



MÜNSTER OSNABRÜCK  
INTERNATIONAL AIRPORT

---

# **AIRPORT CHARGES AVIATION 2019**

## **MÜNSTER/OSNABRÜCK INTERNATIONAL AIRPORT**

**Effective from January 1, 2019**



## **Contents**

|   |              |
|---|--------------|
| <b>I. General Terms of Payment/Miscellaneous<br/>FMO Flughafen Münster/Osnabrück GmbH</b> | Page 3       |
| <b>II. Airport Charges Subject to Approval<br/>FMO Flughafen Münster/Osnabrück GmbH</b>   |              |
| 1. General Conditions   |              |
| 2. Assessment Basis   |              |
| 3. Landing Charges  |              |
| 4. Reductions   |              |
| 5. Passenger Charges  |              |
| 6. Security Charges   |              |
| 7. Mooring Mast Fees  |              |
| 8. Parking Charges  |              |
| 9. Special Regulations  |              |
| 10. Traffic Promotion Schemes   |              |
|   | Page 4 - 10  |
| <b>III. Other Airport Charges<br/>FMO Flughafen Münster/Osnabrück GmbH</b>                |              |
| 1. PRM Charge   |              |
| 2. Central Infrastructural Facilities   |              |
| 3. Special Services Aviation  |              |
| - Charge for use of counters  |              |
| - Personnel   |              |
| - Fire Brigade  |              |
| 4. GAT  |              |
|   | Page 11 – 17 |
| <b>IV. Charges FMO Airport Services GmbH</b>  | Page 18 - 27 |
| <b>V. Charges FMO Passenger Services GmbH</b>   | Page 28 - 29 |
| <b>VI. Charges FMO Security Services GmbH</b>   | Page 30 - 31 |



## **I. General Terms of Payment/Miscellaneous**

Airport Charges are to be paid in EURO before take-off. Invoices and payment are to be effected immediately.

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

- agreed advance payments of the airport charges incurred 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 calculation shall take place on a decade basis. The remuneration sums to be paid by the debtor shall be due for payment upon the performance of the service without deduction. No discounts shall be granted. In case of late payment we reserve the right to claim interest and default interest. 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 are subject to the law on turnover tax in accordance with § 10 Article 1. The debtor, therefore, shall pay the turn over tax additionally if he cannot present an exemption according to the law on turnover tax.

### **Miscellaneous**

To support the implementation of new destinations ex FMO, Münster/Osnabrück International Airport will, at its own discretion, take part in the marketing cost arising for a new destination. In order to do this, the airline has to provide the according information of the corresponding marketing cost.

This Agreement is exclusively subject to German law.

Greven is hereby agreed upon as the place of performance for all of the performance, particularly the contract partner's payment obligations. Steinfurt is hereby agreed upon as the legal venue.

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

The schedule of airport charges is subject to change without notice.

If any part of these general terms and conditions proves ineffective, this is without prejudice to the effectiveness of the remaining terms and conditions.



## **II. Airport Charges Subject to Approval**

### **1. General Conditions**

Flughafen Münster/Osnabrück GmbH (FMO) levies the airport charges according to these tariff regulations and the General Terms and Conditions of Business specified below. Any general terms and conditions of airport users which differ from these General Terms and Conditions of Business do not apply even if FMO does not object.

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

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 airline operator,
- d) a natural or juristic person using the aircraft without being the airline operator or owner, such as charterer or lessee.

These Tariff Regulations will become effective on January 1, 2019.

### **2. Assessment basis**

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.

### **3. Landing Charges**

If an aircraft is operated at a lower MTOM, 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/take-off 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 2,000 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 |
|-------------------------|--|--|---------------------------|
|                         | EUR  | EUR  | EUR                       |
| up to 999 kg            | 5,83   | 8,74   | 11,67                     |
| above 1,000 to 1,199 kg | 6,12   | 9,17   | 12,24                     |
| above 1,200 to 1,399 kg | 11,72  | 17,59  | 23,43                     |
| above 1,400 to 1,999 kg | 16,09  | 24,15  | 32,17                     |

b) motor aircraft with a maximum take-off mass above 2,000 kg:

| For Aircraft   |  |  |                                    |
|--|--|--|------------------------------------|
| Licensed acc. to ICAO Annex 16   |  |  | not licensed acc. to ICAO Annex 16 |
| which comply with the requirements of ICAO Annex 16, Chapter 3+4 and which are on the bonus list | which comply with the requirements of ICAO Annex 16, Chapter 3 and which are not on the bonus list | which comply with the requirements of ICAO Annex 16, Chapter 2 |                                    |
| EUR for each 1,000 kg of the maximum mass or part thereof  |  |  |                                    |
| EUR  | EUR  | EUR  | EUR                                |
| 7,37   | 15,41  | 30,81  | 71,89                              |

Turbojet aircraft and/or aircraft with different types of propulsion comply with the requirements of ICAO Annex 16, Chapters 2 and 3 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 licence according to ICAO Annex 16 or LSL". Retroactive refunds will not be effected.



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

| <b>For take-off:</b>                               | <b>For landing:</b>                                |
|--|--|
| All series/models with a MTOM* under 25 t          | All series/models with a MTOM* under 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                             |
| Boeing 717   | Boeing 717   |
| Boeing 727-100 Reengined<br>with 3 Tay power units | Boeing 727-100 Reengined<br>with 3 Tay power units |
| Boeing 737 types 300 up to 800                     | Boeing 737 types 300 up to 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<br>DC 8-70-Baureihe              |
| McDonnell Douglas<br>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                             |

#### 4. Reductions

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 %,
- above 3,000 kg by 55 %.

|  |            |
|--|------------|
| Only one of the above mentioned reductions can be claimed. The minimum reduced fee amounts to: |            |
|  | <b>EUR</b> |
| with increased noise protection  | 5,83       |
| with noise protection  | 8,74       |
| without noise certificate  | 11,67      |



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

## 5. Passenger Charges

|   |            |
|---|------------|
| The part of passenger charge per passenger based on the number of passengers on board the aircraft at the time of landing and take-off amounts to:<br>(Transit passengers are only invoiced before start, in case of having left the aircraft before) |            |
|   | <b>EUR</b> |
| - if the preceding take-off/following landing of the aircraft has taken place from an airport within or outside the Federal Republic of Germany but inside the EU   | 6,90       |
| - if the preceding take-off/following landing of the aircraft has taken place from an airport outside the EU  | 7,18       |

## 6. Security Fee

|   |          |
|---|----------|
| Security Charge per passenger being on board before landing/start | 0,52 EUR |
|---|----------|

## 7. Mooring mast fees

For the use of the airport by airships a mooring mast fee and a landing fee are charged.

|  |            |
|--|------------|
| The mooring mast fee will be due and payable upon erection of the mooring mast and amounts to: |            |
|  | <b>EUR</b> |
| - for airships up to an overall length of 50 m per started 24-hour-period                      | 79,65      |
| - for airships up to an overall length of 60 m per started 24-hour-period                      | 119,43     |
| - for airships exceeding an overall length of 60 m per started 24-hour-period                  | 130,85     |

|  |            |
|--|------------|
| The landing fee is due and payable upon the landing of the airship and amounts to: |            |
|  | <b>EUR</b> |
| - for airships up to an overall length of 50 m                                     | 17,03      |
| - for airships up to an overall length of 60 m                                     | 23,91      |
| - for airships exceeding an overall length of 60 m                                 | 30,15      |

The relevant period for the assessment of the mooring mast fee starts with the erection of the mooring mast and ends with its dismantling.



## 8. Parking charges

- a) The aircraft operators have to pay a rental fee (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 following parking charges apply per started 24-hour-period for motor aircraft with a maximum take-off mass of |      |
|---|------|
|   | EUR  |
| - up to 999 kg  | 2,33 |
| - above 1,000 kg to 1,199 kg  | 3,17 |
| - above 1,200 kg to 1,399 kg  | 3,81 |
| - above 1,400 kg to 1,999 kg  | 4,55 |
| - above 2,000 per started 1,000 kg  | 2,33 |

- d) No parking charge will be imposed if an aircraft is parked for a maximum of 3 hours between landing and take-off.
- e) The parking charge is to be paid before take-off in EURO (EUR); in special cases it may be paid afterwards by arrangement with the airport contractor.
- f) If the parking period for an aircraft is expected to take longer than 30 successive days, a rental contract can be concluded before the parking period between the aircraft operator and the airport contractor.
- g) For gliders parking charges are payable according to special arrangement.

## 9. 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) For gliders landing/take-off fees will be charged according to special arrangement.





## 10. Traffic Promotion Schemes

### General

As airport operator of Münster/Osnabrück International 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 International Airport in a sustainable manner may claim the benefits. The individual requirements related to the traffic promotion 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

On flying new destinations not yet being flown ex FMO the airport operator invoices a flat rate for every inbound passenger for all services according to § 19b LuftVG amounting to:

- 8 € per inbound passenger first year
- 10 € per inbound passenger second year
- 12 € per inbound passenger third year

The destination in question must not be flown ex FMO within the last 12 months. Furthermore, the destinations to be supported are to be flown at least 1 x a week within summer or winter flight schedule.

### 2. Volume Incentive

Intention of the volume incentive is to generate sustained growth of passenger figures at Münster/Osnabrück International Airport. Each airline carrying at least 1.000 inbound passengers on the corresponding destination ex FMO within the year in question may participate in this incentive scheme.

The minimum growth for claiming the benefits is 10 % per destination compared to the previous time period. On achieving the minimum growth all additionally arising charges according to § 19b LuftVG will be credited with 100 %.

The growth on the corresponding flight destination will only be supported if the overall offer concerning the destination in question at FMO corresponds to rising passenger figures.

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



### 3. Passenger Volume Incentive

Airlines that carry passengers during a calendar year according to the following scale receive, by the end of the corresponding business year (December 31), a credit note on the airport charges according to § 19b LuftVG referring to the achieved passenger volume within the year in question.

| <b>Passenger Volume</b> | <b>Discount</b> |
|-------------------------|-----------------|
| ab 100.000              | 10 %            |
| ab 160.000              | 15 %            |
| ab 220.000              | 20 %            |
| ab 280.000              | 35 %            |



### III. Other Airport Charges

#### 1. PRM-Fee

|  |          |
|--|----------|
| PRM-Charge per passenger being on board on landing and takeoff | 0,49 EUR |
|--|----------|

Not included in the number of passengers on board the plane at the time of landing and takeoff are:

- personnel of the aircraft operator with an air ticket for which no more than 10 Per cent of the standard airfare has been paid
- children under 2 years of age not claiming a seat

#### 2. Central Infrastructural Facilities

The services and charges mentioned in the following refer to the central infrastructural facilities determined by the airport regulations. The central facilities are managed by FMO Flughafen Münster/Osnabrück GmbH, i.e. with regard to determination of time and volume of services rendered.

If there is a period of less than 12 hours between notification of aircraft and landing or if landing takes place between 10 pm and 6 am local time an extra charge of 30 % will be invoiced on the fees for central infrastructural facilities.

#### Central Infrastructural Facilities fix per t MTOM

##### Position fee

- Parking positions are considered as handling positions for the period of commercial activity;
- Provision and maintenance of the areas required for aircraft handling within the scope of the areas so far developed;
- The handling positions are marked and divided according to current regulations. They are technically monitored and are cleaned and maintained at regular intervals according to international regulations;
- If handling is carried out by the airline itself, it is obligated to leave the parking positions in proper condition after finishing.

##### Installations for fresh water supply, disposal of faeces and waste

- Installations for fresh water supply, disposal of faeces and solid waste are provided in the apron area (except for waste from the galley);
- Provision and operation of a water station with sterilizing system and storage of fresh water for aircraft supply



## MÜNSTER OSNABRÜCK INTERNATIONAL AIRPORT

- Provision and operation of a faeces station for the disposal of all faeces from aircraft. Disposal is effected in accordance with the relevant regulations.
- Provision and operation of particularly marked waste container systems for solid waste from aircraft.

| <b>CI fix per t MTOM (Due with landing process)</b>                |  |                |
|--|--|----------------|
| <b>Service</b>   |  | <b>EUR</b>     |
| Position fee   |  | 3,82/t<br>MTOM |
| Installations for fresh water supply, disposal of faeces and waste |  |                |
|  |  |                |

### **Central Infrastructural Facilities per landing**

#### **Airport information and display system (FIDS)**

Communication network and central technical information facilities required for rendering the ground services.

#### **Guiding and docking**

According to § 45 of the air traffic registration regulations the airport contractor is responsible for the coordination of movements in the area not belonging to areas of the airport dedicated to flight operation. Planes are centrally guided by the apron control (central traffic service) by suitable means such as radio and follow-me vehicles.

| <b>CI per landing</b>                           |  |                   |
|---|--|-------------------|
| <b>Service</b>                                  |  | <b>EUR</b>        |
| Airport information and display system (FIDS)   |  | 44,77/<br>landing |
| Installations for guiding and docking of planes |  |                   |



### 3. Special Services Aviation

#### Charge for use of counters

Planning, provision and administration of check-in counters as well as provision of storage and waiting areas in front of the check-in counters. The charges for the above mentioned services are invoiced to the respective user of the facilities.

| Service  | Unit            | EUR   |
|--|-----------------|-------|
| Use of check-In counters   |                 |       |
| The basis for the calculation are the periods determined in the daily planning which, in each case, last until the end of boarding procedure, if no other arrangements have been made. | per started ½ h | 17,50 |

#### Personnel

| Service   | Unit                 | EUR   |
|---|----------------------|-------|
| Safeguarding of aircraft  | per started ½ h*)    | 26,16 |
| Cleaning service (also gate cleaning)                             | per started ½ h*)    | 26,16 |
| Craftsmen and skilled workers                                     | per working unit **) | 6,08  |
| Master/Telecommunication engineer                                 | per working unit**)  | 6,80  |
| Skilled worker health and safety regulations (external companies) | per started ½ h*)    | 61,18 |
| Caretaker   | per started ½ h*)    | 36,05 |
| Engineer  | per started ½ h*)    | 63,35 |
| Administrative personnel  | per started ½ h*)    | 39,24 |
| Helper  | per started ½ h*)    | 26,16 |

\*) if requested between 10 pm and 6 am local time extra charge of 30 %  
 \*\*) 10 working units correspond to 1 hour

#### Airport Fire Brigades

##### Fire protection

| Service  | Unit            | EUR    |
|--|-----------------|--------|
| Provision of fire protection<br>a) during refuelling of an aircraft with passengers on board | per operation   | 125,76 |
| Provision of fire protection<br>b) per start-up (if requested)                               | per operation   | 125,76 |
| Safety service during welding work including vehicle and 2 people                            | per started ½ h | 150,69 |

##### Material

| Service                             | Unit      | EUR           |
|-------------------------------------|-----------|---------------|
| ABC fire extinguishing powder       | per kg    | 11,12         |
| BC fire extinguishing powder        | per kg    | 10,20         |
| Foam agent                          | per litre | current price |
| Carbon dioxide cartridge up to 1 kg | Cartridge | 29,36         |



MÜNSTER OSNABRÜCK  
INTERNATIONAL AIRPORT

|  |                                    |               |
|--|------------------------------------|---------------|
| Refilling of powder-type fire extinguisher(12 kg)                      | Extinguisher                       | 185,40        |
| Oil binding agent  | per bag                            | 46,76         |
| Oil binding agent  | per kg                             | 2,06          |
| Drain channel  | per day                            | 21,84         |
| Sand   | per t                              | current price |
| Cloths   | per kg                             | 4,79          |
| Cable drum 50 m  | per started ½ h<br>max. daily rate | 3,50<br>20,70 |
| Cable drum 100 m   | per started ½ h<br>max. daily rate | 8,70<br>27,60 |
| Use of lifting cushions  |                                    | rescue plan   |
| Disposal of fuel   |                                    | current price |
| <b>Hourly rates</b>  |                                    |               |
| <b>Service</b>   | <b>Unit</b>                        | <b>EUR</b>    |
| Fire inspector   | per started ½ h*)                  | 71,59         |
| Principal fire chief/Senior fire chief                                 | per started ½ h*)                  | 57,78         |
| Fire chief   | per started ½ h*)                  | 44,08         |
| Subordinate fire chief/senior fireman                                  | per started ½ h*)                  | 33,48         |
| Helper (temporary)   | per started ½ h*)                  | 22,87         |
| *) if requested between 10 pm and 6 am local time extra charge of 30 % |                                    |               |

| <b>Fire engines and fire fighting equipment (without personnel and auxiliary equipment)</b> |                 |             |
|---|-----------------|-------------|
| <b>Service</b>  | <b>Unit</b>     | <b>EUR</b>  |
| Routing fire engine   | per started ½ h | 29,66       |
| Fire engine   | per started ½ h | 48,82       |
| Fire engine/oil service   | per started ½ h | 70,80       |
| Fire engine with roll container recovery  | per started ½ h | 72,92       |
| Fire engine with roll container tank  | per started ½ h | 76,43       |
| Fire engine with roll container hollow  | per started ½ h | 76,43       |
| Fire engine with large tank   | per started ½ h | 147,50      |
| Fire engine with cable winch operation  | per started ½ h | 42,95       |
| Fire fighting vehicle (small)   | per started ½ h | 40,89       |
| Telescope-mast platform up to max. 32 m   | per started ½ h | 147,50      |
| Universal recovery equipment (Merlo)  | per started ½ h | 42,95       |
| Rescue service  | per MTOM        | 74,78       |
| Rescue equipment  | per started ½ h | rescue plan |
| Light pole with 5 kVA generator   | per started ½ h | 41,92       |
| Light pole with 30 kVA generator  | per started ½ h | 55,62       |
| Motor chain saw   | per started ½ h | 21,42       |
| Submergible pump  | per started ½ h | 16,89       |
| Water tower with key  | per day         | 32,03       |
| Water extractor   | per started ½ h | 16,89       |
| Forcing hose – C –  | per day         | 15,86       |
| Forcing hose – B –  | per day         | 15,86       |



MÜNSTER OSNABRÜCK  
INTERNATIONAL AIRPORT

|  |                 |        |
|--|-----------------|--------|
| Checking of fire extinguisher + add. replacement part and material | Device          | 21,16  |
| Radiation measuring device   | per operation   | 29,46  |
| Gas detector   | per operation   | 29,46  |
| Training on small fire extinguishers                               | per participant | 30,80  |
| Preparation of vehicles for presentation in the terminal           | per operation   | 125,15 |

| <b>Other Special Services</b>  |               |                     |
|--|---------------|---------------------|
| <b>Service</b>   | <b>Unit</b>   | <b>EUR</b>          |
| Baggage-Scan Charge acc. to IATA 753 + cost for communication                          | per unit      | 0,20 €<br>on demand |
| Information acc. to Passenger Rights Regulation 261/2004 EU on Departure/Arrival Times | per request   | 30,90 €             |
| Escorting including previous coordination/or convoy                                    | per operation | 168,10              |
| VIP-Service including detailed coordination and action of BLD or PC-F                  | per operation | 658,67              |
| Care units for passengers  | per box       | 119,28              |
| blanket sets for passengers  | per set       | 11,87               |
| Handling on separate request   |               | on demand           |



#### 4. GAT

### Landing Charges and Central Infrastructural Facilities

=> see Part II and III FMO GmbH

| <b>GAT-Handling (obligatory)</b>                         |                        |               |
|--|------------------------|---------------|
| <b>Service</b>   | <b>Conditions MTOM</b> | <b>EUR</b>    |
| <b>a) Standard-Package</b>                               | 0 - 2.000 kg           | 12,00         |
| - Crewtransport from/to aircraft                         | 2.001 - 4.000 kg       | 25,00         |
| - Organisation of customs clearing                       | 4.001 - 5.700 kg       | 63,00         |
| - Refuelling coordination                                | 5.701 - 10.000 kg      | 125,00        |
| - Crew assistance  | 10.001 - 15.000 kg     | 160,00        |
| - Weather- and NOTAMservice                              | 15.001 - 20.000 kg     | 200,00        |
|  | 20.001 - 30.000 kg     | 250,00        |
|  | 30.001 - 40.000 kg     | 325,00        |
|  | 40.001 - 50.000 kg     | 400,00        |
|  | 50.001 - 60.000 kg     | 480,00        |
|  | über 60.001 kg         | 560,00        |
| <b>b) Premium-Package</b>                                |                        |               |
| - Passenger-, Crew-, Baggage-Transport from/to aircraft  | 2.000 - 4.000 kg       | 62,00         |
|  | 4.001 - 5.700 kg       | 140,00        |
| - Organisation of customs clearing                       | 5.701 - 10.000 kg      | 185,00        |
| - Refuelling coordination                                | 10.001 - 15.000 kg     | 225,00        |
| - Crew assistance  | 15.001 - 20.000 kg     | 260,00        |
| - Ground equipment                                       | 20.001 - 30.000 kg     | 380,00        |
| - Weather- and NOTAM                                     | 30.001 - 40.000 kg     | 470,00        |
| - Crewrest and –briefing facilities                      | 40.001 - 50.000 kg     | 600,00        |
| - Passenger Lounge                                       | 50.001 - 60.000 kg     | 700,00        |
| - Baggage handling                                       | über 60.001 kg         | 800,00        |
| - Coordination of pick-up, Taxi, Limousine-Service       |                        |               |
| - Slot-Coordination support                              |                        |               |
| - Hotel Reservation                                      |                        |               |
| - Catering Coordination                                  |                        |               |
| - Cleaning Coordination (inside and outside of aircraft) |                        |               |
| - Coordination of aircraft de-icing                      |                        |               |
| - Apron approval for pick-up transport                   |                        |               |
| <b>VIP-Handling Surcharge</b>                            |                        | <b>424,00</b> |





| <b>Hangaring or Unhangaring without rental contract</b>  |                   |                          |
|--|-------------------|--------------------------|
| <b>Service</b>   |                   | <b>Daily Flat rate €</b> |
| For the hangaring and unhangaring towing process of the aircraft for short term hangaring without long term rental fees, the following charges are applicable: | up to 2.000 kg    | 36,50                    |
|  | 2.001 – 6.000 kg  | 70,50                    |
|  | 6.001 – 10.000 kg | 103,50                   |
|  | über 10.000 kg    | 134,70                   |

| <b>GAT list for use of hangar<br/>(parking without hangaring or unhangaring)</b>  |                            |                          |
|---|----------------------------|--------------------------|
| <b>Service</b>  | <b>Monthly Flat rate €</b> | <b>Daily Flat rate €</b> |
| up to 500 kg  | 163,80                     | 14,50                    |
| up to 1000 kg   | 213,20                     | 17,50                    |
| 1001 – 2000 kg  | 358,40                     | 25,80                    |
| 2001 – 3000 kg  | 536,60                     | 38,10                    |
| 3001 – 4000 kg  | 608,70                     | 42,20                    |
| 4001 – 5000 kg  | 835,30                     | 57,70                    |
| 5001 – 8000 kg  | 979,50                     | 68,00                    |
| 8001 – 10000 kg   | 1.481,00                   | 104,00                   |
| 10001 – 12000 kg  | 2.151,70                   | 151,40                   |
| above 12001 kg  | on agreement               | on agreement             |
| GAT Infrastructure (replaces the variable landing charge, security charge and PRM-charge) and includes availability of crew rest- and briefing rooms as well as self briefing facilities for MET and AIS; Excluding training and familiarization flights. | 2.000 - 4.000 kg           | 17,50                    |
|   | 4.001 - 5.700 kg           | 26,80                    |
|   | 5.701 - 10.000 kg          | 31,90                    |
|   | 10.001 - 15.000 kg         | 40,20                    |
|   | 15.001 - 20.000 kg         | 52,50                    |
|   | 20.001 - 30.000 kg         | 85,50                    |
|   | 30.001 - 40.000 kg         | 154,50                   |
|   | 40.001 - 50.000 kg         | 223,50                   |
| 50.001 - 60.000 kg  | 293,60                     |                          |
| über 60.001 kg  | 363,60                     |                          |
| Owner ascertainment   | per operation              | 17,50                    |
| GAT Extra Service   | per operation              | 40,20                    |
| GAT Additional Services Catering  | per operation              | 11,30                    |
| Porter Service  | per item                   | 10,80                    |
| Passenger transport GAT to terminal/aircraft  | per operation              | 20,60                    |



## **IV. Charges FMO Airport Services GmbH (Ground Handling Services)**

### **1. General Conditions**

FMO Airport Services GmbH itself or advised companies carry out the ground services indicated in the specifications of basic services and in the specification of additional services within the scope of their technical and staffing capacities.

If requested, FMO Airport Services GmbH will also render services required for aircraft handling that are not mentioned in the specification of basic services and in the specification of additional services. Such special services will be rendered depending on the availability of personnel and equipment and will be charged separately.

FMO Airport Services GmbH renders the services mentioned in Part 2 by trained staff. FMO Airport Services GmbH is entitled to use the services of third parties in performing its obligations.

FMO Airport Services GmbH reserves the right to charge for services that may be required due to handling regulations and that exceed those indicated in the specifications in accordance with the schedule of fees for special services.

The airlines and FMO Airport Services GmbH support and advise each other with regard to provision of the ground services and, whenever possible, take useful recommendations of the other party into consideration.

The airlines will provide FMO Airport Services GmbH with the information and instructions required to render the services in a proper manner. If necessary, FMO Airport Services GmbH will request the corresponding information and instructions from the airlines. FMO Airport Services GmbH will pass on information contained in the airline's flight documentation to third parties only with the airline's consent, in so far as this does not conflict with legal provisions.

### **Scheduled Flights**

FMO Airport Services GmbH undertakes to render the ground services indicated in the specification of basic services and in the specification of additional services for the airlines' scheduled flights without previous request. Scheduled flights are such flights that are reported to FMO Flughafen Münster/Osnabrück GmbH (air traffic management) not later than 72 hours before landing.

In order to put FMO Airport Services GmbH in a position to render its services, the airlines are obligated to inform FMO Flughafen Münster/Osnabrück GmbH as early as possible of the number of flights scheduled within a flight schedule period. This information includes the type of aircraft and the version, the flight number, the planned arrival and departure times and the airport of departure as well as all significant special features which are relevant for handling. The airlines further agree to inform FMO Flughafen Münster/Osnabrück GmbH as early as possible of all changes referring to scheduled flights. This applies in particular to delays, early arrival and cancellation of flights.



### **Non-scheduled flights, special flights**

For non-scheduled flights carried out at Münster/Osnabrück Airport by the airlines or on behalf of the airlines, FMO Airport Services GmbH will also render the ground services at its earliest convenience, taking into consideration the duties already taken on – within the scope of its technical and staffing capacities. The airlines agree to announce these flights in due time.

### **Priority**

If planes that have not been announced or have been announced with delay cause an overlapping with the handling of planes of other airlines, FMO Airport Services GmbH reserves the right to handling the scheduled and announced planes with priority.

### **Documents for ground services**

The documents and information required for rendering the ground services will be placed at the disposal of FMO Flughafen Münster/Osnabrück GmbH in due time by the airlines .

### **Special assistance (emergencies)**

In emergencies (emergency landing, accident) FMO Flughafen Münster/Osnabrück GmbH will immediately take all appropriate and possible measures, even without being instructed by the airlines, in order to help passengers and crew and to protect luggage, cargo and mail carried by the aircraft against loss or damage. In case of acts of violence the provisions of § 29 of the Civil Aviation Law are to be observed.

The costs thereby incurred will be refunded to FMO Flughafen Münster/Osnabrück GmbH by the airlines.

### **Standard of ground services**

The ground handling services are rendered in accordance with the usual procedures at FMO Airport Services GmbH and in accordance with international standards.

FMO Airport Services GmbH will carry out its services with trained staff. If necessary, representatives of the airlines and of FMO Airport Services GmbH will meet in order to discuss any questions in connection with the process and quality of the ground services. For the assessment of the causes of handling problems the punctuality of the airlines is to be taken into account.

### **Fees and charges**

For the basic services rendered by FMO Airport Services GmbH according to the following specifications handling fees are to be paid depending on the actually used scope of services.



For additional and special services that are not included in the basic services but are used by the airlines a fee according to the following specifications is to be paid.

Set-off against counterclaims is allowed only with the consent of FMO Airport Services GmbH.

### **Adjustment of fees and charges**

FMO Airport Services GmbH is entitled to adjust the handling fees in accordance with the general development of costs or for important reasons. The airlines will be informed of the adjustments one month before they enter into force.

### **Terms of Payment**

=> see Part I FMO GmbH

### **Liability**

FMO Airport Services GmbH is not liable for damage suffered by the airlines or claims for damages raised against the airlines which have been caused in connection with the services to be rendered by FMO Airport Services GmbH, unless this damage or these claims for damages have been caused by or are justified due to intentional or gross negligent behaviour of FMO Airport Services GmbH, its personnel or persons employed in performing its obligations.

The airlines indemnify FMO Airport Services GmbH against all claims by third parties, inclusive of costs charged in connection with the services taken on by FMO Airport Services GmbH, unless such claims are justified on the basis of intentional or gross negligent behaviour of FMO Airport Services GmbH, its personnel or persons employed in performing its obligations.

In the individual case the liability shall not exceed the liability of the airlines to their contractual partners.

The contractual parties will be released from their obligations, if one of the parties to the contract is unable to fulfil its obligations due to strike, force majeure or other reasons beyond its control.

### **Airport regulations**

The airport regulations (FBO) in their current version are an integral part of these terms of business.

### **Other**

=> see Part I FMO GmbH



## 2. Specification of Basic Ground Services (Apron services)

1. Positioning and/or removing blocks at the nose landing gear, aircraft clamping devices, tail supports and landing-gear locking devices according to the customer's instructions.
2. Emptying of toilets and waste containers as well as replacement of chemicals in the toilets and refilling of flush water containers (chemicals are supplied by the customer or separately charged by the airport).
3. Cabin cleaning (if possible within the scheduled period of stay):

Based on AHM 802, 4.11, Subsection 3.11.2

- a) Emptying of ashtrays
- b) Disposal of waste
- c) Removal of waste from seat bags and compartments above the seats
- d) Wiping of tables
- e) Cleaning of seats and realigning of belts
- f) Cleaning of floors and floor coverings
- g) Emptying and cleaning of waste bins
- h) External cleaning of galley (sink and working tops) and lavatories (wash basin, toilets, seats and mirrors)
- i) Where necessary, removal of remainders of air sickness, food or obvious stains

Prices for night-stop cleaning are to be agreed separately and are based on the services requested in the individual case.

All cleaning services beyond this scope are to be agreed separately.

4. Immediate reporting to the customer of all defects found on aircraft and cargo, irrespective of the question of cause and time.
5. Closing and, if necessary, securing of doors and loading hatches of the aircraft according to the customer's instructions.
6. Provision of fire protection during engine start-up by means of suitable fire fighting equipment.
7. Transport of passenger and crew loading steps along with accessories to and from the aircraft.
8. Transport of loading and unloading equipment and vehicles to and from the aircraft.
9. Unloading of luggage, cargo and mail (inclusive of the customer's comail bags) from the aircraft (except for night air mail).
10. Transportation of luggage from the aircraft to the transfer point of the central infrastructure facilities. The liability of FMO ends at the moment when the conveyor belt enters the arrival hall.



11. Transportation of cargo between aircraft and airport freight storage room.
12. Transportation of mail between aircraft and airport post office (except for night air mail.)
13. Transportation of the customer's comail bags between aircraft and the arrival hall.
14. Transportation of transfer baggage to the collecting place determined by the customer and obtaining the transfer certificate from the accepting company.
15. Transfer of luggage and cargo (inclusive of the customer's comail bags) between aircraft of the customer according to the latter's instructions (except for night air mail)
16. If requested and instructed by the customer unloading and loading of crew luggage and its transportation between aircraft and terminal or from the check-in counter to the aircraft.
17. Unloading and loading as well as transportation and storage of ballast. If requested by the customer, provision and filling of ballast tanks against extra charge.
18. Provision of ground power supply units during ground-stop time for up to 1 hour.
19. Loading of the aircraft with luggage and cargo (inclusive of the customer's mail bags) (except for night air mail).
20. Securing of load with material made available by the customer.

#### **Handling fees for basic services**

For handling services rendered within the published business hours which are included in the basic services listed in the specification, fees for services concerning landing and take-off are payable according to the Schedule of Fees and Charges, plus the legal rate of value added tax.

The provision of handling staff, vehicles and equipment by the airline company without previous agreement as well as reduced or cancelled handling services due to a low load factor or other reasons beyond the airport company's control have, as a matter of principle, no effect on the handling fees.

#### **Technical landing**

For technical landings (handling without change of load) no basic service fees will be charged for landing.



### **Surcharges for basic ground services of FMO Airport Services GmbH**

- a) In case of separate handling, i.e. if landing and take-off of an aircraft are no longer directly connected (overnight stay, flight cancellation, ferrying, etc.), or if the period between landing and take-off of an aircraft is longer than 90 minutes, the fees for the basic services are increased by 40% to 140%. If the aircraft stays longer than 24 hours the fees for the basic services are increased by 200% to 300%.
- b) If, after the loading process has been completed, but before completion of the total handling, partial unloading or loading takes place upon request of the airline company, the fees for basic services are increased by 100% to 200% if the aircraft takes off on the same day and the loading and unloading work is to be partially repeated. If all of the handling work is to be done twice, the fees for basic services are increased by 200% to 300%.
- c) If take-off is cancelled after completed loading, the basic fees are increased by 100% to 200% because of the additional work of re-unloading.
- d) If, during the handling of a passenger aircraft, the loading or unloading volume is more than 50% of the weight of the aircraft's loading capacity for cargo or mail, the fees for the above mentioned services are increased by 25% to 125%.
- e) If the handling of a freight carrier is concerned, the fees for the above mentioned services are increased by 100% to 200%.
- f) The fees for handling of a pure freight carrier will be charged according to the corresponding MTOM category of a passenger aircraft plus the above mentioned surcharge of 100%.
- g) If handling of an in- and simultaneous outbound ferry-flight is concerned 40 % of the fees for the basic services are invoiced plus additionally requested special services.

### **Further services**

For further services the fees will be assessed on the basis of type and scope of the services.



## Fees for basic ground services

| The handling fees apply to passenger aircrafts and depend on the number of seats. |               |                 |
|---|---------------|-----------------|
| Number of seats   | EUR per start | EUR per landing |
| 001 – 009   | 29,15         | 29,15           |
| 010 – 029   | 94,04         | 94,04           |
| 030 – 049   | 158,52        | 158,52          |
| 050 – 069   | 224,03        | 224,03          |
| 070 – 089   | 288,92        | 288,92          |
| 090 – 109   | 353,70        | 353,70          |
| 110 – 129   | 402,94        | 402,94          |
| 130 – 149   | 465,35        | 465,35          |
| 150 – 169   | 527,77        | 527,77          |
| 170 – 189   | 582,77        | 582,77          |
| 190 – 209   | 644,37        | 644,37          |
| 210 – 229   | 706,07        | 706,07          |
| 230 – 249   | 767,76        | 767,76          |
| 250 – 269   | 829,36        | 829,36          |
| 270 – 289   | 892,08        | 892,08          |
| 290 – 309   | 940,18        | 940,18          |
| 310 – 329   | 1.000,95      | 1.000,95        |
| 330 – 349   | 1.061,83      | 1.061,83        |
| 350 – 369   | 1.122,70      | 1.122,70        |
| 370 – 389   | 1.183,57      | 1.183,57        |
| 390 – 409   | 1.244,45      | 1.244,45        |

## Specification of Additional Services

### Push Back

1. Provision and operation of aircraft towing vehicles. The tow-bar is to be provided by the airline.
2. Pushing the aircraft out of its parking position in accordance with local regulations and instructions under the supervision of a representative of the airline (walk-out assistance).
3. Provision of personnel for walk-out assistance

| Service  | Unit          | EUR    |
|--|---------------|--------|
| Aircraft up to 20 t MTOM incl. Walk-out-Assistance | per operation | 169,74 |
| Aircraft up to 90 t MTOM incl. Walk-out-Assistance | per operation | 197,35 |
| Aircraft above 90 t MTOM incl. Walk-out-Assistance | per operation | 268,42 |





### Towing of aircraft

1. Provision and operation of aircraft towing vehicles. The tow-bar is to be provided by the airline.
2. Towing of the aircraft in accordance with local regulations and instructions under the supervision of a representative of the airline.

| Service                     | Unit          | EUR    |
|-----------------------------|---------------|--------|
| upon request of the airline |               |        |
| Aircraft up to 20 t MTOM    | per operation | 138,43 |
| Aircraft up to 90 t MTOM    | per operation | 163,87 |
| Aircraft above 90 t MTOM    | per operation | 235,05 |
|                             |               |        |

### De-icing

| Service  | Unit            | EUR    |
|--|-----------------|--------|
| De-icer without fluid for all types of aircraft up to 5,7 MTOM, service included   | per started ¼ h | 396,24 |
| De-icer without fluid for all types of aircraft above 5,7 t MTOM, service included | per started ¼ h | 680,00 |
| De-icing fluid incl. waste disposal  | per litre       | 7,25   |
| Hot water  | per litre       | 0,31   |

### Additional cleaning services by arrangement

#### Specification of Special Services

The following services (special services) will be carried out on request, provided that the conditions required for their rendering exist. There is no legal claim to these services unless contractual obligations exist. Services and supplies not included in these specifications will be charged separately.

The minimum unit of charge for special services is the unit of charge mentioned here. In each case the charge is based on started units.

If, in connection with the provision of equipment and vehicles, it is not expressly stated that the price for operator or driver is included, a separate charge will be made for the use of personnel.



MÜNSTER OSNABRÜCK  
INTERNATIONAL AIRPORT

| <b>Personnel</b>   |                   |            |
|--|-------------------|------------|
| <b>Service</b>   | <b>Unit</b>       | <b>EUR</b> |
| Aircraft handler   | per started ½ h*) | 26,16      |
| Shift foreman aircraft handling  | per started ½ h*) | 37,70      |
| Works manager  | per started ½ h*) | 49,34      |
| *) if requested between 10 pm and 6 am local time extra charge of 30 % |                   |            |

| <b>Equipment and vehicles without operator/driver</b>     |                 |               |
|---|-----------------|---------------|
| <b>Service</b>  | <b>Unit</b>     | <b>EUR</b>    |
| Fork lift truck 3,5 t                                     | per started ½ h | 46,14         |
| Fork lift truck 9,0 t                                     | per started ½ h | 54,72         |
| Low lift platform truck 3,5 t                             | per started ½ h | 46,14         |
| Low lift working platform                                 | 1 h             | 56,75         |
| Low lift working platform                                 | 1 day/per day   | 288,61        |
| Low lift working platform                                 | 2 days/per day  | 278,00        |
| Low lift working platform                                 | 3 days/per day  | 271,10        |
| Low lift working platform                                 | 5 days/per day  | 265,74        |
| Aircraft loading platform up to 7 t                       | per started ½ h | 79,62         |
| Main-Deck-Loader  | per started ½ h | 172,00        |
| Container or pallet transporter                           | per started ½ h | 50,37         |
| Conveyor belt   | per started ½ h | 30,80         |
| Aircraft towing vehicle up to 5,7 t MTOM                  | per started ½ h | 35,54         |
| Aircraft towing vehicle up to 20 t MTOM                   | per started ½ h | 83,84         |
| Aircraft towing vehicle up to 90 t MTOM                   | per started ½ h | 111,45        |
| Aircraft towing vehicle above 90 t MTOM                   | per started ½ h | 172,00        |
| Toilet service truck                                      | per started ½ h | 54,59         |
| Potable water truck                                       | per started ½ h | 51,50         |
| GPU 28/112 V/2000 A                                       | per started ½ h | 31,83         |
| GPU 200 V/400 Hz/90 kVA                                   | per started ½ h | 52,53         |
| Ground starter unit                                       | per operation   | 11,43         |
| Passenger steps – large –                                 | per started ½ h | 21,73         |
| Passenger steps – medium –                                | per started ½ h | 18,03         |
| Passenger steps – small –                                 | per started ½ h | 14,73         |
| Sweeping/vacuum cleaning                                  | per started ½ h | 34,50         |
| Mobil conveyor belt                                       | per started ½ h | 29,45         |
| High-pressure cleaning device<br>(not including material) | per started ½ h | 13,18         |
| Cabin pre-heating   | per started ½ h | 96,51         |
| Compressed-air starter                                    | per operation   | 174,59        |
| Compressor  | per started ½ h | 15,24         |
| Luggage cart  | per started ½ h | 2,88          |
| Vaccum cleaner  | per started ½ h | 5,67          |
| Ballast 25 kg   | per bag         | 12,67         |
| Lashing material  | per bundle      | 6,90          |
| All-purpose cleansing agent                               |                 | current price |



MÜNSTER OSNABRÜCK  
INTERNATIONAL AIRPORT

| <b>Further Services</b>  |                          |            |
|--|--------------------------|------------|
| <b>Service</b>   | <b>Unit</b>              | <b>EUR</b> |
| Crew transport to terminal/aircraft  | per operation            | 20,60      |
| UM-transport with passenger bus<br>Transition to the airline at the border of<br>building/arrival or at aircraft | per UM                   | 10,09      |
| Transition at information desk/terminal  | per UM                   | 20,19      |
| Passenger-/Visitor bus   | per started ½ h          | 83,84      |
| Porter Service   | pro Gepäckstück          | 10,80      |
| Aircraft towing back and forth from filling<br>station   | per operation up to 2 t  | 18,25      |
| As above (incl. towing vehicle)  | per operation up to 6 t  | 35,25      |
| As above (incl. towing vehicle)  | per operation up to 10t  | 51,75      |
| As above (incl. towing vehicle)  | per operation above 10 t | 67,35      |
| Aircraft hangaring or unhangaring  | per operation up to 2 t  | 36,50      |
| As above (incl. towing vehicle)  | per operation up to 6 t  | 70,50      |
| As above (incl. towing vehicle)  | per operation up to 10t  | 103,50     |
| As above (incl. towing vehicle)  | per operation above 10 t | 134,70     |
| Tie-down of small aircraft   | per operation            | 13,13      |
| Safety markers for small aircraft  | per operation            | 10,82      |
| Moving assistance for small aircraft   | per operation            | 7,62       |
| Positioning and removing of blocks at the<br>main landing gear   | per operation            | 12,41      |
| Positioning and removing of safety cones<br>(4 cones included)   | per operation            | 12,41      |
| Unimog with driver   | per started ½ h          | 87,55      |
| Loading up of catering supplies  | per container            | 5,61       |
| Unloading of catering supplies   | per container            | 5,61       |
| Charging of battery 12 V, 24 V   | per operation            | 16,48      |
| Baggage identification   | per seat                 | 3,09       |
| Cleaning of cockpit windows  | per operation            | 24,93      |
|  |                          |            |



## **V. Charges FMO Passenger Services GmbH**

### **General Terms & Conditions**

=> see Part I FMO GmbH

### **Specification of Services**

#### **Passenger handling**

- Check-In of passengers according to the procedure of the respective airlines
- Boarding
- Handling of UMS, MAAS, etc.
- Supervision of all Check-Ins
- Trainings of employees
- Handling of all irregularities
- Post departure works (telexes, sorting and sending of tickets).

#### **Baggage tracing**

- Dealing with all irregularities and delivery of baggage (airline expense)
- Lost property

#### **Operations**

- Compilation and provision of all flight documentation required (NOTAMs, flight schedules, weather, etc.)
- Preparation of loading documents
- Ramp handling (Supervision of loading according to the airline procedures)
- Preparation of load and trim sheets
- Maintenance of documentation (tripfiles, GOM's)
- Coordination of all work during ground time (cleaning, catering, loading and unloading, slots, etc.)
- Transmission of post-departure messages
- Handling of irregularities (diversions, cancellations)
- Contacting the various airlines in case of irregularities
- Updating of various computer programmes such as e.g. in case of aircraft change



## Charges

| <b>Handling of Passengers and Luggage</b>  |   |            |
|--|---|------------|
| <b>Service</b>   | <b>Unit</b>                               | <b>EUR</b> |
| The whole procedure of passenger and luggage handling for the purpose of departure, including handling of the required documents | per offered seat of the aircraft          | 4,64       |
|  | minimum price                             | 144,20     |
| System costs FMO system DCS  | per passenger                             | 0,31       |
| System costs foreign systems DCS   | per passenger                             | 0,62       |
| Material   | per passenger                             | 0,21       |
| Diversion Fee  | Registration up to 3 h before arrival     | 595,00     |
| Diversion Fee  | Registration more than 3 h before arrival | 395,00     |
| Short-termed Cancellation of Diversion   | fee-based on registration                 | 200,00     |
| Procedure Denied Boarding Compensation   | per passenger                             | 50,00      |
| Additional Charge for Delay  | per started ½ h (up to 30 min. inclusive) | 52,32      |
|  |   |            |

| <b>Additional Services</b>                 |                                      |                          |
|--|--------------------------------------|--------------------------|
| <b>Service</b>                             | <b>Unit</b>                          | <b>EUR</b>               |
| OPS Handling agent                         | per started ½ h (minimum period ½ h) | 26,16                    |
| Check-In agent                             | per started ½ h (minimum period ½ h) | 26,16                    |
| Supervisor                                 | per started ½ h (minimum period ½ h) | 37,70                    |
| Additional staff                           |                                      | acc. to schedule of fees |
| Handling on separate request               |                                      | on demand                |
| Handling of AHL, DPR, OHD                  | per operation                        | 20,00                    |
| Collection of additional passenger charges | <b>starting June 1, 2019</b>         | <b>50 %</b>              |



## VI. Charges FMO Security Services GmbH

### Terms of Business

=> see Part I FMO GmbH

### Specification of Services

FMO Security Services GmbH organizes trainings and instructions according to the VO-EU 2015/1998 and the Luftsicherheitsschulungsverordnung (LuftSiSchulV) with authorized trainers under the regulations of §§ 5, 8 and 9 LuftSiG.

Trainings/Introductions are being offered for groups between 12 – max. 15 trainees. Single trainings can be agreed upon separately. The training/introduction is being finished with a test and a certificate depending on the regulations of the LuftSiSchulV. Furthermore, FMO Security Services GmbH is licensed to conduct the following trainings: 11.2.3.1 (a) and (b), 11.2.3.3, 11.2.3.4, 11.2.3.10, 11.2.3.5, 11.2.4, 11.2.5, 11.2.6, 11.2.7.

Basic trainings for trainees to air security assistant and refreshing trainings according to § 5 LuftSiG can be held on agreement.

| Service   | Chap. EU-VO<br>1998/2015 | Unit                                       | EUR             |
|---|--------------------------|--|-----------------|
| Basic Training<br>Air Security Assistant; 266 UE  | 11.2.3.1 a               | per Person<br>(starting with<br>5 persons) | 2.000,00 €<br>* |
| Basic Training<br>Air Security Inspection Staff; 197 UE                                   | 11.2.3.1 b               | per Person<br>(starting with<br>5 persons) | 1.800,00 €<br>* |
| Training of Air Security Inspection Staff<br>for car inspection; 46 UE                    | 11.2.3.4<br>(+11.2.3.10) | per person<br>(starting with 5<br>persons) | 600,00 € *      |
| Advanced Training; 6 UE   |                          | per person<br>(starting with 5<br>persons) | 180,00 € **     |
| Training Access Control Staff; 27 UE  | 11.2.3.5                 | per person<br>(starting with 5<br>persons) | 400,00 € *      |
| Advanced Training; 5 UE   |                          | per person<br>(starting with 5<br>persons) | 150,00 € **     |
| Training Other Security Staff incl.<br>deliveries for airport and board supplies;<br>5 UE | 11.2.3.10                | per person<br>(starting with 5<br>persons) | 160,00 € *      |
| Advanced Training; 4 UE   |                          | per person<br>(starting with 5<br>persons) | 130,00 € **     |
| Apprenticeship Supervisory Staff; 36 UE   | 11.2.4                   | per person<br>(starting with 5<br>persons) | 800,00 € *      |
| Advanced Training   |                          | per person<br>(starting with 5<br>persons) | 150,00 € **     |



MÜNSTER OSNABRÜCK  
INTERNATIONAL AIRPORT

| Service  | Chap. EU-VO<br>1998/2015 | Unit                                     | EUR         |
|--|--------------------------|--|-------------|
| Safety Advisor (i.a. for well-known suppliers); 38 UE  | 11.2.5                   | per person                               | 750,00 € *  |
| Advanced Training 4 UE   |                          | per person                               | 350,00 € ** |
| Training Other Staff (online); 4 UE  | 11.2.6                   | per person                               | 60,00 €     |
| Training Other Staff (with trainer); 4 UE  | 11.2.6                   | per person<br>(starting with 10 persons) | 75,00 €     |
| Training „General Security Awareness“; 2 UE  | 11.2.7                   | per person<br>(starting with 5 persons)  | 50,00 €     |
| Training „Dangerous Goods“ PK-12/PK-9 incl. examination (8 UE)                               | IATA DGR Kap. 1.5        | per person<br>(starting with 5 persons)  | 80,00 €     |
| <i>*Prices plus Examination Fees and Charges acc. to „Luftsicherheitsgebührenverordnung“</i> |                          |  |             |
| <i>** incl. Certification Fee</i>  |                          |  |             |

| Service   | Unit          | EUR     |  |
|---|---------------|---------|--|
| Issue/Dispatch of Duplicate of Training Certificate | per operation | 15,00 € |  |
| Training less than 5 persons on request             |               |         |  |