for DUS are available. Information on the classification of an aircraft in the noise class can be obtained from the airport operator.

For ambulance flights (FDG flight type 55), the value of the noise class of the corresponding aircraft for the period 06:00-21:59 local time is always used for the calculation, regardless of the time of take-off or landing.

| Noise classes | dB (A) | Aircraft type – Commercial Aviation |
|---------------|--------------------|--|
| 2 | 70.0 - 74.0 dB (A) | A320N, DH84, SB20 |
| 3 | 74.1 - 78.0 dB (A) | A2201, A2203, A3191VX, A3202VX, A3211VX, A321N, AT722, B7376, B7377, B738M, CL60, D3283, E145, E190E |
| 4 | 78.1 - 82.0 dB (A) | A3191, A3202, A3212VX, B7378, B753W, CL90, CRJX, E170, E170L, E175, E190, E195, E195E, A320S, B7375 |
| 5 | 82.1 - 86.0 dB (A) | A3211, A3212, A3309, A3509, B7373, B7878, B7879, FK10 |
| 6 | 86.1 - 90.0 dB (A) | A3302, A3303, A3403, A3808, B7374, B7673, B773E, B7478F, B7478, A3402 |
| 7 | 90.1 - 94.0 dB (A) | B744F, C17 |
| 8 | > 94.0 dB (A) | AN124 |

| Noise classes | dB (A) | Aircraft type - General Aviation |
|---------------|--------------------|---|
| 1 | | Jets and propeller aircraft < 10 t, C152, C172, C182, DA42, PA28, SR20 |
| 2 | 70.0 - 74.0 dB (A) | BA32, BE30, BE35T, BE90L, C425, C510, C525M, C680L, C750X, D3281, E50P, HA42, LR75, MO20, PA34, PA46T, PC12, SR22, SR22T |
| 3 | 74.1 - 78.0 dB (A) | AJ25, BE192, BE20, BE4W, BE58, BE90, C441, C525, C525A, C525B, C525C, C550, C550B, C551, C560, C56X, C56XP, C680, C700, CL30, CL35, DA10, DA20, DA22, DA22E, DA22L, DA22S, E545, E550, E55P, F8L, G100, G280, LR31, LR35, LR40, LR45, LR60, PA31T, PA42T, PA46, PC24, PRM1, SW4, TBM7, TBM8 |
| 4 | 78.1 - 82.0 dB (A) | BE40, C650, DA50, DA50E, G150, G200, HS257, HS258, HS259, LR55, PA60 |
| 5 | 82.1 - 86.0 dB (A) | P149, P180 |
| 6 | 86.1 - 90.0 dB (A) | |
| 7 | 90.1 - 94.0 dB (A) | |
| 8 | > 94.0 dB (A) | |

| Noise classes | 06:00 - 21:59 h Local time | 22:00 - 22:59 h Landing Local time | 22:00 - 22:59 h Take-off Local time | 23:00 - 23:14 h Local time |
|---------------|-------------------------------|--|---|-------------------------------|
| 1 | € 0.00 | € 0.00 | € 0.00 | € 0.00 |
| 2 | € 35.00 | € 140.00 | € 280.00 | € 385.00 |
| 3 | € 44.00 | € 176.00 | € 352.00 | € 484.00 |
| 4 | € 47.00 | € 188.00 | € 376.00 | € 517.00 |
| 5 | € 51.00 | € 204.00 | € 408.00 | € 561.00 |
| 6 | € 116.00 | € 464.00 | € 928.00 | € 1,276.00 |
| 7 | € 7,000.00 | € 28,000.00 | € 56,000.00 | € 77,000.00 |
| 8 | € 8,000.00 | € 32,000.00 | € 64,000.00 | € 88,000.00 |

| Noise classes | 23:15 - 23:29 h Local time | 23:30 - 23:44 h Local time | 23:45 - 23:59 h 05:00 - 05:59 h Local time | 00:00 - 04:59 h Local time |
|---------------|-------------------------------|-------------------------------|--|-------------------------------|
| 1 | € 0.00 | € 0.00 | € 0.00 | € 0.00 |
| 2 | € 490.00 | € 665.00 | € 840.00 | € 1,540.00 |
| 3 | € 616.00 | € 836.00 | € 1,056.00 | € 1,936.00 |
| 4 | € 658.00 | € 893.00 | € 1,128.00 | € 2,068.00 |
| 5 | € 714.00 | € 969.00 | € 1,224.00 | € 2,244.00 |
| 6 | € 1,624.00 | € 2,204.00 | € 2,784.00 | € 5,104.00 |
| 7 | € 98,000.00 | € 133,000.00 | € 168,000.00 | € 308,000.00 |
| 8 | € 112,000.00 | € 152,000.00 | € 192,000.00 | € 352,000.00 |

1.3 NOX charges

The emission-based fee per emission value is **EUR 1.50** per landing and per take-off. The emission value is the nitrogen oxide equivalent per kilogram emitted by an aircraft during the standardised landing and take-off cycle (LTO). The necessary information on aircraft and engine types is obtained from a recognised fleet database.

The emission value is determined using the ERLIG formula (ERLIG = Emission Related Landing Charges Investigation Group, ECAC) on the basis of certified nitrogen oxide (NO_x) and hydrocarbon (HC) emissions per engine in the LTO cycle, in accordance with ICAO Annex 16, Volume II.

$$NO_{x,aircraft}[kg] = (\text{number of engines} \times \sum_{\text{mode}} \text{time [s]} \times \text{fuel consumption [kg/s]} \times \text{emission factor [g/kg]}) / 1000$$

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

$$a = 1; \quad \text{if } D_{p_{HC}}/F_{00} \leq 19.6 \text{ g/kN}$$

$$a = (D_{p_{HC}}/F_{00}) / 19.6 \text{ g/kN}; \quad \text{if } D_{p_{HC}}/F_{00} > 19.6 \text{ g/kN with } a_{\max} = 4$$

Nitrogen oxide equivalent (emission value) of the aircraft = a x NO_x of the aircraft.
The emission value is taken into account up to the third decimal point.

The basis for determining emission values is the ICAO Aircraft Engine Emission Database for turbofan and jet engines and the FOI Swedish Defence Research Agency database for turboprop engines.

If there are multiple or divergent entries in these emissions databases for an engine type, the highest recorded emissions value is used, regardless of the respective operating criteria.

If no, conflicting or different engine information is available for an aircraft, the highest known emission value for that aircraft type is used.

If an engine is not included in any of the available emissions databases and no standard engine can be applied, the engine is assessed on the basis of the study conducted by the German Aerospace Centre on 28 February 2005.

The use of an engine type with lower emission values (e.g. identified by different UID numbers or a "re-rated" version of an engine) must be demonstrated to the airport operator by submitting the Airplane Flight Manual (AFM) in conjunction with the corresponding ICAO certificate or manufacturer's certificate. As long as proof thereof has not been provided, the airport operator will base the calculation of the fee on the highest emission value known for the aircraft or engine type.

Any increase or reduction in the aircraft's emission levels according to the AFM, ICAO certificate or manufacturer's certificate must be reported to the airport operator immediately.

Charges may be recalculated for flights for which increased emission values are subsequently determined; reduced values will be used as soon as these can be proven and verified. Retroactive refunds will not be made. As an exception to the general rule, emissions from aircraft with an MTOW of less than or equal to 5.7 tons are assessed at a flat rate of 1 kg NO_x/HC per LTO cycle.

2. Passenger charges

In commercial air transport, a passenger fee is also payable, based on the number of passengers on board the aircraft at the time of take-off.

The fee per passenger is as follows if the subsequent landing of the aircraft takes place at an airport

- (1) within the EU (incl. Iceland, Liechtenstein, Norway and Switzerland)
EUR 17.06
- (2) outside the EU
EUR 18.12
- (3) for proven transfer and transit passengers to all destinations
EUR 10.67

Transfer passengers are passengers who interrupt their flight in Düsseldorf and who continue their journey on the same day on an aircraft different from the one they arrived with (with a different flight number). The places of departure and destination must be different.

Transit passengers are passengers who interrupt their flight in Düsseldorf and who continue their flight on the same aircraft on which they arrived.

The number of passengers on board when the aircraft takes off does not include children under two (2) years of age, who are not entitled to their own seat. Passengers include employees - with the exception of the crew on duty - of the airline in question or of another airline and other persons who are on board free of charge or at a reduced price when the aircraft takes off.

In the area of the General Aviation Terminal (GAT), the airport operator does not charge a passenger fee if it uses an agent to operate the GAT and it assigns said agent the right to charge an appropriate service fee for the use of the GAT in its own name and on its own account.

3. Parking charges

For parking their aircraft at the airport, aircraft operators must pay a rental charge (parking charge) to the airport operator.

a) The parking charge is calculated for every 24 hours or part thereof with fixed amounts per MTOW category and parking process:

| | MTOW | Charge per unit (24h) | 0-3 hours | >3-96 hours (per 24 hrs.) | >96 hours (per 24 hrs.) |
|----|-----------------|-----------------------|-----------|---------------------------|-------------------------|
| 1 | up to 5.7t | € 20.00 | € 0 | € 20.00 | € 60.00 |
| 2 | >5.7 - 10.0t | € 30.00 | € 0 | € 30.00 | € 90.00 |
| 3 | >10.0 - 30.0t | € 74.40 | € 0 | € 74.40 | € 223.20 |
| 4 | > 30.0 - 52.5t | € 93.00 | € 0 | € 93.00 | € 279.00 |
| 5 | >52.5 - 79.3t | € 102.30 | € 0 | € 102.30 | € 306.90 |
| 6 | >79.3 - 125.0t | € 144.10 | € 0 | € 144.10 | € 432.30 |
| 7 | >125.0 - 245.0t | € 372.00 | € 0 | € 372.00 | € 1,116.00 |
| 8 | >245.0 - 355.0t | € 558.00 | € 0 | € 558.00 | € 1,674.00 |
| 9 | >355.0 - 440.0t | € 651.00 | € 0 | € 651.00 | € 1,953.00 |
| 10 | >440.0t | € 744.00 | € 0 | € 744.00 | € 2,232.00 |

- b) No parking charge will be charged for parking an aircraft for a maximum of three hours between landing and take-off.
- c) For continuous parking of aircraft for 96 hours or more, aircraft owner and airport operator may enter into a lease agreement prior to the start of the parking period, in which the parking charges according to the MTOW categories for the period >3-96 hours (per 24 hours) are applied.
- d) The airport operator does not levy a parking charge for the area of the GAT if the operator has leased the apron in the area of the GAT to an agent and has authorised this agent to charge a reasonable parking charge for the use of the GAT apron in its own name and on its own account. This parking charge may not exceed the amount of the corresponding parking charges set forth above.

4. Position Charges

If the aircraft is parked at a building position, a positioning charge is payable for using the passenger boarding bridge and for the stationary 400 Hz ground power supply.

The positioning charge does not include the operation of the passenger boarding bridge or connecting the 400 Hz system to the aircraft. This service is performed by the handling company.

The positioning charge is calculated for one arrival and one departure. Positioning charges differ and are calculated based on the weight classes for maximum take-off weight as described above.

| | MTOW | EUR per movement |
|---|---|------------------|
| 1 | up to 79.3 t | € 42.50 |
| 2 | > 79.3 - 125.0 t | € 47.00 |
| 3 | > 125.0 - 245.0 t | € 52.00 |
| 4 | > 245.0 - 355.0 t | € 57.00 |
| 5 | > 355.0 - 440.0 t | € 60.00 |
| 6 | > 440.0 t (for 3 bridges per movement) | € 130.00 |

5. Security charges

To compensate for the costs of services under the Aviation Security Act, an additional security fee is payable in commercial air transport, based on the number of passengers on board the aircraft at the time of take-off. The security fee is **EUR 1.35** per passenger.

II. Airport charges not requiring approval

1. PRM charges

To compensate for the costs of services, in accordance with EU Regulation (EC) No. 1107/ 2006 concerning the rights of disabled persons and persons with reduced mobility when travelling by air, a PRM fee is payable in commercial air transport. It is calculated according to the number of passengers on board the aircraft at take-off and amounts to **EUR 1.30** per passenger.

2. CUTE charges

For passenger handling, DUS provides both the CUTE equipment and the associated CUTE service at the check-in, transfer and gate counters. To offset the costs, a CUTE fee must be paid for commercial air transportation. It is based on the number of passengers checked in (excl. transit passengers) and amounts to **EUR 0.291** per passenger.

III. Promotion programme

DUS is the main airport in the largest metropolitan area in Europe (Rhine-Ruhr region) with an extraordinarily high demand potential for business and private air travel. At the same time, the airport's location in a densely populated area limits its airside capacity. In view of this problematic situation, it is of the utmost interest for DUS to make the best possible use of its limited capacities to satisfy the demand for mobility and, in particular, to better serve the high demand for direct intercontinental connections as well as to increase the proportion of larger aircraft.

FDG therefore grants financial support if the airline in Düsseldorf

1. achieves a specified minimum number of passengers per flight or an improved capacity utilisation rate compared to the previous period (t-1) and/or
2. expands the passenger volume in intercontinental traffic and/or
3. offers new destinations in accordance with 5.5.
4. acts in an ecologically sustainable manner

These funding instruments are described in detail in Sections one to three below.

To participate in the funding programmes described in 1.4, 1.5, 2, 3 and 4.1 the airline must register once informally with the FDG by sending an e-mail to airport-charges@dus.com and for 4.2 to SAF@dus.com no later than four weeks before the start of a funding period or the start of operations in Düsseldorf. It is not necessary to re-register for subsequent periods, provided that there has been no change in relation to the initial registration.

The registration, and thus eligibility for funding no longer apply if an airline ceases operations, or if business operations are reduced to such an extent that an adjustment of participation in the funding programme would be justified in accordance with Sec. 313 of the German Civil Code (BGB). Participation is determined according to objective and non-discriminatory criteria in a bilateral relationship.

FDG may suspend the funding programme in whole or in part if the aviation market undergoes such a long-term negative development that the economic basis for achieving the goals of the aviation business unit is disrupted, in accordance with Sec. 313 of the German Civil Code (BGB), for example in the event of a passenger decline in Düsseldorf of more than 10% compared to the same period in the previous year.

1. Capacity Utilisation Enhancement Programme

The funding programme is implemented in the following steps per airline and funding period:

1.1 Eligible for funding are all airlines that have operated

- a) at least 40 scheduled/charter departures from Düsseldorf during the funding period and/or
- b) have continued, operated or started regular scheduled/charter departures from Düsseldorf at least every two weeks for at least eight weeks
- c) and have carried at least 90% of the passenger volume at DUS in the corresponding period of the previous year.

For new airlines at DUS, i.e., all those that did not operate more than 40 scheduled/charter departures from Düsseldorf in the previous period, only criteria a) and b) apply for eligibility to participate in the Capacity Utilisation Enhancement Programme.

1.2 These airlines may choose between two alternative funding models, which are described in Sections 1.4 and 1.5.

Each airline concerned must select one of these two models when registering for the funding programme. It is possible to change to the other model on 1 January of the following year. FDG must be notified of this change in writing or via e-mail (airport-fees@dus.com) at least four weeks before the funding period begins.

1.3 After the relevant funding period ends, the following key figures will be determined by FDG on the basis of the definitions listed in Section 5 (rounded to two decimal places):

- Capacity utilisation rate $KN_{LVG(t)}$ of each airline in the period under evaluation (t), calculated from passenger volume (Pax) and number of flights (Mvt) of the airline in DUS for the period:

$$KN_{LVG(t)} = Pax_{LVG(t)} / Mvt_{LVG(t)}$$

- Average capacity utilisation rate $KN_{DUS(t)}$ of all airlines in DUS in the period under evaluation (t):

$$KN_{DUS(t)} = Pax_{DUS(t)} / Mvt_{DUS(t)}$$

1.4 Funding of the airline with an utilisation rate of more than 115 passengers per flight.

If the capacity utilisation rate $KN_{airline(t)}$ of the airline in the funding year is greater than the threshold value (SW) of 115 passengers per flight, funding of € 2.30 is granted for the total passenger volume of the airline ($Pax_{airline(t)}$) above the threshold value.

$$\text{Amount of funding} = (KN_{LVG(t)} - SW) * € 2.30 * Mvt_{LVG(t)}$$

1.5 Promotion for utilisation rate increase of airline with more than 85 passengers per flight movement

If the capacity utilisation rate $KN_{airline(t)}$ of the airline is greater than 85 passengers per flight and has increased compared to the corresponding previous period's $KN_{airline(t-1)}$, the additional volume of passengers resulting from the increased utilisation rate of the airline is determined by:

$$\text{Amount of funding} = (KN_{LVG(t)} - KN_{LVG(t-1)}) * Mvt_{LVG(t)} * € 3.30$$

Funding of € 3.30 per passenger is granted for this additional volume.

For airlines that achieved less than 25% of the flight volume of the period under evaluation in DUS in the previous year's period, the current mean value $KN_{DUS(t)}$ of all airlines in DUS is used instead of the value $KN_{LVG(t-1)}$.

- 1.6** After the funding period ends, funding is credited to all eligible airlines to offset the fees incurred in the following period. Funding will be credited subject to the condition that the airline has paid all fees for the underlying funding period in full; unpaid ten-day periods according to V. will result in a proportionate corresponding reduction in funding. The funding will not be paid out.

The Appendix includes sample calculations and illustrations for the capacity utilisation enhancement programme.

2. Programme for the promotion of intercontinental traffic

The funding programme is implemented in the following steps per airline and funding period:

- 2.1** After the relevant funding period ends, the following key figures will be determined by FDG on the basis of the definitions listed in Section 5:

Number of passengers per airline in intercontinental traffic in the funding period under evaluation ($Pax_{Ik_{LVG(t)}}$) and in the previous period ($Pax_{Ik_{LVG(t-1)}}$).

All passengers on intercontinental routes on which the airline operated at least 10 scheduled departures in the funding period under evaluation in scheduled or charter traffic from Düsseldorf are taken into account.

Passenger development in intercontinental traffic compared to the previous funding period is calculated for each airline:

$$\Delta Pax_{Ik_{LVG(t)}} = Pax_{Ik_{LVG(t)}} - Pax_{Ik_{LVG(t-1)}}$$

If an airline operated fewer than 10 departures on a route in the same period of the previous year, the $Pax_{LVG(t-1)}$ is set to zero.

- 2.2** For passenger growth compared to the previous year ($\Delta Pax_{Ik_{LVG(t)}}$ from 2.1), funding of € 7.50 per passenger will be granted if the $KN_{Ik_{LVG(t)}}$ ($KN_{Ik_{LVG(t)}} = Pax_{Ik_{LVG(t)}} / Mvt_{Ik_{LVG(t)}}$) is below 170 passengers per flight. Should a $KN_{Ik_{LVG(t)}}$ of 170 be reached or exceeded, funding will increase to € 10.00. The Passenger per Flight value is rounded commercially to two decimal places.

$$KN_{Ik_{LVG(t)}} < 170: (Pax_{Ik_{LVG(t)}} - Pax_{Ik_{LVG(t-1)}}) * € 7.50$$

$$KN_{Ik_{LVG(t)}} \Rightarrow 170: (Pax_{Ik_{LVG(t)}} - Pax_{Ik_{LVG(t-1)}}) * € 10.00$$

- 2.3** After the funding period ends, funding will be credited to all eligible airlines for the purpose of offsetting against the fees incurred in the following period. Funding will be credited subject to the condition that the airline has paid all fees for the underlying funding period in full. Unpaid ten-day periods according to V. lead to a proportionate corresponding reduction in funding. The funding will not be paid out.

3. Programme for the promotion of new destinations

The funding programme is implemented in the following steps per airline and funding period:

A route is eligible for destination funding as defined in the applicable schedule of fees, provided that it appears on the list in 5.5 and has not already been operated by another airline in the same funding period with at least 75 departures and has not been discontinued within the funding period.

In order to be eligible for destination funding, the airline undertakes to operate a minimum of 75 departures per funding period on the eligible route, the frequency pattern of which is the responsibility of the operating airline. If the route is discontinued despite reaching 75 departures in the relevant funding period, entitlement to funding will lapse and the repayment claim mentioned below will apply.

The operating airline must notify this commencement of operations on a route in accordance with Section 5.5 FDG by sending the expected flight schedule on this route and proof of the sales launch (e.g. screenshot of the airline homepage, GDS, such as Amadeus or similar) to airport-charges@dus.com. Until this proof is provided, the route is considered as not served. If several airlines have registered for a route and have carried out at least 75 departures per funding period, the airline that first notified FDG of its planned start of operation is eligible for funding. This can lead that the airline eligible for funding may change each calendar year.

The following funding is granted for these:

| Year of Operation | Funding Amount |
|-------------------|------------------------------------|
| Year 1 | PAX _{airline y1} * € 5.00 |
| Year 2 | PAX _{airline y2} * € 2.50 |
| Year 3 | PAX _{airline y3} * € 1.00 |

Should airline cease to operate the new route before the expiry of three funding periods, FDG reserves the right to charge 50 per cent of the total funding granted for the new destination since its commencement.

After the funding period ends, funding will be credited to all eligible airlines to offset the fees incurred in the following period. Funding will be credited subject to the condition that the airline has paid all fees for the underlying funding period in full; unpaid ten-day periods according to V. result in a proportionate corresponding reduction in funding. The funding will not be paid out.

4. Programme to promote ecological sustainability in air transport

FDG promotes the use of new, ecologically sustainable forms of propulsion in air transport at the Düsseldorf location in the near future. This applies both to purely electrically powered aircraft and to alternative aviation fuel, hereinafter referred to as "Sustainable Aviation Fuel" (SAF).

4.1 Electric aircraft

In order to promote flights with an exclusively electrically powered aircraft (i.e. aircraft without a combustion engine), for commercial aviation as well as for aviation in general, the landing and take-off fee is reduced to a fee of € 1.00 per tonne MTOW or part thereof.

4.2 Use of alternative fuels/sustainable aviation fuel (SAF)

FDG promotes the provision and future use of alternative jet fuel at the Düsseldorf Airport. The FDG only promotes the use of blendable fuel that is certified in accordance with the EU Renewable Energy Directive REDIII. Hence, it is the aim of the FDG to exclusively promote the use of fuels whose production only uses electricity from renewable energy sources and only residual materials or residual biomass that do not compete with food production.

To participate in the funding programme described in 4.2, the airline must register once informally with the FDG by sending an e-mail to SAF@dus.com no later than four weeks before the start of a funding period or the start of operations in Düsseldorf. It is not necessary to re-register for subsequent periods, provided that there has been no change in relation to the initial registration.

FDG reimburses € 250.00 per tonne of blendable SAF refuelled up to a maximum amount of funding of € 1,000.00 per refuelling / departure, but not more than € 100,000.00 per year and airline.

The following requirements must be met:

- The airline or the aircraft pilot must prove that they have obtained SAF locally for the departure out of Düsseldorf.
- Funding is per tonne of pure SAF, whereby the mixing ratio is taken into account accordingly.

- The airline or the pilot must provide the FDG with proof of the above, i.e. with flight number and date, or aircraft registration number and date, to be sent monthly to FDG by e-mail to SAF@dus.com by January 10 of the following year at the least.

4.3 After the funding period ends, funding will be credited to all eligible airlines to offset the fees incurred in the following period. Funding will be credited subject to the condition that the airline has paid all fees for the underlying funding period in full; unpaid ten-day periods according to V. result in a proportionate corresponding reduction in funding. The funding will not be paid out.

5. Definitions

5.1 The funding period corresponds to the calendar year.

5.2 Flights: all take-offs and landings in Düsseldorf of scheduled commercial passenger flights in large-scale aviation (FDG flight types 11 to 38 without flight types 12 and 22 = redirected flights), the operational flight number of which bears the code of the respective airline. Code share flight numbers are not taken into account.

5.3 Passengers: total of all boarding, disembarking and transit passengers recorded in the FDG traffic statistics on the basis of the flight reports received by 10 January of the following year, who are transported to and from Düsseldorf by flights of the airline in accordance with Section 5.2.

5.4 Intercontinental passengers: subset of passengers defined in 5.3 carried on flights with a direct flight number and direct aircraft, the destination airport or airport of departure of which is not located in the countries listed below.

| Domestic | Europe EU (excl. Germany) | | Europe non-EU | Outside Europe |
|----------|---------------------------|----------------|--------------------|----------------|
| Germany | Belgium | Malta | Albania | Israel |
| | Bulgaria | Netherlands | Armenia | Syria |
| | Denmark | Austria | Azerbaijan | Lebanon |
| | Estonia | Poland | Bosnia-Herzegovina | Jordan |
| | Finland | Portugal | United Kingdom | Egypt |
| | France | Romania | Georgia | Libya |
| | Greece | Sweden | Iceland | Tunisia |
| | Ireland | Slovakia | Kosovo | Algeria |
| | Italy | Slovenia | Liechtenstein | Morocco |
| | Croatia | Spain | Macedonia | |
| | Latvia | Czech Republic | Moldova | |
| | Lithuania | Hungary | Montenegro | |
| | Luxembourg | Cyprus | Norway | |
| | | | Russia* | |
| | | | Switzerland | |
| | | | Serbia | |
| | | | Turkey | |
| | | | Ukraine | |
| | | | Belarus | |

*Only airports with the ICAO location indicators UL, UM, UR, UU, UW in 1st and 2nd position.

5.5 List of new destinations

| Country | IATA City codes |
|--------------------|--|
| Albania | Tirana (TIA) |
| Algeria | Algiers (ALG) |
| Armenia | Yerevan (EVN) |
| Bosnia-Herzegovina | Sarajevo (SJJ); Tuzla (TZL) |
| Bulgaria | Sofia (SOF) |
| Estonia | Tallinn (TLL) |
| France | Bordeaux (BOD); Toulouse (TLS) |
| Georgia | Kutaisi (KUT); Tbilisi (TBS) |
| Great Britain | Belfast (BFS); Bristol (BRS); Cardiff (CWL); Glasgow (GLA); Leeds (LBA); Liverpool (LPL); Southampton (SOU) |
| Jordan | Amman (AMM) |
| Lithuania | Kaunas (KUN); Vilnius (VNO) |
| Morocco | Casablanca (CAS); Fez (FEZ); Oujda (OUD); Marrakesh (RAK); Rabat (RBA); Tangier (TNG) |
| Moldova | Chişinău (RMO) |
| Montenegro | Podgorica (TGD) |
| North Macedonia | Skopje (SKP); Ohrid (OHD) |
| Austria | Innsbruck (INN) |
| Poland | Katowice (KTW); Lublin (LUZ); Poznan (POZ); Rzeszow (RZE); Szczytno (SZY) |
| Romania | Bacău (BCM); Cluj-Napoca (CLJ); Craiova (CRA); Iaşi (IAS); Oradea (OMR); Sibiu (SBZ); Suceava (SCV); Timișoara (TSR) |
| Serbia | Nis (INI) |
| Slovakia | Bratislava (BTS) |
| Spain | Almería (LEI) |
| Turkey | Edremit (EDO); Sanliurfa (GNY); Sivas (VAS); Bursa (YEI) |
| Ukraine | Kharkiv (HRK); Lviv (LWO); Zaporizhzhia (OZH) |
| Hungary | Debrecen (DEB) |

IV. General provisions

- a) In the event of emergency or precautionary landings (Declared Emergency; Squawk 7700, emergency message “Pan-Pan”, or the emergency signal “Mayday”) due to technical malfunctions of the aircraft or due to the use or threatened use of violence, landing, take-off or passenger charges are not payable - unless DUS is the scheduled destination airport. FDG reserves the right to review individual cases in the event of precautionary landings. Diversion landings are not emergency landings.
- b) No landing, take-off, passenger, positioning or parking charges are payable for civil government aircraft, provided the flight is operated based on a government order. Similarly, no landing, take-off or passenger fees are payable for aircraft operated by an employee of a civil aviation authority of the Federal Government or the German states in the exercise of official duties as a responsible pilot. Civil government aircraft are all aircraft owned or operated by the Federal Republic of Germany or a state of the Federal Republic of Germany and which bear a civil citizenship and registration mark.
- c) Airport fees must be paid in EUR before take-off. In special cases, they may be paid in arrears by prior agreement with the airport operator.
- d) Airport fees are fees as defined in Sec. 10 (1) of the German Value Added Tax Act (Umsatzsteuergesetz). The person liable for payment must therefore additionally pay VAT.

V. General Terms of Payment / Miscellaneous

FDG is entitled at any time to demand sufficient collateral from the party liable for the fees for current and/or future claims arising from airport fees. Collateral will be deemed sufficient if it covers the fees expected to be paid by the payee under these Fee Regulations within one month. Collateral may be provided by a written, irrevocable, unconditional, unlimited, directly enforceable guarantee issued in accordance with the provisions of the FDG under German law by a credit institution authorised to do business in Germany, or by an advance payment as a deposit. FDG is also entitled to demand advance payments for the planned flight events.

Charges are calculated for ten-day periods, i.e. every 10 days. Invoices are payable immediately and in full. Discounts are not granted.

If the payee has authorised FDG to collect the fees by means of SEPA Direct Debit Authorisation, a shorter period of three days will apply for pre-notification. Should the SEPA regulations change in this respect, FDG is entitled to redefine the notice period. In exceptional situations (e.g. IT problems), SEPA direct debits are automatically executed on the next day without further notice.

The payee undertakes to ensure that there are sufficient funds in the account. Costs incurred due to non-payment or reversal of the direct debit will be borne by the payee, as long as the non-payment or reversal was not caused by FDG. Fees levied by the payment service provider (bank) in cross-border payment transactions will be borne in full by the payee. This also applies to fees incurred during card-based payment transactions (credit cards, etc.).

The payee is not entitled to determine the repayment of the fees. Each payment will be deducted from the current account balance. If there is no current account, the repayment sequence set forth in Sec. 366 par. 2, 367 par. 1 BGB will be decisive.

Complaints can only be considered within a period of four weeks from the invoice date.

Offsetting based on claims that are not recognised or legally established is excluded.

In the event of late payment, we reserve the right to charge interest and default interest.

Düsseldorf is agreed as the place of performance for all services, in particular the payment obligations of the payee. The agreed place of jurisdiction shall be Düsseldorf; however, FDG will remain entitled to sue the party liable for payment at the court in the place of its registered office.

This agreement is governed exclusively by German law. In the event of any dispute, the German version of these provisions will prevail over its translation into English.

Payees with registered offices outside the Federal Republic of Germany with whom a permanent business relationship exists are obliged to appoint an authorised representative with domicile/its registered office in the Federal Republic of Germany. The same applies if the payee moves its registered office outside the Federal Republic of Germany after the business relationship has commenced.

The funding set forth in III. is not paid out, but offset against claims of FDG.

VI. Effective date

This Tariff Regulations will enter into force on 1 January 2025 and is valid until 31 December 2026.

In case of further questions about these Tariff Regulations, please contact:

Dr. Henning Pfisterer
Senior Vice President Aviation und Accountable Manager
E-Mail: henning.pfisterer@dus.com
Tel.: +49 (0)211 421-21545

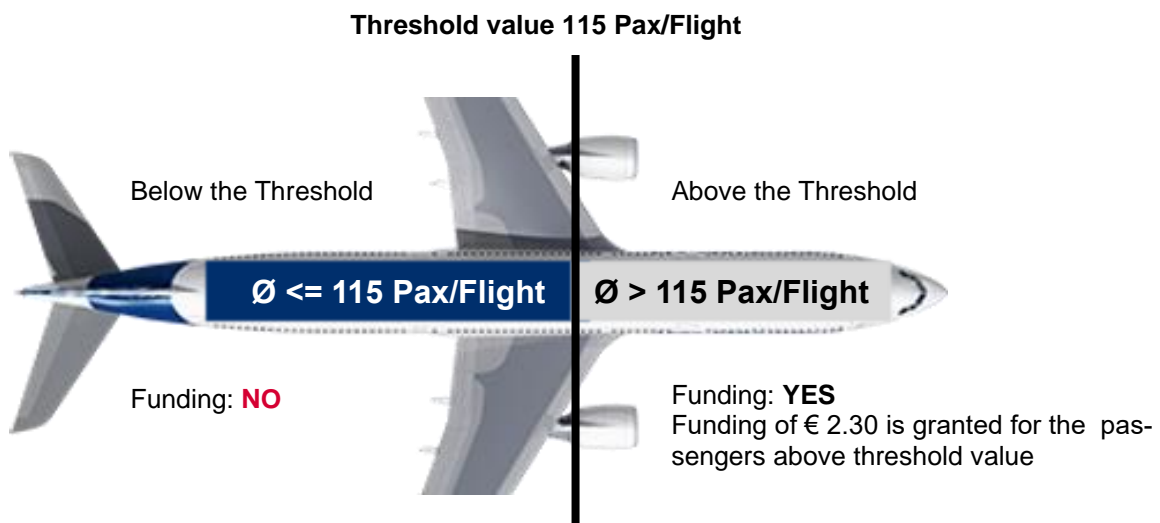
Ulrich Topp
Director Aviation Marketing
E-Mail: ulrich.topp@dus.com
Tel.: +49 (0)211 421-20329

APPENDIX

Capacity Utilisation Enhancement Programme

The airlines may choose in advance between two alternative funding models: 1.4 or 1.5.

1.4 Funding of the airline with a utilisation rate of more than 115 passengers per flight



Assumption for an airline at DUS Airport during the funding period 2023

Passengers
 t-1: 48,960 in/out
 t : 64,800 in/out

Flights (Mvt)
 t-1: 340 in/out
 t : 400 in/out

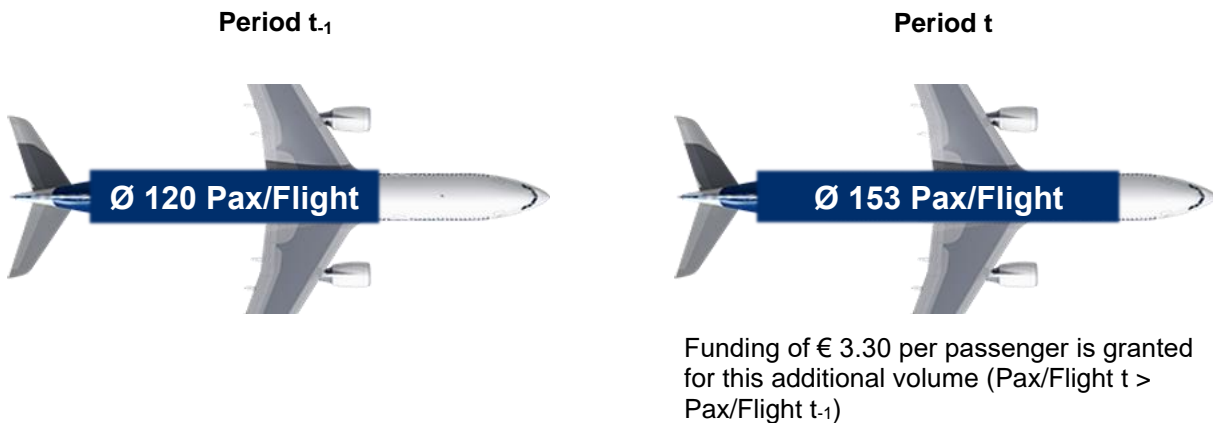
Ratio Pax/Flight
 t-1: 144
 t : 162

Comparison between model 1.4 and 1.5:

| Model | Calculation | Amount of funding |
|-------|--|-------------------|
| 1.4 | $(162 \text{ Pax/Mvt} - 115 \text{ Pax/Threshold}) \times 400 \text{ Mvt} \times \text{€ } 2,30$ | € 43,240 |
| 1.5 | $(162 \text{ Pax/Mvt} - 144 \text{ Pax/Mvt}) \times 400 \text{ Mvt} \times \text{€ } 3,30$ | € 23,760 |

1.5 Promotion for utilisation rate increase of airline with more than 85 passengers per flight movement

Assumption for an airline at DUS Airport during the funding period 2023



Passengers
 t-1: 45,600 in/out
 t : 67,320 in/out



Flights (Mvt)
 t-1: 380 in/out
 t : 440 in/out



Ratio Pax/Flight
 t-1: 120
 t : 153

Comparison between model 1.4 and 1.5:

| Model | Calculation | Amount of funding |
|-------|--|-------------------|
| 1.4 | $(153 \text{ Pax/Mvt} - 115 \text{ Pax/Threshold}) \times 440 \text{ Mvt} \times € 2,30$ | € 38,456 |
| 1.5 | $(153 \text{ Pax/Mvt} - 120 \text{ Pax/Mvt}) \times 440 \text{ Mvt} \times € 3,30$ | € 47,916 |

For airlines that achieved less than 25% of the flight volume of the period under evaluation in DUS in the previous year's period, the current average number of passengers per flight is used (e.g. 112 Pax/Flight in 2021).