FLUGHAFEN MÜNSTER OSNABRÜCK

Fees and Charges

Airport charges requiring approval in accordance with Section 19b of the German Aviation Act (LuftVG)

effective from 1 January 2026

Content

I. Airport charges subject to approval

A. General Conditions

The Airport Münster/Osnabrück GmbH (FMO GmbH) levies airport charges subject to approval pursuant to Section 19b of the German Aviation Act (LuftVG) in accordance with this Schedule of Charges.

This Schedule of Charges will become effective on **1 January 2026**. The previous Schedule of Charges will cease to be valid on this date.

B. Assessment Basis

For every landing/take-off of an aircraft at Münster/Osnabrück Airport a fee is payable to the airport contractor.

The landing and take-off charge is based on the aircraft`s maximum take-off mass (MTOM) entered in the licence, and in commercial air traffic it is additionally based on the number of passengers on board the aircraft at the time of landing/take-off.

C. Noise-related Landing Charges

The actual MTOM is to be proved by the "Airplane Flight Manual"(AFM), Basic Manual Section for Weight Limitations. Until this document has been submitted the highest MTOM established for this type of aircraft will be taken as a basis. Retroactive refunds will not be effected. A change of the MTOM according to the AFM will be recognized only, if the change has been announced at least four months before the start of a flight schedule period.

a) The fixed part of the landing charge which is based on the maximum take-off mass of the aircraft amounts for motor aircraft with a maximum take-off mass of up to 1,999 kg for which it can be proved on the basis of a noise certificate according to NfL I-134/99 or a corresponding noise certificate that they comply with the increased noise control requirements as specified in the regulation dated January 5, 1999 for:

For Aircraft,	complying with the increased noise protection requirements according to NfL I-134/99	with noise certificate but not complying with the requirements according to NfL I-134/99	without noise certificate
from 999 kg	8.11 EUR	12.22 EUR	16.23 EUR
from 1,000 kg to 1,199 kg	9.45 EUR	14.38 EUR	19.00 EUR
from 1,200 kg to 1,399 kg	17.56 EUR	26.60 EUR	35.23 EUR
from 1,400 kg to 1,999 kg	23.21 EUR	34.71 EUR	46.22 EUR

b) for motorized aircraft with a maximum take-off mass from 2,000 kg to 13,999 kg

licensed acc. to ICAO Annex 16, Chapter 3 (+bonus list of BMVI), 4, 14, and/or 5, 6, 8, 10 (or acc. to NfL I-134/99)	licensed acc. to ICAO Annex 16, Chapter 3 without bonus list of BMVI (or not acc. to NfL I-134/99)	licensed acc. to ICAO Annex 16, Chapter 2	without being licensed acc. to ICAO Annex 16 (or no licensed noise protection at all)
per each commenced 1,000 kg of maximum take-off mass			
10.89 EUR	16.23 EUR	21.57 EUR	32.56 EUR

c) for motorized aircraft with a maximum take-off mass from 14,000 kg

licensed acc. to ICAO Annex 16				not licensed acc. to ICAO Annex 16
Chapter 14	Chapter 3, 4 + bonus list BMVI	Chapter 3, not in bonus list BMVI	Chapter 2	
per each commenced 1,000 kg of maximum take-off mass				
8.52 EUR	8.83 EUR	18.64 EUR	37.33 EUR	86.88 EUR

Noise-related Landing Charges

Turbojet aircraft and/or aircraft with different types of propulsion comply with the requirements of ICAO Annex 16, Chapters 2, 3, 4 and 14 and/or Chapters 5, 6, 8, 10 or LSL Chapters II and III, V, VI, X, if they can prove in the individual case by means of certificates issued by a licensing authority or by similar documents issued by the manufacturer that the noise limits specified in the aforementioned chapters are not exceeded (NfL I-134/99). For the assessment of the fees it is decisive that full proof is not produced, fees for aircraft to be classed in the “Chapter 3” category will be charged on the basis of the “Chapter 2” category and also on the basis of the category “without license according to ICAO Annex 16 or LSL”. Retroactive refunds are not granted.

Bonus list of BMVBW (NfL I-83/03) for starting and landing aircraft

For take-off:	For landing:
All series/models with MTOM* below 25 t	All series/models with MTOM* below 25 t
Airbus 300	Airbus 300
Airbus 310	Airbus 310
Airbus 330	Airbus 330
Airbus 340	Airbus 340
Airbus A319/320/321	Airbus A319/320/321
BAe 146/AVRO RJ-series	BAe 146/AVRO RJ-series
Boing 717	Boing 717
Boeing 727-100 Reengined with 3 Tay-power units	Boeing 727-100 Reengined with 3 Tay-power units
Boeing 737 Types 300 bis 800	Boeing 737 Types 300 bis 800
Boeing 747-400	Boeing 747-400
Boeing 757	Boeing 757
Boeing 767	Boeing 767
Boeing 777	Boeing 777
Canadair RJ	Canadair RJ
Dash 8-400	Dash 8-400
Fokker 70/100	Fokker 70/100
Gulfstream IV/V	Gulfstream IV/V
Lockheed 1011	McDonnell Douglas DC 10-30
McDonnell Douglas DC 10	McDonnell Douglas
McDonnell Douglas	DC 8-70-series
DC 8-70 series	McDonnell Douglas MD 11
McDonnell Douglas MD11	McDonnell Douglas MD 80-series
McDonnell Douglas MD 90	McDonnell Douglas MD 90
Tupolew 204	Tupolew 204
*Maximum Take Off Mass	*Maximum Take Off Mass

Rebates

The fees indicated in para. a) and b) are reduced for training flights and familiarization flights with aircraft with a maximum take-off mass of

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

only one of the above-mentioned reductions can be claimed. The minimum reduced fee amounts to:	
with increased noise protection	7.70 EUR
with noise protection	11.50 EUR
without noise certificate	15.41 EUR

a) Training flights are flights for a civil pilot trainee within his training at an approved training institution (aviation school) to meet the requirements for obtaining a civil pilot's license or a license according to the examination regulations for aeronautical staff.

b) Familiarization flights are flights for the aeronautical and technical instruction of civil pilots; the pilots to be instructed must have a pilot's license for the respective aircraft being used; the instructor must be on board the aircraft being used.

Special Regulations

a) The part of fee assessed on the basis of the maximum take-off mass of the aircraft is also payable in case of ground contact immediately followed by acceleration and take-off of the aircraft.

b) In case of emergency landings due to technical failures on the aircraft or due to actual or threatened violence no landing/take-off fee will be charged unless the airport approached is the scheduled destination anyway. Diversion landings are not considered as emergency landings.

c) For aircraft flown by a staff member of the civil federal or regional aeronautical authorities in exercise of official duties in his capacity as pilot in charge, no landing/take-off fee is to be paid.

D. EMISSION-BASED LANDING CHARGE

The emission-based charge per emission value is **3.68 EUR** per landing.

The emission value is the nitrogen oxide equivalent emitted by an aircraft per kilogram within the standardized LTO cycle.

Charges are invoiced for each landing and take-off. The required data on engine and aircraft types are retrieved from a recognized airline fleet database.

The emission-oriented basic charge is calculated using the ERLIG (=Emission Related Landing Charges)-formula on the basis of the certified nitrogen oxide (NOx) and hydrocarbon (HC) emission values per engine in the LTO-cycle pursuant to ICAO Annex 16 Volume II as follows:

Formula:

$$NO_{X,\ aircraft}\ [kg] = (\text{No. of engines} \times \Sigma_{Mode}\ \text{Time}\ [s] \times \text{fuel consumption}\ [kg/s] \times \text{emission factor}\ [g/kg]) / 1000$$

If HC LTO > 19.6 g/kN the $NO_{x,aircraft}$ is multiplied by a factor a:

a = 1;	if Dp_{HC}/F_{00} <= 19.6 g/kN
a = (Dp_{HC}/F_{00})/19.6 g/kN;	if Dp_{HC}/F_{00} > 19.6 g/kN (amax = 4).

Nitrogen oxide equivalent per aircraft = a x NOx per aircraft. The specific emission value of each engine is considered up to the third decimal place.

The emission values are calculated on the basis of the ICAO Aircraft Engine Emissions Database for turbo jet engines as well as the FOI Swedish Defense Research Agency Database for propeller-driven engines. If the emission databases contain no or conflicting entries for an engine type, the highest known emission value is used, regardless of the various operational criteria.

If for an aircraft no or contradictory engine data is available, the highest known emission value of this aircraft type will be applied.

If an engine type is not included in one of the databases described above and the data for a standard engine type cannot be used, the engine type is evaluated on the basis of DLR-studies (DLR=Deutsches Zentrum für Luft- und Raumfahrt) from February 28, 2005.

When engines are used which emit less than the registered amount of nitrogen oxide equivalent (e.g. through differing UID numbers or the use of a re-rated version of the engine), documentation must be provided to the airport operator by presenting the AFM along with the ICAO certification or the manufacturer's documentation. Until the above-mentioned documentation is provided, invoicing will be based on the highest known emission value for the respective aircraft and engine type.

Any increase or decrease in the aircraft's emission values must be communicated to the airport operator without delay in the form of a AFM or ICAO certificate or manufacturer's documentation.

The airport operator can levy retroactive charges for aircraft movements for which increased emission values are subsequently determined; reduced emission values will be taken into account without delay as soon as they are documented and verified. No refunds will be made.

Notwithstanding the general regulation the emission of aircraft will be computed with at least **3.68 EUR** per landing within the standardized LTO-cycle of any aircraft and corresponds to 1 kg $NOx/_{HC}$ per LTO-cycle.

At variance with the general terms the emission of aircrafts is being charged as follows:

up to 1,999 kg MTOM lump-sum per landing	1.23 EUR
from 2,000 kg to 20,000 kg MTOM lump-sum per landing	3.68 EUR

E. Passenger Charges

The part of passenger charge based on the number of passengers on board the aircraft at the time of landing and take-off amounts to: (Transit passengers are only invoiced before start, in case of having left the aircraft before)	
if the preceding take-off/following landing of the aircraft has taken place from an airport within the boundaries of the Schengen Area	8.32 EUR
if the preceding take-off/following landing of the aircraft has taken place from an airport outside the boundaries of the Schengen Area	8.63 EUR

F. Security Charge

Security charge per passenger being on board before landing and start	0.94 EUR

G. Parking Charges

a) The aircraft operators have to pay a parking charge to the airport contractor for parking their planes on the airport

b) The amount of the parking charge is assessed on the basis of the maximum take-off mass of the aircraft

c) The parking fee is charged for each started 24 hours for motorized aircraft with a maximum-take-off-mass

up to 999 kg	3.29 EUR
from 1,000 kg up to 1,199 kg	4.52 EUR
from 1,200 kg up to 1,399 kg	5.34 EUR
from 1,400 kg up to 1,999 kg	6.37 EUR
from 2,000 kg per started 1,000 kg	2.77 EUR

d) No parking charge will be charged for a total parking duration of no more than 3 hours between the landing and the take-off of the aircraft

e) The parking charge is to be paid before take-off in EURO; in special cases it may be paid afterwards by arrangement with the airport contractor.

H. Traffic Incentive Scheme

General

As airport operator of Münster/Osnabrück Airport, FMO grants airline companies incentives which are outlined below in order to generate sustained and dynamic growth in air traffic operations.

Each airline which increases its traffic at Münster/Osnabrück Airport in a sustainable manner may avail of the benefits. The individual requirements related to the traffic incentive conditions must be fulfilled. The airlines must provide evidence that they fulfill the prerequisites and conditions.

Before claiming the benefits, the airline sends a request in writing indicating the incentive desired. On claiming benefits for a determined destination according to point 1 or 2, this destination is being disregarded on defining the passenger figures according to point 3.

1. Destination Incentive

The airport operator invoices a flat rate for every outbound passenger of a newly launched unserved routes for all services according to the airport charges subject to approval amounting to:

8 € per outbound passenger first year

10 € per outbound passenger second year

12 € per outbound passenger third year

The destination must not be served ex FMO within the last 12 months. Furthermore, the destinations to be supported are to be served at least once per week within summer or winter flight schedule.

2. Growth Incentive

Intention of this incentive is to generate sustained growth of passenger figures at Münster/Osnabrück Airport. Each airline carrying at least 1,000 outbound passengers on the corresponding route ex FMO within a year may avail of this incentive scheme.

The minimum growth for claiming the incentive is 10 % per route compared to the previous period. On achieving the minimum growth all additional charges subject to authorisation will be credited with 100 %.

The growth of the corresponding route will only be incentivied if the total passenger volume of this route at FMO corresponds to the increased passenger figures.

The achieved amount of the volume incentive will be credited by the end of the corresponding business year (31st December).

3. Passenger Volume Incentive

Airlines that carry passengers during a calendar year according to the following scheme receive, by the end of the corresponding business year (31st December), a credit note on the airport charges subject to authorisation referring to the achieved passenger volume within the year in question.

Passenger Volume	Discount
above 150,000	10 %
above 200,000	20 %
above 250,000	30 %
above 300,000	40 %

II. General Terms of Payment/Miscellaneous

Debtor of the airport charges as joint and several debtor is:

a. the airline under whose airline code/flight number the respective flight is operated
b. the airlines as joint and several debtor, under whose airline code/flight number the respective flight is operated (code sharing)
c. the aircraft holder,
d. a natural or juristic person using the aircraft without being the aircraft holder or owner, such as charterer or lessee.

Airport charges are to be paid in EURO before take-off. Invoices and payments are due for payment immediately.

Payment may be made in particular by bank transfer, SEPA direct debit, or by using common cashless means of payment, provided these are accepted and technically supported by the airport operator.

In agreement with the debtor and under the following circumstances the airport charges can be invoiced within determined periods:

- advance payments of the airport charges via bank transfer
- appropriate collateral – in particular an absolute guarantee or cash collateral. The collateral is sufficient if the airport charges to be paid are covered in a corresponding volume.

In these cases the invoicing shall take place on a decade basis. The invoices are due for payment in EURO immideately. No discounts will be granted. In case of late payment we reserve the right to claim interests. The settlement control right of the contract partner is hereby excluded. Any set-off against unacknowledged claims or claims which have not been finally determined in a legally-binding manner is hereby excluded.

Objections can only be considered within a period of four weeks as of the date of invoice. In case of late payment we reserve the right to interrupt or completely refuse the aircraft handling.

All charges constitute payments within the meaning of Section 10 (1) of the German Value Added Tax Act (UstG). The debtor ist therefore obliged to remit VAT in addition to the charges, if he cannot present an exemption according to the law.

This charges schedule and contractual relationships influenced by it are governed exclusively by German law.

Greven is hereby agreed upon as the place of fullfillment of all services, particularly the contract partner’s payment obligations. Steinfurt is hereby agreed upon as the legal place.

The German version of these general terms and conditions is authoritative. Translations are provided for information purposes only.