

## Tariff Regulations for Düsseldorf Airport

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## I. Airport Charges Subject to Approval

### 1. Landing and Take-off Charges

Each landing or take-off operation of aircraft at Düsseldorf Airport is subject to a landing or take-off charge, payable by the airline; moreover, commercial flights are also subject to passenger charges, payable to the airport operator.

These charges are payable by the following entities as joint and several debtors:

- a) the airline operating the relevant flight under its airline code / flight number,
- b) airlines as joint and several debtors operating the relevant flight under their airline code / flight number (code sharing),
- c) the registered user of the aircraft,
- d) the individual or legal entity who has been using the aircraft without being the registered user or owner, such as the charterer or lessee.

#### 1.1. Basic Fees

Landing and take-off charges are separate charges that are levied for landing and take-off. They are assessed at the highest maximum take-off weight (MTOW) as specified in the aircraft registration documents, regardless of the relevant operational criteria. Proof of MTOW must be furnished through the Airplane Flight Manual (AFM) - Basic Manual - Section for Weight Limitations - or through other electronic and/or written media accepted by the regulatory agencies of the state. Until the submission of this documentation the charge is based on the highest MTOW for the relevant aircraft type. No retroactive refunds are made.

	MTOW	EUR per movement
1	Up to 1,2 t	10,00 €
2	> 1,2 - 2,0 t	18,00 €
3	> 2,0 - 5,7 t	36,00 €
4	> 5,7 - 10,0 t	165,00 €
5	> 10,0 - 30,0 t	169,00 €
6	> 30,0 - 52,5 t	171,00 €
7	> 52,5 – 79,3 t	173,00 €
8	> 79,3 - 125,0 t	187,00 €
9	> 125,0 - 245,0 t	210,00 €
10	> 245,0 - 355,0 t	265,00 €
11	> 355,0 - 440,0 t	285,00 €
12	> 440,0 t	300,00 €

The charges specified in a) are reduced as follows for training and instruction flights in aircraft with a maximum take-off weight:

up to	3,000 kg	by 40%
over	3,000 kg	by 55%.

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

Training flights within the meaning of this clause are flights piloted by a civil trainee as part of his/her training with an approved training establishment (flying school) in order to meet the conditions required for the issuance of a civil pilot's licence or of a certificate as defined by the rules governing the examination of air crew.

Instruction flights within the meaning of this clause are flights undertaken by civil pilots for the purposes of flying and technical instruction. The pilot under instruction must be in possession of the licence required for the category of aircraft flown and the instructor must be aboard the aircraft.

## 1.2. Noise Surcharges

Noise surcharge for aircraft is charged per landing and per take-off. Noise surcharge is graded in noise classes. The classification in noise classes is carried out according to average noise levels measured in Düsseldorf per aircraft type and series.

Airplanes not included in the list are graded on the basis of produced noise certificates according to reasonable discretion, until sufficient measuring results for the airport of Düsseldorf are available.

Noise Classes	dB (A)	Aircraft Type
1	Jets and propeller-driven aircrafts < 10 t, as far as not dedicated to other noise classes.	
2	70,0 - 74,0 dB (A)	B350, BE30, D228, D328, DH8D, E120, E50P, JU52, SB20
3	74,1 - 78,0 dB (A)	A318, A319VX, A320N, A320VX, A3211VX, AT43, AT45, AT72, B736, B461, BE20, BE58, C210, C340, C421, C425, C441, C500, C501, C510, C550, C680, C750, CL30, CL60, CRJ1, CRJ7, DA42, DC3, DOVE, E135, E145, E550, F2TH, F50, GL5T, GLF5, J328, JS31, LJ35, LJ40, LJ45, LJ60, MU2, PA34, PAY2, PAY4, PC12, PRM1, SF34, SR22, SW3, TB20, TBM8
4	78,1 - 82,0 dB (A)	A319, A3202, A3212VX, ATP, B190, B462, B463, BA468 B712, B735, B737, B738, B752, BE40, BE60, BE9L, C25A, C404, C414, C551, C525, C560, CRJ9, CRJX, E170, E190, F70, F900, FA10, FA20, FA50, FA7X, G150, GLF4, H25C, LJ31, LJ55, PA31, RJ1H, SW4
5	82,1 - 86,0 dB (A)	A3201, A321, A342, A359, B733, B739, B753, B762, B788, B789, C650, F100, MD87, MD90, P149, P180
6	86,1 - 90,0 dB (A)	A306, A310, A332, A333, A343, A345, A346, A388, AN26, B732, B734, B748, B763, B772, B773, B77W, C130, GLF3, IL96, MD81, MD83, YK40, YK42
7	90,1 - 94,0 dB (A)	A30B, AN12, B721, B722, B742, B74S, B744, L101, MD11, MD82, MD88, T154
8	> 94,0 dB(A)	A124, B703, B743

Noise Classes	06:00 - 21:59 h Local time	22:00 - 22:59 h Local time	23:00 - 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	35.00 €	140.00 €	232.75 €	245.00 €
3	44.00 €	176.00 €	292.60 €	308.00 €
4	47.00 €	188.00 €	312.55 €	329.00 €
5	51.00 €	204.00 €	339.15 €	357.00 €
6	116.00 €	464.00 €	771.40 €	812.00 €
7	7,000.00 €	28,000.00 €	46,550.00 €	49,000.00 €
8	8,000.00 €	32,000.00 €	53,200.00 €	56,000.00 €

### 1.3. NOX-Charge

The emission related fee per emission value is EUR 1.50 per landing and per take-off. The emission value is the equivalent of nitrogen oxide exhausted by an aircraft per kilogram in the standardized landing and take-off procedure ("Landing and Take-Off Cycle", LTO).

The necessary details about the types of aircraft and engines are established with the help of an acknowledged fleet data base.

The emission value is established by applying the ERLIG formula (ERLIG = Emission Related Landing Charges Investigation Group, ECAC) on the basis of certified nitrogen oxide (NO<sub>x</sub>) and hydrocarbon (HC) emissions per engine in the LTO cycle according to regulation ICAO Annex 16, Volume II.

$$\text{NO}_{x,\text{aircraft}}[\text{kg}] = (\text{number of engines} \times \sum_{\text{mode}} \text{time} [\text{s}] \times \text{fuel consumption} [\text{kg/s}] \times \text{emission factor} [\text{g/kg}]) / 1000$$

If the engine emissions for HC per LTO cycle exceed the 19.6 g/kN certified value, the relevant NO<sub>x</sub> value of the aircraft will be multiplied with a factor a:

$$\begin{aligned} a &= 1; & \text{if } D_{\text{pHC}}/F_{00} &\leq 19,6 \text{ g/kN} \\ a &= (D_{\text{pHC}}/F_{00}) / 19,6 \text{ g/kN}; & \text{if } D_{\text{pHC}}/F_{00} &> 19,6 \text{ g/kN with } a_{\text{max}} = 4 \end{aligned}$$

Equivalent of nitrogen oxide (emission value) of aircraft = a x No<sub>x</sub> of aircraft.

The emission value is taken into account up to the third decimal digit.

The basis for the calculation of the emission values is the ICAO data base for turbofan and jet engines (ICAO Aircraft Engine Emission Database) and the data base of the FOI Swedish Defence Research Agency for turboprop engines.

If several or differing entries for one engine type are made in these emission data bases, the highest emission value listed will be used regardless of the particular operational criterion.

If contradictory or no information about engines of an aircraft is available, the highest known emission value of such aircraft type will be used.

If engines are not listed in any available emission data base and no standard engine can be used for calculation instead, too, the engine will be evaluated by means of the study from 28 February 2008 conducted by the Deutsches Zentrum für Luft- und Raumfahrt (i.e. the German Aerospace Center).

The use of an engine type with low emission values (e.g. through different UID numbers or an engine version labelled as "re-rated") must be proved to the airport operator by production of the Airplane Flight Manuals (AFM) in connection with the relevant ICAO or manufacturer certificate. The airport operator will use the relevant highest emission value for the calculation of the fee that is known for a particular aircraft or engine type, as long as this proof has not been produced.

Every increase or reduction of the emission values of the aircraft according to AFM, ICAO or manufacturer's certificate is to be reported to the airport operator immediately.

For movements, showing increased emission values ex post, fees can be charged subsequently; reduced values will be taken into account immediately as soon as it is possible to verify and check them. Backdated reimbursements are not made.

Divergent from the general regulation, the emission of airplanes with a MTOW which is less than or equals 5.7 tones is generally charged 1 kg No<sub>x</sub>/HC per LTO cycle.

## 2. Passenger Charges

Commercial flights are subject to a passenger charge depending on the number of passengers aboard the aircraft at the time of take-off.

The passenger charges are as follows per person if the subsequent landing of the aircraft takes place at an airport

- a) within the EU (incl. Iceland, Liechtenstein, Norway and Switzerland)  
**EUR 14.98**
- b) outside the EU  
**EUR 16.02**
- c) at any destination, but with documentary evidence that passengers are being transferred or in transit  
**EUR 9.40**

Transfer passengers are passengers who break their air journey in Düsseldorf and who fly on to a further destination on a different aircraft (with a different flight number) on the same day on which they arrived. Place of departure and arrival must differ.

Transit passengers are passengers who break their air journey in Düsseldorf and proceed on the same aircraft as upon arrival.

Children under two years of age entitled to occupy a seat are not included in the number of passengers aboard the aircraft at the time of take-off. Passengers include staff - with the exception of the crew on duty - who work for the same or a different airline as well as any other persons who are on board free of charge or at a reduced rate at the time of take-off.

The airport operator does not assert a passenger charge in the GAT area, insofar as it has the GAT operated by a contractor and transfers the right to that contractor to raise a reasonable service charge in its own name and for its own account for use of the GAT.

## 3. Parking Charges

All registered aircraft users must pay a parking charge to the airport operator for parking any of their aircraft at the airport.

- a) The parking charge is calculated per started 24-hour period and a fixed amount for each MTOW category and parking event

	MTOW	EUR per event
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1	up to 5,7 t	20,00 €
2	> 5,7 – 10,0 t	30,00 €
3	> 10,0 - 30,0 t	80,00 €
4	> 30,0 - 52,5 t	100,00 €
5	> 52,5 - 79,3 t	110,00 €
6	> 79,3 – 125,0 t	155,00 €
7	> 125,0 – 245,0 t	400,00 €
8	> 245,0 – 355,0 t	600,00 €
9	> 355,0 – 440,0 t	700,00 €
10	> 440,0 t	800,00 €

- b) No parking charge is payable if the total parking time between landing and take-off of the aircraft is less than 3 hours.
- c) The airport operator does not assert a parking charge for the GAT area, insofar as it has leased the apron in the GAT area to a contractor and transfers the right to that contractor to raise a reasonable parking charge in its own name and for its own account for use of the GAT apron. This parking charge may not exceed the aforementioned maximum parking charge.

#### 4. Position Charges

For the use of the passenger walkway and the stationary 400 Hz ground power supply when parking the aircraft at a building position a position charge will be levied.

The position charge does not include the operation of the passenger walkway and the connection of the 400 Hz unit with the aircraft. These services will be performed by the ground handling company.

The position charge is levied separately for an arrival and a departure.

The position charges are differentiated according to weight classes of the maximum departure weight as follows:

	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 jetties per movement)	130,00 €

## 5. Security Charges

For the services, which have to be provided by the airport in line with the law of aviation safety, an additional security charge per departing passenger will be charged. The security charge per passenger will amount to **EUR 0.88**.

## II. Other Airport Charges

### 1. PRM Charge

For the service, which has to be provided by the airport due to the EU regulation (EG) no. 1107/2006 for handicapped people and people with reduced mobility, with a PRM Charge per departing passenger will be charged. The PRM Charge per passenger will amount to **EUR 1.02**.

### 2. CUTE Charge

The Düsseldorf Airport provides both the CUTE equipment as well as the CUTE service combined there-with at the check-in, transfer and gate counters for passenger handling. In commercial air traffic a CUTE charge must be paid to offset costs. This charge is calculated on the basis of the number of passengers checked-in (excluding transit passengers) and amounts to **EUR 0.291** per passenger.

Flughafen Düsseldorf GmbH will retroactively grant a volume rebate on the volume of CUTE charges, the total of which are levied in a calendar year. The volume rebates are given below for an annual departing passenger volume of the airline as follows:



	departing pax p. a.	share
1	100,000 - 300,000	3.0%
2	> 300,000 - 500,000	4.0%
3	> 500,000 - 1,500,000	5.0%
4	> 1,500,000 - 3,000,000	5.5%
5	> 3,000,000	6.0%

### III. Promotion Programme

The Düsseldorf Airport is the main airport in the third most densely populated urban area in Europe (Rhein-Ruhr-Region) with an extraordinarily high potential for demand for business and private air travel. At the same time, because of its location in a densely populated area, the airside capacities of the airport are restricted. In light of this problem, it is in the utmost interest of the Düsseldorf Airport to use the generally restricted capacities in a way that best serves the demand for mobility and especially the high demand for direct intercontinental connections, as well as to increase the percentage of large aircraft. In addition, the flight services need to be expanded with additional frequencies and destinations by introducing hub flights.

Flughafen Düsseldorf GmbH thus grants financial support, if the airline or an airline corporate group in Düsseldorf in question

- achieves a fixed minimum number of passengers per flight or an above-average improved degree of capacity use compared to the previous year, and/or
- the passenger volumes are expanded to include intercontinental connections and / or
- the transfer volume increases.

These promotion instruments described in the following in detail.

To participate in this program - i.e. for all three promotional instruments - an initial informal application is required by the airline to the Flughafen Düsseldorf GmbH via e-mail to [marketing@dus.com](mailto:marketing@dus.com), at the latest four weeks before the promotion period begins and/or operations begin in Düsseldorf, along with the information, whether and which airline corporate group an airline belongs to. No additional applications are required for the subsequent periods, unless a change has occurred from the initial registration.

The registration and the eligibility for the promotion become invalid if an airline ceases operations or the business is reduced to such an extent that an adjustment of the participation in the promotion programme pursuant to Art. § 313 BGB would be justified. The above rules apply to all companies of an airline corporate group (especially all airlines controlled or effectively controlled by

an airline). An airline in which another airline subsequently acquires a majority interest or a dominant position will be treated similarly after its registration. In such cases, Flughafen Düsseldorf GmbH reserves the right to examine whether and to what extent the participation of the airline being acquired is possible in the promotion program in exceptional circumstances and may request the submission of relevant documents for this examination. The decision to participate is bilateral according to objective and non-discriminatory criteria.

Flughafen Düsseldorf GmbH may suspend the promotional programme in whole or in part, in case the air transport market shows a sustainable negative growth, such that the economic basis for achieving the strategic objectives of the aviation field pursuant to § 313 BGB is disturbed, for example, in case of decrease in passengers in Düsseldorf of more than 10% compared to the previous year.

## **1. Programme to increase the capacity use**

Because of the special situation due to the Covid-19-pandemic the promotion period 2020 (=calendar year 2020) will be ceased as the comparable period in all calculations under point 1 (programme to increase the capacity use). Instead the period of 2019 (calendar year 2019) will be used in all calculations for the period of 2021.

The promotion programme will be conducted for each airline and promotion period (cf. 4.1) in the following steps:

### **1.1. All airlines that perform the following within the promotion period will be taken into account:**

- airlines that have conducted at least 40 departures in line/charter traffic originating in Düsseldorf, and/or
- airlines that have continued, conducted, or begun regular weekly line/charter departures originating in Düsseldorf for at least eight weeks

and those that in doing so have carried at least 90 % of the passenger volume of the corresponding previous period in DUS.

### **1.2. These airlines may choose between two alternative models of promotion, which are described in the following items 1.4 and 1.5.**

Every particular airline must have decided on one of the two models of promotion at the time of the application for a support program. The model can be changed again at the beginning of the next year, i.e. 1st Jan. This change must be intimated to the FDG latest before four weeks from the beginning of the promotion programme in writing or via e-mail (marketing@dus.com).

### **1.3. After the period in question has expired the following indicators will be determined by the FDG on the basis of the definitions listed under point 4 (rounded to two decimal places):**

Degree of capacity use ( $KN_{LVG(t)}$ ) for each airline (LVG) within the period in question (t), calculated according to the passenger volume (Pax) and the flight volume (Movt) of the LVG in DUS for the periods:

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

Mean degree of capacity use  $KN_{DUS(t)}$  of all LVGs in DUS within the period in question (t):

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

**1.4. Promotional funds for the airline’s degree of capacity use starting from 120 Pax per flight**

In the event that the degree of capacity use ( $KN_{LVG(t)}$ ) of the airline (LVG) is greater than 120 passengers per flight, then promotional funds will be granted for each passenger of the passenger volume of the airline ( $Pax_{LVG(t)}$ ) as per the following table:

	$KN_{LVG(t)}$	Promotional funds per passenger
1.	120 - 129	€ 0.15
2.	130 – 139	€ 0.25
3.	140 – 149	€ 0.35
4.	150 – 159	€ 0.45
5.	160 – 169	€ 0.55
6.	170 – 179	€ 0.65
7.	180 – 189	€ 0.70
8.	190 – 199	€ 0.75
9.	200 – 209	€ 0.80
10.	> 209	€ 0.85

**1.5. Promotion for the airline’s increases in the degree of use**

In the event that the degree of capacity use ( $KN_{LVG(t)}$ ) of the airline (LVG) has increased compared to the comparative value ( $KN_{LVG(t-1)}$ ) of the corresponding period of the previous period, the additional volume of passengers resulting from the airline’s increased degree of use will be determined as follows:

$$\Delta Pax_{LVG(t)} = (KN_{LVG(t)} - KN_{LVG(t-1)}) * Movt_{LVG(t)}$$

An amount of EUR 1.50 per passenger will be granted as support for this additional volume.

For those airlines that have operated less than 25 % of the flight volume of the considered period in the preceding period in DUS, the current mean value ( $KN_{DUS(t)}$ ) of all airlines in DUS will be used instead of value ( $KN_{LVG(t-1)}$ ).

- 1.6.** At the end of the period, the support amount will be credited to all eligible airlines as a setoff with the charges that become due in the following period. As precondition for the credit note of the amount of this promotion all Charges of the underlying period must have been paid completely. Non paid decodes according to VI, paragraph 1 will lead to reduction of the promotional amount. The amounts will not be paid out

## **2. Programme to promote intercontinental air traffic**

Because of the special situation due to the Covid-19-pandemic the promotion period 2020 (=calendar year 2020) will be ceased as the comparable period in all calculations under point 2 (programme to promote intercontinental air traffic). Instead the period of 2019 (calendar year 2019) will be used in all calculations for the period of 2021.

The promotion programme will be conducted for each airline and promotion period (cf. 4.1) in the following steps:

- 2.1.** After the period in question has expired the following indicators will be determined by the FDG on the basis of the definitions listed under point 4.

Number of passengers per airline in the intercontinental traffic (acc. to 4.4) in the considered promotion period ( $PaxI_{LVG(t)}$ ) compared to the comparative value ( $PaxI_{LVG(t-1)}$ ) of the corresponding period of the previous year.

All passengers will be considered on intercontinental routes on which the airline had operated at least 10 scheduled line/charter flights in the considered promotion period from Düsseldorf.

For every airline, the total growth in passengers in intercontinental traffic will be calculated against the previous year.

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

Support will be provided from this program only if the airline has carried in the promotional period acc. to the traffic statistic of Düsseldorf Airport at least 95 % of the intercontinental passenger volume of the corresponding previous period in DUS.

- 2.2.** For each airline, the passenger volume per route (cf. 4.5) in the promotion period (t), the corresponding period in the previous year (t-1) and the corresponding period in the year before last (t-2) will be determined from the above-mentioned indicators.

For Substitution Traffic (cf. 4.6), the following deviating regulations apply:

- a)** If a route is taken over within an airline corporate group or an airline alliance, then the passenger volume of the airline that has taken up the route will be added to the passenger volume of the acquiring airline in the promotion period, previous period and the period before last.

The passenger volume of the ceding airline on this route from the period before last and the passenger volume of the acquiring airline on this route from the period before last will be added to the passenger volume  $PaxI_{LVG(t-2)}$ .

The passenger volume of the ceding airline on this route from the previous year and the passenger volume of the acquiring airline on this route from the previous year will be added to the passenger volume  $PaxI_{LVG(t-1)}$ .

The passenger volume of the ceding airline on this route from the promotion period and the passenger volume of the acquiring airline on this route from the promotion period will be added to the passenger volume  $PaxI_{LVG(t)}$ .

The differences ( $\Delta_1 PaxI_{LVG(t)} = PaxI_{LVG(t)} - PaxI_{LVG(t-1)}$ ) and ( $\Delta_2 PaxI_{LVG(t)} = PaxI_{LVG(t)} - PaxI_{LVG(t-2)}$ ) are determined similar to 2.3 to 2.6.

The affiliation to an airline alliance will be considered based on the full members published on the homepages of the airline alliances at the end of the promotion periods.

- b)** If a route is taken over (cf. 4.5) by an airline which is neither part of an airline corporate group nor of the airline alliance of the ceding airline, then 75% of the passenger volume of the airline that has given up the route will be added to the passenger volume of the acquiring airline in the promotion period as well as the previous period.

75% of the passenger volume of the ceding airline on this route from the previous year and 100% of the passenger volume of the acquiring airline on this route from the previous year will be added to the passenger volume  $PaxI_{LVG(t-2)}$ .

75% of the passenger volume of the ceding airline on this route from the previous year and 100% of the passenger volume of the acquiring airline on this route from the previous year will be added to the passenger volume  $PaxI_{LVG(t-1)}$ .

75% of the passenger volume of the ceding airline on this route from the promotion period and 100% of the passenger volume of the acquiring airline on this route from the promotion period will be added to the passenger volume  $PaxI_{LVG(t)}$ .

The difference ( $\Delta_1 PaxI_{LVG(t)} = PaxI_{LVG(t)} - PaxI_{LVG(t-1)}$ ) und ( $\Delta_2 PaxI_{LVG(t)} = PaxI_{LVG(t)} - PaxI_{LVG(t-2)}$ ) will be determined similar to 2.3 to 2.6.

- 2.3.** If the passenger volume per route for the promotion period (t) determined under 2.2 is greater than the comparative number from the corresponding period of the previous year (t-1), then the excess volume (difference between current value (t) and previous year's value (t-1)) is weighted against the passenger market share in direct traffic (rounded to two decimal places) which the airline has achieved on the respective route in the promotion period (t) (= weighted passenger growth per route over the previous year).

The weighting factor lies between > 0 (market share per route is greater than 0%) and 1 (market share per route is 100%).

The weighted passenger growth per route over the previous year is added up for all the routes served by the airline in intercontinental traffic in DUS to yield the weighted total passenger growth over previous year ( $\Delta_{1g} PaxI_{LVG(t)}$ ).

- 2.4.** For the weighted total passenger growth over previous year ( $\Delta_1gPaxIk_{LVG(t)}$ ), promotional funds of EUR 10.00 per passenger will be granted, however limited to a maximum of the positive total passenger growth in intercontinental traffic  $\Delta PaxIk_{LVG(t)}$  from 2.1.
- 2.5.** If the passenger volume per route for the promotion period (t) determined under 2.2, is higher than the comparable figure of the period of time in the year preceding the previous year (t-2), then the excess volume (difference between current value (t) and value of two years ago (t-2)) is weighted, similar to 2.3, against the respective market share per route in the promotion period (t) (=weighted passenger growth per route over two years ago), however, limited maximally to the additional growth in the previous year (i.e. difference between previous year's value (t-1) and value of two years ago (t-2)).

The weighted passenger growth per route over the year before last is added up for all the routes served by the airline in intercontinental traffic in DUS to yield the weighted total passenger growth over the year before last ( $\Delta_2gPaxIk_{LVG(t)}$ ).

- 2.6.** For the total weighted passenger growth over the year before last determined in 2.5, promotional funds of EUR 5.00 per passenger will be granted.

This additional fund will be effective only in the second relevant promotion period.

- 2.7.** The total promotional funds of the airline are calculated as the sum of the promotional funds in 2.4 and 2.6.
- 2.8.** At the end of the period, the support amount will be credited to all eligible airlines as a setoff with the charges that become due in the following period. As precondition for the credit note of the amount of this promotion all Charges of the underlying period must have been paid completely. Non paid decades according to VI, paragraph 1 will lead to reduction of the promotional amount. The amounts will not be paid out.

### **3. Programme to promote hub development**

Because of the special situation due to the Covid-19-pandemic the promotion period 2020 (=calendar year 2020) will be ceased as the comparable period in all calculations under point 2 (programme to promote hub development). Instead the period of 2019 (calendar year 2019) will be used in all calculations for the period of 2021.

The promotion programme will be conducted for each airline and promotion period (cf. 4.1) in the following steps:

- 3.1.** All airlines that perform the following within the promotion period will be taken into account:
- airlines that have conducted at least 40 departures in line/charter flights originating in Düsseldorf, and/or
  - airlines that have continued, conducted, or begun regular weekly line/charter departures originating in Düsseldorf for at least eight weeks

and those that in doing so have carried at least 90 % of the passenger volume of the corresponding previous period in DUS.

- 3.2.** The hub development support is granted to every transfer passenger departing from Düsseldorf. This support amount is categorised according to the annual total transfer volume of the airline.

	Departing transfer passengers	Support amount per departing transfer passenger
1.	50,000 – 150,000	3.00 €
2.	> 150,000 – 250,000	4.00 €
3.	> 250,000 – 350,000	5.00 €
4.	> 350,000	6.00 €

- 3.3.** At the end of the period the support amount will be credited to all eligible airlines as a setoff with the charges that become due in the following period. As precondition for the credit note of the amount of this promotion all Charges of the underlying period must have been paid completely. Non paid decades according to VI, paragraph 1 will lead to reduction of the promotional amount. The amounts will not be paid out.

#### 4. Definitions

- 4.1.** The promotion period is the calendar year.
- 4.2.** Flight movements of the airline: All take-offs and landings in Düsseldorf by scheduled, commercial passenger flights (FDG flight types 11 to 38 excluding flight types 12 and 22 = diverted flights), the operational flight number of which bears the code of the relevant airline. Code-share flight numbers will not be taken into account.
- 4.3.** Airline passengers: The sum of all boarding persons, exiting persons, and transit passengers included in the FDG-Traffic Statistics on the basis of the flight reports received till 10<sup>th</sup> January of the following year, who are carried by flight movements of the airlines acc. to 4.2 to and from Düsseldorf.
- 4.4.** Airline passengers in intercontinental air traffic: Subset of the passengers defined under 4.3 who are carried on flights with consecutive flight numbers and consecutive aircraft, the destination or point of origin of which is not in the countries listed below.

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

\*Only for airports with the ICAO-Location Indicator UL, UM, UR, UU, UW at 1st or 2nd position

- 4.5. Route: The route is defined by the final destination or the point of origin in the form of the IATA Metropolitan Code (e.g. NYC). Flight movements and airline passengers from or to airports within a metropolitan code (e.g. EWR, JFK, LGA) are summarised for the calculations.
- 4.6. Substitution Traffic: If one airline gives up a route and another airline takes up this route within twelve months, this will be considered as Substitution Traffic.

#### IV. General Conditions

- a) No landing, take-off or passenger charges are payable in the event of an emergency landing due to the technical failure of an aircraft or due to violence or the threat thereof, unless Düsseldorf Airport is already the scheduled destination. Alternate landings are not emergency landings.
- b) No landing, take-off, passenger, parking or position charges are payable for civil government aircraft operating on government missions. The same applies to aircraft officially piloted by staff of a civil aviation authority of the Federal German Government or by the government of any of its states on official missions. Civil government aircraft are defined as aircraft owned by the Federal German Government or by the government of any of its states bearing a civil nationality / registration mark.
- c) The airport charges for each aircraft must be paid in EUR before take-off. Under special circumstances it is possible to agree with the airport operator in advance on payment at a later stage.



- d) The airport charges are fees under the definition of section 10, para. 1 of the German VAT Act (Umsatzsteuergesetz). VAT is therefore charged to the relevant fee payer in addition to the charge.

## V. General Terms of Payment / Miscellaneous

Flughafen Düsseldorf GmbH is at all times entitled to demand from the obligor of the charges security for existing and/or future claims for airport charges. The security is deemed to be sufficient if it covers the charges that are expected to be paid by the obligor of the charges in accordance with these tariff regulations within one month. The security for performance can be provided in the form of a surety that is drawn up under German law by a credit institution authorised to operate inland and that is written, non-revocable, indefinite, directly enforceable and otherwise fulfils the regulations of the FDG, or by prepayment of a deposit. Flughafen Düsseldorf GmbH is also entitled to demand prepayments for the scheduled flight events.

Charges are levied periodically in intervals of 10 days. The invoices are payable immediately without deductions. Discounts are not granted.

If the debtor has granted FDG direct debit authorization for the collection of charges through SEPA direct debit, a shortened advance notice period (pre-notification) of 3 (three) days shall apply. If the relevant SEPA regulations change, FDG shall be entitled to determine a new advance notice period. In exceptional cases, e.g. IT problems, SEPA direct debit collections shall be conducted automatically on the next day without repeat announcement.

The debtor guarantees cover of the account. Costs incurred due to dishonouring or reversal of the debit are borne by the debtor, as far as such dishonouring or reversal has not been caused by FDG. The debtor shall fully bear any costs charged by the payment service provider (bank) for cross-border payments. This also applies to charges incurred by card-based payment transactions (credit cards etc.).

The right of the debtor to determine repayment is excluded. Every payment is carried out on the basis of the current account balance. If no current account exists, the repayment sequence follows the provisions of §§ 366 section 2, 367 section 1 of the German Civil Code (BGB).

Objections can only be considered within a period of four weeks as of the date of invoice.

Setting off with contested claims or those that have not been determined with final effect is precluded.

We reserve the right to claim interest and default interest in the event of late payment.

The place of fulfilment of all obligations, in particular the payment obligations of the obligor of the charges is Düsseldorf. The place of jurisdiction is Düsseldorf; the FDG is, however, also entitled to enter claims against the obligor of the charges at a court where the obligor is located.

This agreement is exclusively subject to German law. In the event of dispute, the German version of these provisions shall have priority over the translation thereof into English.

Obligors of the charges, whose seat is located outside of Germany and with whom a lasting business relationship exists, are obligated to name an agent authorised to take receipt of service and located within the Federal Republic of Germany. The same shall apply in the event that the obligor

of the charges moves to a location outside of the Federal Republic of Germany after the business relationship has begun.

Promotion pursuant to III will not be paid out, but this will be set off against receivables of Flughafen Düsseldorf GmbH.

## VI. Effective Date

These Tariff Regulations will become effective on July 1<sup>st</sup>, 2021.

If you have any question about the Tariff Regulations for Düsseldorf Airport please don't hesitate to contact:

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