

BRAUNSCHWEIG – WOLFSBURG AIRPORT



AIRPORT CHARGES

of

Flughafen Braunschweig - Wolfsburg GmbH

Part A

Airport charges according to §19b LuftVG

valid from May 1, 2024

Contents

Part A – Airport charges according to § 19b LuftVG	3
1. General Conditions	3
1.1 Debtor of fees	3
1.2 Payment conditions.....	3
1.3 Value Added Tax (VAT)	3
1.4 Validity	3
2. Landing fees.....	4
2.1 Fees according to MTOM	4
2.2 Hovering.....	4
2.3 Gliders	4
2.4 Surcharges	5
2.5 Discounts	8
3. Passenger fees	10
4. Security fees	10
5. Parking fees	11
6. Airship fees	11
7. Unmanned aerial vehicles (UAV) operation.....	12
7.1 Operations for promotion of persons and cargo	12
7.2 Other operations of UAV	12
8. PPR-Services	13
8.1 Extensions of operational hours.....	13
8.2 Reopening.....	14
8.3 Rescue and firefighting category.....	14
8.4 Surcharges (PPR).....	14

Part A – Airport charges according to § 19b LuftVG

1. General Conditions

1.1 Debtor of fees

Debtor of the fees are at the time of use as joint debtor:

- The airline, which callsign or flight number is used.
- The airline as joint debtor, which callsign or flight number is used in case of code-sharing.
- The aircraft operator
- The natural or legal person, who is using the aircraft, without being the operator or owner (e.g., lessee or renter)
- The owner of the aircraft

1.2 Payment conditions

All fees according to this charges regulation must be paid in Euro before the departure in cash, EC-Card, credit card (VISA or MASTER). Invoicing and payment are done immediately in these cases.

In particular cases the fees can be paid by invoice after an agreement with the Flughafen Braunschweig-Wolfsburg GmbH to open an account. The invoicing will be periodically.

Complaints can only be accepted within four (4) weeks after invoicing date.

1.3 Value Added Tax (VAT)

All fees are fees according to § 10 paragraph 1 of the German VAT law (Umsatzsteuergesetz). Therefore, the debtor must pay VAT (19%) additionally.

1.4 Validity

This regulation is valid from May 1st, 2024, and replaces the previous regulation of Braunschweig-Wolfsburg airport (NfL-2023-1-2751, valid from April 1st, 2023). Only the German version of the charges regulation document shall be legally binding. Translations into other languages are provided solely for information purposes.

2. Landing fees

For landings of aircrafts the operator or pilot must pay landing fees according to this charges regulation to the airport.

The landing fees are due upon landing. Landing fees are due as well upon "Touch-And-Go"-Movements.

For planes, helicopters, touring motor gliders and microlights the landing fees depend on the maximum take-off mass (MTOM), manifested in the registration certificate, the noise category and the emission category.

2.1 Fees according to MTOM

The weight-based fees according to the MTOM are listed as follows:

MTOM	Fee
0 – 1.000 kg	6,18 Euro
1.001 – 1.200 kg	6,74 Euro
1.201 – 1.400 kg	16,85 Euro
1.401 – 1.600 kg	22,47 Euro
1.601 – 2.000 kg	28,09 Euro
2.001 – 9.000 kg - each 1.000 kg or part thereof	27,53 Euro
from 9.001 - each 1.000 kg or part thereof	30,33 Euro

2.2 Hovering

Hovering of helicopters, which exceeds comparable taxiing of planes, will be charged for each 10 minutes. Surcharges according to paragraph 2.4, as well as discounts according to paragraph 2.5 will be used.

2.3 Gliders

Gliders (including self-starting gliders) are charged with 2,68 Euro.

Touring motor gliders (TMG) are charged as per paragraph 2.1.

2.4 Surcharges

2.4.1 Noise dependent surcharges

To support noise reduced aircrafts a noise-dependent surcharge according to noise category will be charged.

The noise-dependent surcharge is due per landing or low approach. Repeated low approaches are charged each.

Categorization of aircrafts is done according to ICAO Annex 16 or the Airport Noise Abatement order into four categories:

Noise category A

- Prop equipped Planes up to MTOM 9.000 kg, with noise certificate, falling more than 10 dB(A) below the limits of ICAO Annex 16 Chapter VI or X.
- Prop equipped Planes more than MTOM 9.000 kg, and Jet equipped Aircrafts, listed in the "An- oder Abflugliste (Combination)", of the federal ministry for digital matters and traffic in its actual version, and aircrafts according to the conditions of ICAO Annex 16, Chapter 4
- UL Planes

Noise category B

- Prop equipped Planes up to MTOM 9.000 kg, with noise certificate, falling more than 4 but less than 10 dB(A) below the limits of ICAO Annex 16 Chapter VI or X.
- Jet engine equipped aircrafts, with approval after ICAO Annex 16 Chapter 3.
- Helicopters approved with limits after ICAO Annex 16 Chapter 8 or 11
- UL Aircrafts except planes

Noise category C

- Aircrafts with noise certificate falling below the limits of ICAO Annex 16 Chapter VI or X by less than 4 dB(A)

Noise category D

- Aircrafts without noise certificate or exceeding the limits.

- Jet engine equipped aircrafts without approval after ANNEX 16

Noise conditions must be proved by a noise certificate due to "Lärmvorschriften für Luftfahrzeuge (LVL)", a comparable noise certificate issued by a foreign country, proved documents by the manufacturer or comparable documents by registration authorities at the GAT before the departure.

The noise dependent surcharge for each 1.000 kg (or part thereof) of the MTOM:

Noise category	A	B	C	D
Fee	2,25 Euro	3,37 Euro	5,62 Euro	22,47 Euro

2.4.2 Emission depending surcharges

To support emission reduced aircrafts an emission dependent surcharge will be charged.

The emission dependent surcharge is due per landing or low approach. Repeated low approaches are charged each.

The emission dependent surcharge will be charged per emitted kg-nitric-oxid-equivalent (=emission value) in a standardized landing and take-off ("Landing and Take-Off-Cycle", LTO).

The fee is charged in a fixed amount per emission category. The calculation of the emission value is done by the ERLIG Formula (ERLIG = Emission Related Landing Charges Investigation Group, ECAC) based on certified nitric-oxid (NOx) and hydrocarbon (HC) emission per engine in the LTO-cycle, according to ICAO Annex 16, Volume II.

The necessary details of aircraft- and engine-types are determined by an accepted database. Emission values are determined based on the ICAO database for Turbofan- and Jet-Engines and the database of the FOI Swedish Defence Research Agency for Turboprop-Engines.

In case these databases have no entry for an engine type, the highest displayed emission value will be used. The use of an engine type with lower emission values must be proved to the airport by the Airplane Flight Manuals (AFM) as well as the ICAO-Certificate or a manufacturers certificate before landing. If this is not proved, the airport will use the already known emission value to calculate the fee.

Every increase or decrease of the emission values according to AFM, ICAO-certificate or manufacturers certificate must be send to the airport immediately.

Already charged fees are not refundable.

Different to the general regulation the emission will be charged depending of the MTOM for aircrafts up to 20.000 kg MTOM.

The emission dependent surcharge per landing or low approach is charged as following:

Category	MTOM	NOx + HC (LTO)	Fee
E1	≤ 2.000 kg	lump sum	1,12 Euro
E2	2.001 – 5.700 kg	lump sum	5,62 Euro
E3	5.701 – 14.000 kg	lump sum	11,24 Euro
E4	14.001 – 20.000 kg	lump sum	22,47 Euro
E5	> 20.000 kg	1,1 kg – 5,0 kg	33,71 Euro
E6	> 20.000 kg	5,1 kg – 10,0 kg	56,18 Euro
E7	> 20.000 kg	> 10,0 kg	112,35 Euro

2.4.3 Night surcharge

In order to protect the residents around the airport a noise dependent night surcharge will be charged in the time between 20:00 LT and 07:00 LT.

This surcharge is due per movement, in case of traffic patterns per each 15 minutes.

The noise dependent night surcharge for each 1.000 kg (or part thereof) of the MTOM:

Noice category	A	B	C	D
Fee	2,25 Euro	3,37 Euro	5,62 Euro	22,47 Euro

2.4.4 Lighting Surcharges

Movements between ECET and BCMT will be surcharged.

The surcharge is 15,00 EUR per movement or in case of traffic patterns each 15 minutes.

2.5 Discounts

2.5.1 Training flights

Training and briefing flights are only discounted during regular operating hours.

Training flights are flights, of accepted Flight schools, which are necessary to gain a pilot's license or examination flights. Included are flights to gain or regain a type-rating, class approval or IFR-approval with an instructor or examiner. In case of glider towing for training reasons (glider) the towing aircraft will be charged as a training flight.

Briefing flights are flights for aeronautical and technical briefing of pilots. The briefed pilots must have a license and a type-rating. The instructor must be on board of the aircraft.

For training and briefing flights, the landing fee mentioned in paragraph 2.1 will be reduced by 75 %.

2.5.2 Research flights

Braunschweig-Wolfsburg airport supports scientific research.

For flights for scientific research purposes the landing fee mentioned in paragraph 2.1 will be reduced by 35 %.

Required is a declaration as a research flight. The airport is allowed to claim a proof, verifying the research purpose.

2.5.3 Oldtimer

Braunschweig-Wolfsburg airport supports the preservation of technical cultural assets.

For Oldtimers the landing fee according to paragraph 2.1 will be reduced by 50 %.

Requirement is the aircraft to be older than 50 years and being operated non-commercial.

Decisive is the certified construction year in the noise certificate or a comparable document.

2.5.4 Flights for firefighting and catastrophe prevention

For flights due to firefighting or catastrophe prevention the landing fee mentioned in paragraph 2.1 will be reduced by 75 %.

2.5.5 Inspection flights by Air Traffic Authority of Lower Saxony

For inspection flights by Air Traffic Authority of Lower Saxony no fees according to paragraph 2.1 – 2.4 will be charged.

2.5.6 Emergency landings

In case of Emergency landings fees according to paragraphs 2.1 – 2.4 will not be charged. Diversions are no emergency landings.

3. Passenger fees

Braunschweig-Wolfsburg airport provides and maintains Terminals for handling air traffic. For covering of the occurring costs for all passengers who use these terminals a passenger fee will be charged. Passengers are all persons on board except the active crew (PiC, Co-Pilot, cabin crew members, flight instructor).

The passenger fees are charged for aircrafts above 2.000 kg MTOM and calculated by the number of persons on board at the departure.

The passenger fee is 5,62 Euro per passenger.

4. Security fees

The security fees are for covering the costs of the airport for services according to the german "Luftsicherheitsgesetz" and the EU-Regulations for security in civil aviation. Passengers are all persons on board except the active crew (PiC, Co-Pilot, cabin crew members, flight instructor).

The security fees are charged for passengers, cargo and mail on board of aircrafts above 2.000 kg MTOM and calculated by the number of persons and the amount of cargo and mail on board at the departure.

The security fees are 3,37 Euro per passenger or for each 1.000 kg of mail or cargo.

5. Parking fees

For parking of aircrafts, the operator or pilot must pay parking fees to the airport according to this charges regulation.

For planes, helicopters and self-starting gliders the parking fees are calculated by the MTOM according to the registration documents.

Parking fees apply for each 24 hours or part thereof:

MTOM	Fee
0 – 1.000 kg	6,18 Euro
1.001 - 1.200 kg	7,30 Euro
1.201 - 1.400 kg	8,43 Euro
1.401 - 1.600 kg	10,11 Euro
1.601 - 2000 kg	11,24 Euro
from 2.001 kg per started 1.000 kg	8,43 Euro

The first 4 hours after landing, respective after the end of parking on other aprons than the main apron are free of charge.

When parking on the main apron continues for several consecutive days, the operator can conclude a contract with the airport.

6. Airship fees

For the use of the airfield with airships landing and parking fees are replaced by anchor mast fees, due with setting up of the anchor mast.

The airship fee applies for each 24 hours or part thereof:

Length of the airship	Fee
≤ 50 m total length	337,05 Euro
> 50 m total length	449,40 Euro

7. Unmanned aerial vehicles (UAV) operation

Braunschweig-Wolfsburg airport supports the development of unmanned aerial vehicles (UAV), as well as the development of fields of application for unmanned aircraft system (UAS).

For operation of UAV for commercial or research purposes a prior permission by airport authorities is required.

7.1 Operations for transportation of persons and cargo

For handling the request and the approval by the airport for each request 56,18 Euro will be charged.

UAV used for transportation of persons and cargo, are treated and charged like manned aircrafts according to this charges regulation.

7.2 Other operations of UAV

For handling the request and the approval by the airport for each request 56,18 Euro will be charged.

For the use of UAV during the regular operation hours a blanket fee of 112,35 Euro per day will be charged.

The actual number of starts is irrelevant for the fee.

Out of regular operational hours, a surcharge of 224,70 Euro applies for each hour or part thereof.

8. PPR-Services

The airport can be opened outside the regular operational hours after previous request by the operator and permission by the airport (Extensions and reopening). Therefore, a surcharge applies (8.1 - 8.2).

The published Rescue and firefighting category can be increased after prior request by the operator and permission by the airport. Therefore, a surcharge applies (8.3).

PPR-services must be requested at the operational duty officers (GAT) at least at 12:00 LT the day before the event. The fee applies even if the service has not been taken place, unless it is not cancelled minimum 12 hours before the event.

8.1 Extensions of operational hours

For extensions before regular operational hours, the charged period starts with the requested opening time and ends with the regular opening of the airport.

For extension after regular operational hours, the charged period starts with the regular closing time and ends with the actual time of take-off, landing or the end of other requested services.

If a continuous opening is not explicitly requested, the airport closes at regular end of operational hours and reopens at the requested time. This does not have any effect on the fees.

Following extra fees apply for extensions (per aircraft):

Day	Time	Extra fee
MON - FRI	Up to 1 hour before/after regular operational hours	595,46 Euro
	Up to 2 hours before/after regular operational hours	1190,91 Euro
	Up to 3 hours after regular operational hours	1786,37 Euro
SAT, SUN, HOL	Up to 1 hour before/after regular opening	674,10 Euro

8.2 Extra opening

For opening the airport outside the in paragraph 8.1 displayed times an extra opening must be requested. The additional fee will be charged for a reopening of maximum 3 hours.

For extra openings following surcharges apply:

Day	Additional fee
MON-FRI	2527,88 Euro
SAT, SUN, HOL	2864,93 Euro
Holidays, on which the airport is usually closed (Dec 24- Dec 26, Dec 31 – Jan 01)	4213,13 Euro

Extending 3 hours the surcharges increase according to paragraph 8.1.

Operating more than one aircraft by the same company during the extra opening this fee will be charged just once. Each additional aircraft will be charged 595,46 Euro.

8.3 Rescue and firefighting category

For increasing the rescue and firefighting services a surcharge of 157,29 Euro apply for each category.

8.4 Surcharges (PPR)

8.4.1 Surcharges for short term PPR-requests

For PPR-requests later than 12:00 LT the day before the event, the additional fee in 8.1 and 8.2 will be increased by 25 %. Unexpectable delays by air traffic control are excepted.

8.4.2 Surcharges for winterly weather conditions

If there are winterly weather conditions, which can cause additional need for winter services, the additional fee in 8.1 and 8.2 will be increased by 337,05 Euro.