

Schedule of Fees and Charges

Bremen Airport

Valid as of 1st February 2020
FRN.: 330/733-11-16_0005

The schedule of Fees and Charges for the Commercial Airport of Bremen shall be revised as follows with effect from 1st February 2020; on the same date the Schedule of Fees and Charges from 1st September 2017 (NfL 1-1108-17 from 1st September 2017) shall cease to be effective.

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1 Business Terms and Conditions

1.1 Airport Operator, Contact Person

Flughafen Bremen GmbH (FBG), legally represented by the director of the company, levies airport fees according to this Schedule of Fees and Charges and the General Terms and Conditions specified below. Any deviating terms and conditions of the user do not apply even in the event that FBG does not object.

The department responsible for the invoicing of airport fees and charges is the Accounts Receivable Department of FBG. The contact person responsible is indicated on all invoices, or contact us at: verkehrsabrechnung@airport-bremen.de.

1.2 General Terms and Conditions

The services listed in the Schedule of Fees and Charges are provided on request and are subject to the availability of personnel, equipment and vehicles. There is no legal claim to the performance of these services unless a contractual obligation exists.

Even after accepting an assignment, FBG reserves the right to postpone or decline the assignment or to discontinue the execution of the assignment in the event that its capacities are fully exhausted due to other obligations within the scope of its operational duties with regard to personnel, equipment or vehicles. The same shall apply in cases of force majeure, industrial disputes or natural disasters, which make it impossible or unreasonably difficult to carry out or continue to carry out assignments.

Services or supplies not included in this list will be charged separately.

In addition, the provisions of the List of Special Services and the FBO (Airport User Regulations) or the Aerodrome Manual shall apply.

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1.3 Exemption from Charges

In the event of an emergency landing due to a technical problem or malfunction of the aircraft or due to actual or threatened acts of force, no fees according to this Schedule of Fees and Charges will be charged, insofar as the airport is not the scheduled final destination. Diversions are not considered emergency landings.

1.4 Debtor

Joint debtors of all payments of airport fees and charges are:

- a. the airline under whose airline code/flight number the flight concerned is being operated
- b. the other airlines under whose airline code/flight number the flight concerned is being operated (code sharing)
- c. all aircraft owners
- d. the natural or legal person who is using the aircraft without necessarily being the operator or owner, such as a hirer or lessee.

1.5 Payment Terms and Conditions

All fees must be paid in EURO (€) to the airport operator or an agency appointed by the airport operator prior to take-off. All major credit cards and EC debit cards are accepted.

Please note: cash payments are not accepted.

Payment by credit card or EC debit card can only be waived if

- a. the debtor has made an advance payment at least 3 days prior to departure or
- b. the debtor has made an interest-free deposit or provided a security in the form of a directly enforceable bank guarantee on first demand without reservation of deposit in accordance with German law of a credit institution which is authorised to conduct business in Germany.

The FBG will determine the amount of the advance payment or the deposit at its own discretion and based on the foreseeable payment obligations.

Fees are invoiced after provision of services. Invoices must be settled immediately upon receipt in EURO (€) to one of the FBG accounts exempt from any charges or expenses. FBG reserves the right pursuant to Section 247 of the BGB (German Civil Code) to charge default interest of 9 percentage points above the prevailing base rate in the event of default in payment and, if deemed necessary, to demand advance payments in the future. Furthermore, in the event of late settlement, FBG is entitled to charge a lump-sum expense allowance of EUR 40.00 for each receivables management transaction (dunning levels) pursuant to Section 288, Paragraph 5 of the BGB (German Civil Code). If the debtor is not a company or merchant, the default interest is 5 percentage points above the base rate.

All fees are fees within the meaning of Section 10, Paragraph 1, of the Turnover Tax Act. Therefore, the debtor must also pay value-added tax in the sense of this Act unless non-taxable or tax-exempt turnover

for aviation exists under the statutory conditions and the company owner has proved these conditions.

It is not permissible to offset airport service charges against counterclaims within the legally recognized limits, except in the following cases:

- a. if the counterclaim is undisputed, ready for decision or res judicata;
- b. if the counterclaim has lapsed but is undisputed and had not yet lapsed at the date on which it could first have been offset;
- c. if the claim and counterclaim relate to the same contract for use of airport services.

Notwithstanding the provisions of items a. and b. above, offsetting is not permissible in cases where counterclaims relate to claims prior to contract or do not relate to the contract for use of airport services on which FBG's claim is based.

1.6 Charging Procedure

For services for which an hourly rate has been defined, the smallest calculation unit shall be half an hour plus preparation time, waiting time and transit time, unless otherwise specified in the Schedule of Fees and Charges. In the case of longer periods of usage, the time calculated are rounded up to the next complete half hour in each case.

If there is no explicit indication that an operator or driver is included in the price when equipment and vehicles are made available, an additional price will be charged for the use of personnel.

1.7 Liability

The client shall be liable to the airport company for all damage to persons and property caused by his own conduct or that of his employees and other vicarious agents during the execution of the order.

The airport company is not liable for damage to property caused by or in connection with the performance of the required services or the provision of equipment, tools and installations, unless the damage is caused by the airport company or its employees and other vicarious agents negligently or intentionally. This shall also apply in cases in which the airport company assumes custody of objects, if the assumption of custody is not mandatory for the execution of the order or if a safe and reasonable alternative to storage is available to the client.

The client shall indemnify the Airport Company against all claims asserted by third parties in connection with the execution of the order, unless such claims by third parties are brought about by the Airport Company, its employees or other vicarious agents negligently or intentionally.

1.8 Other Provisions

The German version of this Schedule of Fees and Charges is legally binding. Translations into other languages are for information purposes only. If any part of these terms and conditions is invalid, the remaining part shall not be deemed invalid.

German law is applicable.

Place of jurisdiction for Bremen Airport is Bremen.

Debtors based outside the Federal Republic of Germany with whom a permanent business relationship exists are obliged to name an authorised recipient with residence/registered office in the Federal Republic of Germany. The same shall apply if the party liable for payment relocates its registered office outside the Federal Republic of Germany after commencement of the business relationship.

2 Fees pursuant to Section 19b LuftVG (German Air Traffic Act)

2.1 Landing and Take-off Fees

2.1.1 General

For each landing and take-off of an aircraft at Bremen Airport, landing and take-off fees are payable to the airport operator.

The landing and take-off fees, calculated on the basis of the maximum take-off mass (MTOM) of the aircraft, must also be paid in the event of ground contact with immediate subsequent acceleration and take-off of the aircraft ("touch-and-go").

In addition to the mass-related landing and take-off fees, a noise-related fee and an emission-related fee is payable for each landing and take-off (incl. touch-and-go).

2.1.2 Basis for calculation

The landing and take-off fees are based on the maximum take-off mass (MTOM) of the aircraft as recorded in the certification documents, irrespective of the respective operational criteria. An aircraft's MTOM is established by reference to the Airplane Flight Manual (AFM) – Basic Manual – Section for Weight Limitations – of the aircraft manufacturer or by reference to other electronic or written documents officially recognised by the aviation approval authority. Pending presentation of this document, the maximum known MTOM for this type of aircraft will be used to calculate the landing and take-off fees. No retroactive refunds will be made.

A modification of the MTOM in accordance with the noise certificate shall only be acknowledged by Bremen Airport insofar as Flughafen Bremen GmbH is notified about the modification at least four months prior to the start of a new flight schedule period. It must be presented for verification in the form of a corresponding certificate issued by the German aviation authority responsible. The portion of the landing **and** take-off fees calculated according to the maximum take-off mass (MTOM) is as follows:

Dual-flow turbine air jet engine / turbofan:			
Fee per landing <u>and</u> take-off		EUR	
- over 2,000 – 9,000 kg MTOM (per 1,000 kg or part thereof)			
with noise certificate		3.95¹	
without noise certificate		6.15¹	
- over 9,000 kg MTOM (per 1,000 kg or part thereof)			
Annex 16 Chapter 3, 4 and 14		3.80	(4.30)²
Annex 16 Chapter 2		11.95	(12.45)²
Non Annex 16		19.10	(19.60)²

For use of the special runway extensions³, the above-mentioned fees are increased as follows:		EUR
- for use of the eastern runway extension (per 1,000 kg or part thereof) Annex 16 Chapter 3, 4 and 14		1.15
- for use of the western runway extension (per 1,000 kg or part thereof) Annex 16 Chapter 3, 4 and 14		1.10
<u>Aircraft with other means of propulsion</u>		
Fee per landing <u>and</u> take-off		EUR
- up to 1,200 kg MTOM		
with noise certificate		9.00¹
without noise certificate		18.00¹
- over 1,200 – 2,000 kg MTOM		
with noise certificate		11.00¹
without noise certificate		22.00¹
- over 2,000- 9,000 kg MTOM (per 1,000 kg or part thereof)		
with noise certificate		3.95¹
without noise certificate		6.15¹
- over 9,000 kg MTOM (per 1,000 kg or part thereof)		
Annex 16 Chapter 3 – 6, 8 and 14	3.80	(4.30)²
Non Annex 16	9.60	(10.60)²

¹ A discount of 50% on the take-off fee will be granted for take-offs from runway 23 whereby a minimum amount of € 5.00 per take-off will be charged. Use of runway 23 is limited to aircraft of up to a maximum of 5,700 kg MTOM.

² The amounts in brackets apply to ferry flights, all-cargo flights and company flights only.

³ Meant here are the runway extensions within the meaning of clause B.3.2 of the Airport Operating Licence of the commercial Airport of Bremen. According to clause H.1. of this licence, operation of the runway extensions is "permissible for departing aircraft only and exclusively for the transport of air freight comprising wings equipped by the Bremen aviation and aerospace industry for the Airbus aircraft types A330 and A340 as well as for follow-up versions of these types of Airbus".

2.1.3 Training Flights

A 50% reduction on the fees stated above is granted for training and instructional flights.

The minimum charge for reduced landing and take-off fees per movement is as follows:

With noise certificate or approval in accordance with ICAO Annex 16:	€ 9.00⁴
Without noise certificate or approval in accordance with ICAO Annex 16:	€ 18.00

⁴ A minimum fee of € 5.00 will be charged for the use of runway 23 for take-offs.

Training flights are flights whereby a civilian pilot trainee flies under specific conditions in order to satisfy

the requirements of a licensed training centre (flight training school) necessary for obtaining a civil pilot's licence or entitlement within the meaning of the Regulation (EU) No 1178/2011.

Instructional flights are flights intended for the aeronautical and technical instruction of civilian pilots; the pilots being instructed must be in possession of a licence as required by law for the particular aircraft type being used. The instructor must be on board the aircraft being used.

2.1.4 Touch-and-Go

The fees specified in items 1.2, 1.3, and 1.4 are also payable for landings followed by immediate subsequent acceleration and take-off of an aircraft so that in the case of ground contact, a fee for both the landing and the take-off shall be charged.

2.1.5 Company Flights

Company flights are flights that are conducted in order to transport persons and goods in the interest of their own business and not by order of a third party against payment. Company flights include business flights of industrial and commercial companies with their own aircraft or third-party aircraft supplied free of charge as well as flights carried out by airlines for their own purposes.

2.1.6 Noise-related Landing and Take-off Fees for Aircraft over 9,000 kg MTOM

For each landing **and** for each take-off of an aircraft over 9,000 kg MTOM at the commercial Airport of Bremen, an additional noise-related landing **and** take-off fee must be paid to the airport operator.

The noise-related landing and take-off fees are levied according to fixed amounts per noise category.

The classification of aircraft into noise categories is based initially on their ICAO classification. Jet turbine aircraft comply with the conditions of ICAO Annex 16, Chapters 2, 3 or 4 provided that proof can be provided in each individual case on the basis of manufacturer information or comparable documents from an approval authority that the noise limits approved in accordance with Chapters 2, 3 and 4 are not exceeded. The actual presentation of the corresponding proof by the aircraft operator prior to take-off is decisive for the allocation in the table. No retroactive refunds will be made.

Flights with aircraft that do not comply with the requirements of ICAO Annex 16, Chapter 3 or 4, are only permitted with prior special authorisation.

Fee per landing and take-off over 9,000 kg MTOM

Noise category		Fee in €
Noise category 1	up to 79.0 dB	-15.00 €
Noise category 2	from 79.1 to 83.0 dB	-10.00 €
Noise category 3	from 83.1 to 88.9 dB	-5.00 €
Noise category 4	from 89.0 to 91.9 dB	0.00 €
Noise category 5	from 92.0 to 94.5 dB	15.00 €
Noise category 6	from 94.6 to 99.0 dB	60.00 €
Noise category 7	over 99.1 dB	120.00 €
Without noise category acc.to ICAO		
Noise category 8	per t (Dual-flow turbine air jet engines/turbofans)	15.00 €
Noise category 9	per t (others)	20.00 €

The minimum charge (sum of weight-related and noise-related fees) for aircraft over 9,000 kg MTOM is EUR 36.00 per landing and per take-off.

2.1.7 Noise Certificates

For motorised aircraft with a maximum take-off mass of up to 9,000 kg and for aircraft with a different form of propulsion with a maximum take-off mass of over 9,000 kg, reduced landing and take-off fees are charged. Prior to take-off, the aircraft owner must provide proof to Flughafen Bremen GmbH that the aircraft fulfils certain noise protection requirements (up to 9,000 kg MTOM LSL Chapter V, VI 2.4 and X or ICAO Annex 16, Chapter 5; over 9,000 kg MTOM ICAO Annex 16, Chapters 3 – 6, 8 and 14). This proof can be in the form of a noise certificate or the corresponding aircraft manufacturer's specifications or equivalent documents. No retroactive refunds will be made.

2.1.8 Night Surcharges

Staggered Surcharges for Landings and Take-offs after 22:30 hours local time

Staggered surcharges for delayed or additional landings and take-offs after 22:30 hours local time - with the exception of those flight movements as set out in clauses E.2.1.6 to E.2.1.9 of the Airport Operating Licence - will be calculated on the basis of the weight-dependent landing and/or take-off fees.

Within the periods listed below, a surcharge will be levied on the mass-related landing and take-off fees:

For a landing or take-off		
from	22.31 to 23.00 hours local time	40%
from	23.01 to 00.00 hours local time	200%
from	00.01 to 05.59 hours local time	800%

With regard to those airlines recognized as having a status as home carrier, we refer to clause E.2.1.3 of the Operating Licence for Bremen Airport dated 21 August 2000.

For the first two delayed landings		
from	23.01 to 00.00 hours local time	100%
from	00.01 to 05.59 hours local time	800%

The calculation is based on the actual time of landing or take-off at Bremen Airport.

2.1.9 Emission-related Landing and Take-off Fee

The emission value is the equivalent amount of nitric oxide emitted per kilogramme per standardised landing and take-off cycle (LTO) of an aircraft:

Emission-related fee	1.50 €
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The amount will be invoiced per landing **and** per take-off.

The relevant specifications of aircraft types and engine types are obtained from a recognized aircraft fleet database. The emission value is determined by using the ERLIG¹ formula based on the certified nitric oxide (NO_x) and hydrocarbon (HC) emissions per engine in an LTO cycle according to the ICAO regulation Annex 16, volume II.

Calculation formula:

NOx, aircraft [kg] =

(number of engines x Σ mode time [s] x fuel consumption [kg/s] x emission factor [g/kg])

1,000

If the engine HC emissions per LTO cycle exceed a certified value of 19.6 g/kN, the aircraft's relevant NOx value will be multiplied by factor "a":

a = 1; for DpHC/Foo <= 19.6 g/kN

a = (DpHC/Foo) / 19.6 g/kN ; for DpHC/Foo > 19.6 g/kN with a_{max} = 4.

Nitric oxide equivalent (emission value) of the aircraft = a x NOx of the aircraft. The emission value is factored in up to three decimal places.

The basis for determining the emission values is provided by the ICAO database for turbofan and jet engines² and the FOI Swedish Defence Research Agency database for turboprop engines³. If these emissions databases have no entries, or varying entries for a particular type of engine, the highest value listed shall be taken, regardless of the specific deployment criteria.

If there is no engine information available on a particular aircraft, or if this information is contradictory, then the highest known emission value for this aircraft type shall be used for the calculation. Insofar as an engine is not listed in any of the available emissions databases and insofar as no standard engine can be used, the engine will be assessed according to the study of the German Aerospace Center (DLR) from 28th February 2005.

The airport operator must be provided with documentary evidence if an engine type with lower emission values is used (for example if there are different UID numbers or if a version of the engine has been specified as „re-rated“) by presenting the Aircraft Flight Manual (AFM) together with the corresponding ICAO certificate or by providing verification from the manufacturer. Until this evidence has been provided, the airport operator shall use the highest known emission value available for this aircraft type and engine type to calculate the fee.

The airport operator must be notified without delay of any increase or reduction in the emission value of the aircraft, based on the AFM, the ICAO certificate or verification from the manufacturer.

Aircraft movements for which increased emissions values are determined at a later date may be subject to subsequent billing; reduced values shall be taken into account for calculation as soon as possible after documentary evidence has been provided and verified. No retroactive refunds will be made.

Aircraft up to a maximum of 5,700 kg MTOM are charged at a flat rate of EUR 1.50, irrespective of the type of engine.

2.1.10 Emergency and precautionary landings

In the event of emergency and precautionary landings due to technical problems or faults encountered on the aircraft, or due to actual or threatened acts of force, no landing and take-off fee will be charged – insofar as the airport is not the scheduled final destination. Diverted landings are not emergency landings

2.2 Passenger Fees

General

In addition to the landing and take-off fee, a passenger fee is payable for commercial flights and for company flights¹.

Basis for calculation

The passenger fee is based both on the number of passengers on board at take-off and on the subsequent landing location of the aircraft. The number of passengers on board when the aircraft takes off does not include children under the age of 2 who are not entitled to their own seat. Passengers are also employees - with the exception of the crew on duty - of the operating airline or another airline and other persons who are on board the aircraft at take-off free of charge or at a reduced price.

Passenger Fee

The fee per departing passenger is:

	Fee
Insofar as the final destination of the aircraft is at an airport located in Germany or at an airport located outside Germany, but within the borders of the member states of the Schengen Agreement	6,45 €
Insofar as the final destination of the aircraft is at an airport located outside the borders of the member states of the Schengen Agreement	8,50 €

¹Company flights are flights that are conducted in order to transport persons and goods in the interest of their own business and not by order of a third party against payment. Company flights include business flights of industrial and commercial companies with their own aircraft or third-party aircraft supplied free of charge as well as flights carried out by airlines for their own purposes.

2.3 Parking Fees

General

Aircraft owners shall pay a rental fee (parking fee) to the airport operator for parking their aircraft at the airport.

Basis for Calculation

The fee is calculated according to the maximum permitted take-off mass of the aircraft.

The parking fee must be paid prior to take-off. In individual cases, payment may be made retroactively providing prior arrangements have been made with the airport operator.

The minimum parking fee charged is **4.20 €** per 24 hours or part thereof.

The parking fee is **2.10 €** per 1,000 kg MTOM or part thereof and per 24 hours or part thereof.

No parking fee is charged for up to a maximum of 3 hours between landing and take-off of the aircraft.

2.4 Incentive Schemes

General

Flughafen Bremen GmbH (FBG) offers incentive schemes to airlines for the introduction of previously unserved routes and for passenger growth on routes already served. To promote destinations not previously served or passenger growth on existing routes, two incentive schemes are on offer to all airlines, provided they meet the following criteria. Through these schemes, Flughafen Bremen GmbH (FBG) contributes to the start-up costs of an airline. This will help boost the economy, particularly in the northwestern metropolitan region, and enforce the aims of the regional tourism strategy 2025.

2.4.1 Incentive Scheme „New Routes“

Definition

New routes within the framework of the incentive scheme are defined as follows:

- The route has not been operated by any airline over the past 365 days. Individual charter flights, i.e. up to 5 departures per airline, during this period are excluded. If an airline has served the same route with more than 5 departures in the past, the period of suspension for a possible subsidy is 2 years since the last service.
- If a destination has several airports, one of which is already being served from BRE, the establishment of a connection to another airport in that city is eligible for the incentive scheme as long as it is defined by a different IATA code (example: London Stansted und London Heathrow).
- If several airlines simultaneously commence a route within 3 weeks of the first flight, each of these airlines may participate in the incentive scheme.

Amount and Payment of the Incentive

An incentive will be granted exclusively on mass-dependent landing and take-off fees (Item 2.1 of this Schedule of Fees and Charges) and on passenger fees (Item 2.2 of this Schedule of Fees and Charges).

	Year 1	Year 2	Year 3
Incentive on mass-dependent landing and take-off fees*	85 %	65 %	45 %
Incentive on passenger fees	50 %	40 %	30 %

* An incentive on mass-dependent landing and take-off fees will not be granted on landings and take-offs occurring after 22:30 hours local time.

A credit note to the amount of the incentive will be issued annually to the airline at the end of April for the previous period November of the previous year to March of the current year and at the end of November for the previous period April to October of the current year.

Flughafen Bremen GmbH (FBG) is entitled to offset the incentive amount to be granted against receivables from the respective airline resulting from this Schedule of Fees and Charges.

Delayed Route Commencement

If an airline does not launch an announced route within 3 months of the planned first flight, the entitlement to an incentive expires. An exception can be made in the following cases:

- Proven delivery delays on the part of an aircraft manufacturer
- Verifiable loss of aircraft due to incidents/accidents
- Cases of force majeure (e.g. natural disasters, terrorism)
- Non-granting of route traffic rights
- Withdrawal of the type rating of an aircraft type

Discontinuation of a New Route

If the route to be promoted is not operated contrary to the announced planning (no application to the flight schedule coordinator in Frankfurt), this will be regarded as a discontinuation of the route.

If the airline discontinues the new route prematurely within the incentive period, FBG reserves the right to reclaim an already overpaid incentive in accordance with item 2.4.1.

In the case of short-term changes of destination (while retaining the original frequency), approval must be obtained in writing from Flughafen Bremen GmbH (FBG) in order to transfer the incentive scheme if necessary

Incentive Duration

The maximum funding period for new routes is 3 years. The incentive scheme begins on the day of the first flight.

Preconditions for Granting the Incentive

The precondition for the granting of the incentive is a minimum of two weekly departures in 24 consecutive weeks to direct destinations and a minimum of five weekly departures in 48 consecutive weeks if the airline is a scheduled carrier flying to a hub. The decisive factor is not only the bookability of a route in the airline's own booking system, but also in at least one of the common GDS (Global Distribution Systems). The airline must be able to prove the bookability by means of an extract from the booking system.

2.4.2 Incentive Scheme “Growth”

Definition

- This scheme provides incentives for the growth of an airline (with the same IATA code) at Bremen Airport.
- To determine growth, the number of passengers in the period from 1 April of the previous year to 31 March of the previous year (PAX 1) is compared with the number of passengers in the period from 1 April of the previous year to 31 March of the current year (PAX 2).
- A claim can only be made if the growth rate is at least 5 % when comparing PAX 1 with PAX 2.
- An airline is only entitled to claim if PAX 1 totals at least 5,000 departing passengers from Bremen Airport.

Amount and Payment of the Incentive

The percentage increase in the number of passengers results in the incentive amount according to the following table. Depending on the growth, the incentive is paid for those departing passengers who constitute the difference between PAX 1 and PAX 2.

Growth in %	Incentive per departing passenger in € *
from 5%	6,00
from 10%	7,00
from 15%	8,00
from 20 %	11,00

* Calculation example “from 5 %”: PAX 1 = 10,000 & PAX 2: = 10,600 = growth of 6 % = 600 x € 6.00 = incentive € 3,600; Calculation example “from 10 %”: PAX 1 = 10,000 & PAX 2: = 11,200 = growth of 12 % = 1,200 x € 7.00 = incentive € 8,400

A credit note to the amount of the incentive will be issued to the airline 30 days after expiry of the underlying period (usually 30 April of the respective year).

The airport is entitled to offset the incentive amount to be granted against claims against the respective airline resulting from this Schedule of Fees and Charges.

Preconditions for Granting the Incentive

Participation in the scheme “Growth” is not possible for the past. For this incentive, applications must be submitted by 31 March of the current year. Participation ends automatically after 12 months. A renewed participation can be requested annually.

2.4.3 Other Provisions

Application for Participation in the Incentive Scheme

To apply for participation in an incentive scheme, please send a fully filled out application form to Flughafen Bremen GmbH (FBG). You can find the application form here: <https://www.bremen-airport.com/unternehmen/business/verordnungen-gebuehren/>

Flughafen Bremen GmbH (FBG) will communicate approvals or rejections to the airlines in writing. Refusals will be justified in writing.

Combination of the Incentive Schemes

Airlines already using the New Route Incentive Scheme cannot participate in the Growth Incentive Scheme on the same route. Airlines can choose which scheme they wish to apply for.

Cessation of the Incentive Schemes

Flughafen Bremen GmbH (FBG) reserves the right to discontinue the Incentive Schemes at any time. Already granted approvals retain their validity. This does not apply if the continued granting of a higher-ranking right would violate this Schedule of Fees and Charges.

2.5 Security Fee

General

In addition to the take-off fee a security fee, which is based on the number of passengers on board the aircraft for take-off, must be paid. This fee is levied to finance the personnel and goods screening in accordance with Regulation (EU) No 300/2008 in its currently valid version.

The security fee per departing passenger is **1.80 €**.

2.6 Noise Protection Fee

General

In addition to the landing and take-off fees for departing aircraft in commercial air traffic, a noise protection fee that is based on the number of passengers on board the aircraft for both landing and take-off of the aircraft (including transit passengers) must be paid. This fee is levied to finance passive noise protection measures according to the Act for Protection against Aircraft Noise in Germany.

The noise protection fee per arriving **and** departing passenger is **0.00 €**.

3 PRM Fee

General

In commercial passenger traffic, the PRM fee is levied to compensate for the care of persons with reduced mobility (Passengers with Reduced Mobility) in accordance with EU Regulation 1107/2006. The PRM fee is calculated on the basis of the number of passengers in commercial passenger traffic and company flights on board at take-off. The number of passengers on board the aircraft at take-off does not include children under the age of 2 who are not entitled to their own seat.

The PRM fee per departing passenger is **0.70 €**.

PRM Notification

Notification of necessity for assistance must be made by the airline concerned to the managing body of the airport of departure, destination and transit at least 36 hours before the event.

For notifications received with a response time of less than 36 hours, no guarantee can be given that the service will be delivered on time. Timely notification is the sole responsibility of the respective airline.

4 Terminal Fee GAT

General

For all commercial flights, i.e. transport of passengers and/or freight, including company flights, a GAT terminal fee is levied.

Basis for Calculation

Terminal fees are calculated for each landing, irrespective of the actual use of the services, according to the MTOM of the respective aircraft.

Terminal Fee – GAT

The fee per landing and MTOM is:

Aircraft	Fee in EUR
up to 2.0 t MTOM	13.00 €
up to 3.0 t MTOM	18.00 €
up to 4.0 t MTOM	23.00 €
up to 5.0 t MTOM	28.00 €
up to 5.7 t MTOM	33.00 €

These charges include the costs for the use of the central infrastructure facilities in accordance with Item 2.5.3 and Annex B of the FBO (Airport User Regulations).

These charges also include the costs of transporting passengers and crew between the aircraft and the GAT. Furthermore, these charges also cover the transport of baggage or freight as well as loading and unloading.

Company flights (those company flights arriving for the purpose of maintenance, inspection and servicing) are not covered by this regulation.

The non-utilisation of partial services has no effect on the fees mentioned above.

Aircraft of over 5.7 t MTOM are not subject to the GAT fee schedule. These aircraft are subject to the user charges of the central infrastructure facilities and the charges for ground handling services.

If payment of the amount is not possible on site, we will charge a processing fee of € 10.00 on invoicing.

5 Central Infrastructure Fees

5.1 General

In the Airport User Regulation of Bremen Airport, central infrastructure facilities for the provision of ground handling services (central infrastructure) are defined in accordance with Section 6 of the Ground Handling Services Ordinance (BADV). The airlines are required to pay a fee to the airport operator for the provision of this infrastructure. The debtor of the user fee or fees is/are:

- a. The airline under whose airline code/flight number the respective flight is operated
- b. The airlines as joint debtors under whose airline code/flight number the respective flight is operated (code sharing)
- c. The aircraft operator
- d. The natural or legal person who uses the aircraft without being the operator or owner of it.

5.2 Check-in Fee

The airlines must pay the airport operator a fee per departing passenger for the use of the check-in counters in all areas relevant to passenger handling, including the associated IT system for passenger handling and the Passenger Information System (FIS).

The fee per departing passenger is **1.30 €**.

The airline must provide the airport with proof of the number of departing passengers.

5.3 Baggage Handling Fee

The airlines must pay a fee for the use of the baggage handling systems. The baggage handling systems are managed and operated solely by the airport operator.

The baggage of all departing passengers is handled exclusively via the baggage handling system in Terminal 1. A fee is payable for the use of the baggage sorting facilities and the transport of outbound baggage from the baggage check-in to the perimeter of the Terminal 1 building.

The user fee per departing passenger is: **2.35 €**.

For incoming passengers, the baggage handling fee is based on the arrival point at the airport. A fee is payable for the use of baggage reclaim facilities and the transport of incoming baggage from the perimeter of the terminal building to the baggage reclaim area.

In Terminal 1 the user fee per incoming passenger is **0.85 €**.

In Terminal 2 the user fee per incoming passenger is **0.70 €**.

The airline must provide the airport with proof of the number of inbound and outbound passengers.

5.4 Position Fee

General

The airlines must pay a position fee for the use of the handling apron, faecal disposal system, waste disposal system, passenger boarding bridges, stationary ground power supply and the fresh water supply system. The above-mentioned central infrastructure facilities are managed and operated solely by Bremen Airport.

Basis for Calculation

The position fee for passenger flights is calculated according to the current seat capacity; the position fee for cargo flights is calculated according to the aircraft MTOM.

The seat capacity of a passenger aircraft is allocated to a seat capacity group. The user fee is defined per seat capacity group and is additionally differentiated according to bridge positions, remote positions and walk boarding

The MTOM of a cargo aircraft is allocated to an MTOM group for which a user fee is defined.

The maximum seating capacity or the highest known MTOM will be assumed until relevant documentation has been provided. No retroactive refunds will be made.

The position fee per procedure for passenger flights is:

Groups according to the number of seats		Fee in EUR		
		Bridge	Remote	Walk boarding
Group 1	Aircraft with up to 16 Seats		50.00	30.00
Group 2	Aircraft with 17 - 22 Seats		65.00	45.00
Group 3	Aircraft with 23 - 39 Seats.		110.00	90.00
Group 4	Aircraft with 40 - 55 Seats.		160.00	125.00
Group 5	Aircraft with 56 - 69 Seats		200.00	160.00
Group 6	Aircraft with 70 - 90 Seats	330.00	250.00	185.00
Group 7	Aircraft with 91 - 110 Seats	410.00	300.00	220.00
Group 8	Aircraft with 111 - 130 Seats	480.00	360.00	260.00
Group 9	Aircraft with 131 - 149 Seats	530.00	400.00	285.00
Group 10	Aircraft with 150 - 168 Seats	600.00	450.00	315.00
Group 11	Aircraft with 169 - 198 Seats	670.00	500.00	350.00
Group 12	Aircraft with 199 - 229 Seats	760.00	570.00	385.00
Group 13	Aircraft with 230 - 280 Seats	910.00	680.00	425.00
Group 14	Aircraft with 281 - 330 Seats	1.050.00	790.00	465.00
Group 15	Aircraft with 331 - 380 Seats	1.195.00	900.00	515.00
Group 16	Aircraft with 381 - 430 Seats	1.330.00	1.000.00	565.00
Group 17	Aircraft with 431 - 480 Seats	1.460.00	1.100.00	620.00
Group 18	Aircraft with over 480 Seats	1.500.00	1.130.00	685.00

The position fee per procedure for cargo flights is:

Groups according to MTOM			Fee in EUR
Group A	Aircraft up to	25 MTOM	65.00
Group B	Aircraft from	26 - 50 MTOM	130.00
Group C	Aircraft from	51 - 70 MTOM	195.00
Group D	Aircraft from	71 - 100 MTOM	275.00
Group E	Aircraft from	101 - 150 MTOM	400.00
Group F	Aircraft over	150 MTOM	505.00

The user fees must be paid in EURO prior to take-off; in exceptional cases, they can be paid retroactively after prior agreement with the airport operator.

The user fees are fees within the meaning of Section 10 (1) of the German Value Added Tax Act ("Umsatzsteuergesetz"). The debtor must therefore pay the value added tax in addition.