

# List of Charges Aviation

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## **Dresden Airport – Contacts and Information**

### **Street Address**

Flughafen Dresden GmbH  
Flughafenstraße  
01109 Dresden  
Germany

### **Postal Address**

Flughafen Dresden GmbH  
P.O.B. 80 01 64  
01101 Dresden  
Germany

### **Banking Details**

Name           Commerzbank Dresden  
Address       Devrientstraße 3  
                  01067 Dresden  
                  Germany

SWIFT-BIC     COBADEFF850  
IBAN           DE85 8504 0000 0800 3030 00

Tax-ID-Nr.:    DE 140206335

### **General Questions**

phone:   +49 (0) 351 - 881 3220

### **Airport Operations Control (24h)**

phone:   +49 (0) 351 - 881 3220  
fax:       +49 (0) 351 - 881 3225  
e-mail:   VerkehrsleitervomDienst@dresden-airport.de  
SITA:     DRSFLXH

### **Accounting**

e-mail:   Verkehrsabrechnung@dresden-airport.de

## Revisions

REV # valid from	destroy the following pages		insert following page	
	Old page	Date	New page	Date
# 33 - 01JAN16	01 - 26	01JAN16	01 - 39	01JAN16
# 34 - 01JUL16	39	01JAN16	39	01JUL16
# 35 - 01NOV16	35 / 38	01JUL16	35 / 38	01NOV16
# 36 - 01JAN17	14 / 26-31	01NOV16	14 / 26-31	01JAN17
# 37 - 01APR17	7 / 11 - 13	01JAN17	7 / 11 - 13	01APR17
# 38 - 01NOV17	33 - 39	01JAPR17	33 - 39	01NOV17
# 39 - 01APR18	01 - 39	01NOV17	01 - 38	01APR18
# 40 - 01NOV18	32/34	01APR18	32/34	01NOV18
# 41 - 01JAN19	14	01NOV18	14	01JAN19

**Following documents will be provided on request only.**

Kindly contact:

Flughafen Dresden GmbH  
Operations Department  
Ms Monika Schwertfeger  
Flughafenstraße  
01109 Dresden  
Germany

phone: +49 (0) 351/881 3100  
fax: +49 (0) 351/881 3105  
e-mail: [Monika.Schwertfeger@Dresden-Airport.de](mailto:Monika.Schwertfeger@Dresden-Airport.de)

**List of Charges Non-Aviation with the following contents:**

- 5.1 Customer Services
- 5.2 Airport Fire Brigade
- 5.3 Airport Security
- 5.4 Technical Support
- 5.5 Parking
- 5.6 Information and Communication Equipment

**Information on Cargo Handling Charges will be provided upon request by:**

PortGround GmbH  
Niederlassung Dresden  
Flughafenstraße  
01109 Dresden  
Germany

phone: +49 (0) 351/881 3511  
fax: +49 (0) 351/881 3505  
e-mail: [Cargo.DRS@portground.de](mailto:Cargo.DRS@portground.de)

## **1 General Terms and Conditions**

- 1.1** All deliveries made, services rendered and offers submitted by Flughafen Dresden GmbH are based exclusively on these general terms and conditions.
- 1.2** By placing an order, the client tacitly accepts the following conditions, which rules out the need for any further special agreements to be made in individual cases. Flughafen Dresden GmbH is not legally bound to adhere to the clients' purchasing regulations, even in the case that it does not disagree to them explicitly.
- 1.3** Contracts are based on the version of the Flughafenbenutzungsordnung (Airport User Regulations), which is currently valid.
- 1.4** Flughafen Dresden GmbH reserves the right to transfer its rights and duties as stated in contracts to a third party without the clients' agreement. In the case that the contract in question is a purchase, service or project agreement, the client has the right to withdraw from the contract immediately as soon as the rights have been transferred to a third party.
- 1.5** Orders, agreements and sub agreements, including those of our contractors and sales partners, first become legally binding when they are confirmed in writing or are carried out by Flughafen Dresden GmbH.
- 1.6** The offers and prices given in price lists are without engagement. All prices listed in the official price list are net and do not include VAT. Sales tax is to be paid separately if there is no tax exemption in accordance with the Umsatzsteuergesetz (Law on Sales Tax).
- 1.7** The ability to pay is the requirement that a debtor has to fulfil in order for Flughafen Dresden GmbH to confirm or carry out a request. If details are disclosed or circumstances arise that give reasons to believe that the client may not be able to pay for the services rendered, Flughafen Dresden GmbH has the right to suspend waiting orders and to enter immediately into negotiations on delivery and payment arrangements. If the negotiations fail to reach a result, Flughafen Dresden GmbH has the right to complete the orders step by step against payment or security.

- 1.8** Provided that the conditions of payment or regulations on execution of payment are not defined otherwise in individual agreements, the following applies:
- Invoices will be issued on the day that the order is completed
  - Invoices are due immediately in full, clear of any expenses and deduction for payment in the statutory local currency of the Flughafen Dresden GmbH.

Flughafen Dresden GmbH accepts in principle cash-payment or credit card payments from credit card companies recognized in the European Union.

However, payment by means other than cash is only possible if the debtor has made an advance payment or Flughafen Dresden GmbH has been given a security (amounting to the expected turnover in the next three-month period) in the form of a deposit or a direct enforceable bank guarantee provided by a bank that has its headquarters in the Federal Republic of Germany.

- 1.9** In the case that provision for a cash discount is made as contracted, such a discount will not be justified if the client fails to keep the agreed date of payment for outstanding invoices owing to Flughafen Dresden GmbH.
- 1.10** In case of breach of agreed payment terms, Flughafen Dresden GmbH has the right to charge interest payable on arrears at a rate of 2% for every month started from the first day of arrears up to the maximum level laid down in Article 288 (1) of the BGB (German Civil Code) for that year, should the client fail to keep to the period for payment agreed in the contract. In such a case, Flughafen Dresden GmbH also has the right to demand cash payments in future.
- 1.11** Complaints about the quality, amount or price of the completed orders must be reported in writing to Flughafen Dresden GmbH 14 days at the latest after the invoice has been issued.

The client shall not be entitled to retain payments because of denied claims, to offset payments with denied counter-claims and to deduct any payments without justification.

- 1.12** Flughafen Dresden GmbH is only liable for damages caused wilfully or as a result of negligence by its own employees or agents. The liability for damages regarding life, body or health are excluded from the limitation of liability mentioned above.

Flughafen Dresden GmbH is liable to power network users in the context of the electric power supply for damages, when there are damages caused by interruption or by irregularities during the use of the access according to § 18 of "Verordnung über Allgemeine Bedingungen für den Netzanschluss und dessen Nutzung für Elektrizitätsversorgung in Niederspannung" (Niederspannungsverordnung – NAV, BGBl I 2006, 2477) from 01.11.2006.

- 1.13** Any act of good-will or privilege granted by Flughafen Dresden GmbH with regard to the aforementioned conditions does not constitute a deviation from these conditions.

Should any of the aforementioned individual conditions become invalid, this does not affect the validity of the remaining conditions.

Adaptations or changes of the present conditions require at least the text form.

- 1.14** Place of fulfilment is Dresden Airport.

The court of jurisdiction is in Dresden, provided that the contract is with a company representative, a legal representative of Public Law or person acting in a special capacity under public law.

German Federal Law applies exclusively.

- 1.15** The General Terms and Conditions in the German Language are legally binding. Versions in a foreign language are non-binding translations.



## **2 Landing-, Passenger-, Security- und Parking Fees**

### **2.1 General**

#### **2.1.1 Debtors of Landing- and Passenger Fees**

The following are debtors of landing- and passengers fees:

- a) the airline under which airline code / flight number the respective flight has been carried out,
- b) the airlines as common debtor, under which airline code / flight number the respective flight has been carried out (Code Sharing),
- c) the person in whose name the aircraft is registered,
- d) the person who is naturally or legally using the aircraft but is not necessarily the owner or person in whose name the aircraft is registered, such as a person renting or leasing the aircraft.

### **2.2 Landing Fee – Calculation: Maximum Take-Off Weight**

The landing fee is calculated on the Maximum Take-Off Weight (MTOW) of the aircraft as indicated in the registration certificate irrespective of the operational criteria.

Proof of the MTOW is to be recorded in the Airplane Flight Manual (AFM) - Basic Manual Section for Weight Limitations. Until these documents have been presented, the highest known MTOW for this aircraft type will be used as basis for calculation. Backdated reimbursements will not be granted.

A change in the MTOW in accordance with the AFM will be recognized at the point of next schedule change provided that this change has been announced at least four months before the start of a flight timetable period.

Please send the required aircraft data (type, MTOW, noise certificate, configuration) to:

**ac\_registration@mdf-ag.de**

The share of landing fee, calculated on the aircrafts Maximum Take-off Weight amounts to in EUR:

<b>Aircraft</b> that meet the following requirements *:		<b>up to 1,200 kg Max. Take Off Weight</b>	<b>1,200 kg – 2,000 kg Max. Take Off Weight</b>
ICAO Annex 16 Vol. I: Chapter 3, Chapter 6 (-8dB(A)), Chapter 10 (-3 to -8 dB (A))		<b>11.66 EUR</b>	<b>22.55 EUR</b>
ICAO Annex 16 Vol. I: Chapter 5, Chapter 6, Chapter 8, Chapter 10 Chapter 11		<b>24.21 EUR</b>	<b>47.41 EUR</b>
Not certified according to ICAO Annex 16	06.00 – 21.59	<b>28.59 EUR</b>	<b>56.01 EUR</b>
	22.00 – 05.59		<b>110.17 EUR</b>
			(per Landing)
<b>Certified according to ICAO Annex 16:</b>		<b>&gt; 2,000 kg Maximum Take Off Weight</b>	
Chapter <b>XIV</b> *			<b>7.05 EUR</b>
Chapter <b>IV</b> *			<b>7.25 EUR</b>
Chapter <b>III</b> * (with bonus regulation**)			<b>7.45 EUR</b>
Chapter <b>III</b> * (without bonus regulation)			<b>17.51 EUR</b>
Chapter <b>II</b> *)	06.00 – 21.59		<b>35.51 EUR</b>
	22.00 – 05.59		<b>61.87 EUR</b>
Not certified according to ICAO Annex 16:	06.00 – 21.59		<b>71.55 EUR</b>
	22-00 – 05.59		<b>110.17 EUR</b>

(per 1,000 kg - or part thereof - MTOW)

\*) Aircraft with jet turbines or aircraft with other types of propulsion meet the requirements of ICAO Annex 16, Chapters 2, 3, 4, 5, 6, 8, 10 or 11, 14 provided that it can be proved in each individual case on the basis of details provided by the manufacturer or comparable documents provided by a licensing authority that the authorized noise levels given in those chapters are not exceeded. For Aircraft that can prove compliance with the conditions of ICAO Annex 16, Chapter 4 or Chapter 14 through the noise certificate shall be treated in the calculation of landing charges as if a corresponding noise certificate with entry of the certification according to ICAO Annex 16, Chapter 4 or Chapter 14 is present. Chapter 14 stipulates a reduction of the cumulative noise limits of -7 dB compared to the currently valid Chapter 4, which equals -17 dB below the requirements of Chapter 3.

It is decisive in the calculation of fees that the aircraft owner actually presents proof showing that the requirements named above can be fulfilled before take-off. This proof should be complete and it should be possible for the airport authorities to check it. If such proof is not presented, the fees will be calculated on the basis of the category "No noise certification according to ICAO Annex 16". Backdated reimbursements will not be granted.

\*\*) The bonus regulation applies to all aircraft types that are included in the current version of the take-off list of the Federal Ministry of Transport and Digital Infrastructure (BMVBI). This includes all aircraft types with a Maximum Take-off Weight (MTOW) of below 25 t that fulfil the requirements of ICAO Annex 16 Chapter 3 as well as:

Airbus A300 (all versions),	Tupolev Tu 204,	McDonnell Douglas DC 8-70 - Baureihe,
Airbus A310 (all versions),	Boeing B717,	McDonnell Douglas DC 10 (all versions),
Airbus A319 (all versions),	Boeing B727-100 Reengined	McDonnell Douglas MD 11 (all versions),
Airbus A320 (all versions),	mit 3 Tay-Triebwerken,	McDonnell Douglas MD 90 (all versions),
Airbus A321 (all versions),	Boeing B737-300 bis -800,	Embraer 190 / 195,
Airbus A330 (all versions),	Boeing B747-400,	BAe 146 / AVRO RJ - Baureihe,
Airbus A340 (all versions),	Boeing B757 (all versions),	Fokker 70 / 100,
Airbus A350 (all versions),	Boeing B767 (all versions),	Canadair RJ – Serie,
Airbus A380	Boeing B777 (all versions),	Dash 8-400,
Lockheed L-1011 Tristar (all versions),	Boeing B787 (all versions),	Gulfstream IV / V

A discount is granted on the fees listed above for training flights and introductory flights for aircraft with a Maximum Take-off Weight of:

Up to 3,000 kg      40 %  
Over 3,000 kg      55 %.

The minimum fee to be paid after discount is **8.23 EUR**.

Training flights are flights where a civil trainee pilot flies as part of his training at an authorized training centre (aviation school). Such flights are a requirement for extension of his civil pilot's license or are a necessary part of the examination of aviation personnel.

Introductory flights are flights, which serve as aeronautical and technical introductions of civil pilots. The trainee pilots must possess the license required for particular the aircraft type. The trainer carrying out the introduction must be on board of the aircraft used.

## 2.3 Passenger Fee - Calculation: Passengers

The passenger fee in commercial air traffic and company charter traffic is calculated according to the number of passengers on board of the aircraft at the time of departure. Children under the age of 2 years and without the right of an own seat are not included.

type of service		unit of calculation	fee
<b>Passenger Fee</b>		per passenger	
	<b>EU*</b> incl. Iceland, Norway, Switzerland		<b>12.46 EUR</b>
	<b>Non-EU*</b>		<b>16.19 EUR</b>

\* provided that the following landing of the aircraft takes place at an airport within the above mentioned areas

### 2.3.1 Special Cases

The share of the landing fee calculated on Maximum Take-off Weight is also to be paid when the aircraft touches the ground and, directly following this, accelerates for take-off.

No landing fee is payable in the case of an emergency landing as a result of technical problems with the aircraft or following the threat of or actual use of violence provided that the airport is not the scheduled destination. Alternative landings are not emergency landings.

No landing fee is payable for inspection flights of the responsible official authorities.

## 2.4 Security Fee – Calculation: Passenger

In addition to landing- and passenger fees a security fee is to be paid to the airport authority for each take-off of an aircraft from Dresden Airport.

The security fee is levied to refinance additional insurance costs, covering war and terror risks and additional costs for performing official security requirements.

The security fee in commercial air traffic and company charter traffic is calculated according to the number of passengers on board the aircraft at the time of departure. Children under the age of 2 years and without the right of an own seat are not included.

type of service	unit of calculation	fee
<b>Security Fee</b>	per Passenger	<b>2.52 EUR</b>

## 2.5 Parking Fee

A fee is payable to the airport authority for parking aircraft at the airport. The level of parking fee to be paid is calculated according to the Maximum Take-off Weight of the aircraft.

type of service	unit of calculation	fee
<b>Parking Fee</b>	per 24hrs started / per 1000 kg MTOW started	<b>2.60* EUR</b>

\* The minimum parking fee for every 24 hours started is **6.74 EUR**.

There is no parking fee payable for a maximum of **3 hours** between landing and take-off of an aircraft.

Before the aircraft is parked for a period of time, which will probably last longer than 30 consecutive days, a special agreement can be made between the aircraft owner and the airport authority. Special agreements are also to be made with the airport authority in case of an accident.

## 2.6 Official Authorisation

The Saxon State Ministry for Economic Affairs, Labour and Transport authorised the Landing-, Passenger-, Security- and Parking-Fees. The Landing-, Passenger- and Parking Fees are valid since April 1st, 2018. The Security Fees are valid since April 01st, 2017.

### **3 Passenger based Handling Fees – CUPPS and PRM**

#### **3.1 General**

##### **3.1.1 Debtors of Passenger based Fees**

The following are debtors for Passenger based Handling Fees – CUPPS and PRM:

- a) the airline under which airline code / flight number the respective flight has been carried out,
- b) the airlines as common debtor under which airline code / flight number the respective flight has been carried out (Code Sharing),
- c) the person in whose name the aircraft is registered,
- d) the person who is naturally or legally using the aircraft but is not necessarily the owner or person in whose name the aircraft is registered, such as a person renting or leasing the aircraft.

#### **3.2 CUPPS Fee**

##### **3.2.1 CUPPS Fee**

In commercial air traffic and company charter traffic a CUPPS Fee for the use of the CUPPS Equipment for IT-base passenger handling has to be paid to the airport authority each time an aircraft takes off from Dresden Airport.

##### **3.2.2 CUPPS Fee – Calculation: Passengers**

The CUPPS Fee in commercial air traffic and company charter traffic is calculated according to the number of passengers on board of the aircraft at the time of departure. Children under the age of 2 and without the right of an own seat are not included.

type of service	unit of calculation	fee
<b>CUPPS-Fee</b>	per Passenger	<b>0.49 EUR</b>

### 3.3 PRM Fee

#### 3.3.1 PRM Fee

In commercial air traffic and company charter traffic a fee for PRM services has to be paid to the airport authority each time an aircraft takes off from Dresden Airport. It refunds any assistance for disabled passengers and passengers with reduced mobility (PRM) according to the EU Regulation (EG) 1107/2006.

The notification of PRM Handling at Dresden Airport is to be effected through the Airport Operations Control by the airline or the tour operator at:

Phone	+49 (0) 351 – 881 3220
Fax	+49 (0) 351 – 881 3225
SITA	DRSFLXH
E-Mail	verkehrsleitervomdienst@dresden-airport.de

As a basic principle and according to EU Regulation 1107/2006 the notification must be effected 36 hours before the respective departure or landing.

#### 3.3.2 PRM Fee – Calculation: Passengers

The PRM Fee in commercial air traffic and company charter traffic is calculated according to the number of passengers on board of the aircraft at the time of departure. Children under the age of 2 and without the right of an own seat are not included.

type of service	unit of calculation	fee
<b>PRM-Fee</b>	per Passenger	<b>0.52 EUR</b>

## **4 Ground Services**

### **4.1 Regulations and Explanations**

#### **4.1.1 General Regulations / Definitions**

Ground services will be carried out by Flughafen Dresden GmbH (hereafter referred to as "Airport") in accordance with international standards using local methods and the necessary systems and equipment.

The airport will carry out the services taken on using trained personnel. A contract for ground services can be made between the airport and airline, should this be required.

Punctual ground service can be guaranteed if the flights are registered in text form and confirmed with the airport operations management at least 72 hours before the scheduled landing. The flight number, type of aircraft, airport of origin and scheduled landing and take-off times should be given.

If an aircraft that has been registered arrives late and as a result there is an overlap with other aircrafts that are scheduled to be serviced, the airport reserves the right to give priority to such other aircraft for the provision of ground service. The airport will service alternative landings as possible, this also applies to flights that are registered and confirmed less than 72 hours before the scheduled landing.

The airline should provide the airport with the documents and information necessary to make proper ground service possible. The airport ensures that these documents and information will not be made available to a third party, provided this does not contravene any legal regulations.

The airport has the right to use third parties as contractors to complete the ground services fully or in part on the condition that the airport is responsible for ensuring that the services are carried out properly in the way that the airport would have done itself.

The airport should be informed well in advance if particularly heavy or bulky cargos are to be loaded, unloaded or reloaded, requiring special loading equipment. The airport should also be informed in advance if there are loads, which require special treatment and therefore need specialised facilities or services.

In case of an emergency (emergency landing, accident) the airport will take all the measures necessary and possible to aid the passengers and crew and protect the cargo on the plane from loss or damage immediately without waiting for instructions from the airline. The airport has the right to compensation for any costs incurred. The airport is entitled to reimbursement of the costs incurred as a result of a performance of an obligation or their vicarious agents for which the Airline is responsible.

#### **4.1.2 Terms / Explanation**

##### **Facilities in the Central Infrastructure for carrying out Ground Services:**

The airport manages and runs facilities in a central infrastructure for carrying out ground service in accordance with the Flughafenbenutzungsordnung (Airport User Regulations). Regardless of whether the airline wishes to carry out ground service itself or commission a third party to do so, the central facilities in the infrastructure have to be used.

The central facilities of the infrastructure for ground service along with administration and operation are described in the Directory of Services in section 4.2.

The central facilities of the infrastructure are to be operated exclusively by persons commissioned by the airport.

##### **Ground Service:**

The airport carries out ground maintenance services at the request of aircraft operators in accordance with IATA AHM 810 standards as far as its technology and human resources allow. Ground Services are described more closely in section 4.3.

Provided that no other agreement has been made, this Directory of Services contains the basic ground services that are included in ground maintenance. The airport will invoice additional services, which go beyond the range of services included in the official price list, separately.

The airport will adapt systems and equipment necessary for carrying out ground service to meet the needs of the air traffic and where possible conform to the normal standards in international air traffic.

##### **Cargo:**

The airport has a storage area for cargo, which is being transported by an airline or haulage contractor and can be stored by order of the airline or haulage contractor. There is no legal right to store cargo in this area.

##### **Special Services:**

Special ground services are all services that are not regularly included in existing contracts on what services the airport should carry out or are not included in the basic services listed in the Directory of ground service (Section 4.3).

Provided that staff and equipment are available, the airport can render special services on request. Special services, which are used regularly, can be included in the Ground Service Contract.



Services and deliveries that are not included in the List of Charges can be agreed on against payment. The airport reserves the right to change and make additions to this list.

Each unit of calculation started will be invoiced.

Preparation time is included in calculation of fees that are based on units of time.

Provided that it is not stated otherwise in the List of Charges, the smallest unit that can be calculated for services based on a fixed hourly rate is half an hour.

Special services will be invoiced separately.

The person receiving the services should confirm that the individual service or delivery has been carried out properly on the corresponding order form. If confirmation cannot be given, the client has to pay the costs incurred so far even in the case that the client and person who are receiving the services are not the same. These procedures do not apply in the case of pushback in connection with a take-off.

If an airline requests a Baggage Identification in addition to the general official Baggage identification, the resulting costs will be invoiced as a special service.

#### **General Aviation:**

The airport maintains equipment, facilities and personnel for preparation of general aviation flights.

#### **Other Terms:**

For the sake of clarity, specialist terms used in this appendix are explained as follows:

- a) **"Passenger"** also mean all persons travelling for the airline on business or free of charge.
- b) **"Cargo"** also applies to all service cargo being sent by the airline.
- c) **"Ground service buildings / areas"** are all the buildings and areas at the airport that are used for preparing aircraft for landing and take-off.
- d) **"Load"** is baggage (including the crew's baggage), cargo (including service cargo), mail (including company mail) and ballast.

#### **4.1.3 Basis for Calculation of Fees**

The fees for ground services published in the Directory of Services are package prices. There will not be a reduction in the corresponding price if an element of the ground service package is not used.

The airport charges are a fee for the use of the facilities in the central infrastructure for ground service to cover administration and operational costs. This fee is graded according to the scope of usage:

- Bridge fee for passenger aircraft
- Remote fee for passenger aircraft
- Remote fee for cargo and post aircraft.

The List of Charges can be found in Section 4.4.

The airline has to pay a handling fee for ground services carried out by the airport. This fee can be calculated according to the range of ground services or number of ground service processes agreed on by the airline and airport in the Ground Service Contract. If no contract exists, the ground service fees will be regarded as being agreed in accordance with Section 4.5. This fee is graded according to the range of ground services:

- Bridge fee for passenger aircraft
- Remote fee for passenger aircraft.

Handling fees for ground service of aircraft transporting solely cargo and post will not be published and will be agreed based on figures.

Fees for services that are not included in the handling fee will be calculated according to Section 4.7. in the Directory of Special Services.

A fee for use of the general aviation infrastructure will be calculated in accordance with Section 4.8. In the case that ground services are rendered in the field of general aviation, the invoice will be calculated based on the fees for special services in accordance with Section 4.7.

The following are debtors of fees for use of the facilities of the central infrastructure for ground service, for use of the general aviation infrastructure and for ground services (handling fees):

- a) the airline under which airline code / flight number the respective flight has been made,
- b) the airlines as common debtor under which airline code / flight number the respective flight has been made (Code Sharing),
- c) the person in whose name the aircraft is registered,
- d) the person who is naturally or legally using the aircraft but is not necessarily the owner or person in whose name the aircraft is registered, such as a person renting or leasing the aircraft.

## **4.2 Directory of Services for Use of Facilities of the Central Infrastructure of Ground Services**

### **4.2.1 Ground Service Ramps**

- Provision of ground service ramps with technical equipment such as navigation lights and lighting facilities including areas for taxiing and areas located nearby for storing and preparing of ground service vehicles and equipment;
- Parking of aircraft for the duration of ground service up to **3 hours**;

The airport can decide whether an aircraft is to be moved following ground service for technical reasons.

- Use of taxiways for moving between the runway and ground service area;
- Use of areas located nearby for storing and preparing ground service vehicles and equipment for the duration of ground service and for a period of 10 minutes before and 10 minutes after for preparation.

### **4.2.2 Passenger Bridges**

- Provision of passenger bridges including boarding stations in order to carry out ground service near the terminal building;
- Operation of passenger bridges during check-in.

### **4.2.3 Stationary Ground Power Supply**

- Provision of stationary ground power systems on passenger bridges;
- Connection and disconnection of the ground power system with the aircraft.

Supply of ground power is included in ground service.

### **4.2.4 Baggage Conveyor System**

- Provision and operation of a baggage conveyor system for arrivals and departures;
- Provision of facilities for checking-in baggage, including the necessary premises and handover areas;
- Sorting and preparation of baggage;

- Transportation of baggage for departure to the handover point;
- Transportation of baggage which has arrived from the handover point to baggage reclaim or transfer point;
- Handling of baggage for transfer, baggage that is bulky and courier baggage.

#### **4.2.5 Facilities for Guiding Aircraft**

- Provision and operation of a guidance system for taxiing and docking systems;
- Carrying out of ramp check of complete ground service area including operation of technical monitoring facilities;
- Monitoring of operational safety in the ground service area;
- Provision of guidance vehicles;
- Rendering of guiding services.

#### **4.2.6 Flight Information System**

- Provision and operation of technical facilities that are required to give sufficient information to all passengers and personnel working in services at the airport;

The airport will display flights with several numbers as its technical facilities allow. There is not, however, a legal entitlement to this.

- Provision of premises for the traffic control centre and passenger information services;
- Carrying out of traffic planning and traffic control;
- Operation of passenger information points especially information counters in the terminal.

#### **4.2.7 Aircraft De-icing Systems**

- Provision of marked areas for de-icing aircraft including disposal facilities;
- Provision of facilities for preparation and storing of water and de-icing fluids.

Aircraft de-icing is part of the ground service.

#### **4.2.8 Fresh Water Supply System**

- Provision of facilities with a filling station for fresh water of drinking quality according to legal regulations. Provision of the necessary premises and de-icing of specialised vehicles.

Supplying aircraft with fresh water is part of the ground service.

#### **4.2.9 Faecal Disposal System**

- Provision of a station for disposal of faeces from aircraft;
- Provision of facilities for frost-free storage and filling of vehicles as well as stocking up of disinfectant additives.

The service for disposal of faeces from aircraft is part of the ground service.

#### **4.2.10 Waste Disposal System**

- Provision of areas and technical facilities for collecting and processing of waste in ways suitable for the different types of waste;
- Provision of waste containers.

Waste disposal is part of the ground service.

### **4.3 Directory of Ground Services (Aircraft Handling)**

PortGround GmbH will render the following ground services presented here in the name of the airport and at the airport's costs.

#### **4.3.1 Loading and Unloading Services**

- Provision, transportation and operation of passenger stairways;
- Provision, transportation and operation of equipment for loading and unloading cargo;
- Provision and operation of vehicles of a suitable capacity for transportation of passengers between the aircraft and terminal;

Additional transportations on the instructions of an airline (last minute passengers, transportation of the crew) are classed as a special service.

- Opening and closing of the loading bay doors;
- Operation of the aircraft's loading equipment;
- Single unloading of cargo in accordance with the airline's instructions;
- Provision and operation of suitable equipment for transportation of loads between the aircraft and handover point or between the client's different aircraft in accordance with instructions given;
- Handover / Receiving of loads;
- Single loading, stowing and securing of the load, which has been prepared and is ready for loading in accordance with the airline's instructions, provided this process complies with German regulations on health and safety standards, for example in the regulations on accident prevention.

Material for securing loads is to be provided by the airline or will be invoiced as a special service. Picking out selected items of baggage later will also be charged as a special service.

- Use of suitable measures to protect pallets, containers, nets, belts, securing hooks and other materials for securing loads provided by the airline for the particular ground service from loss or damage;  
Every loss or case of damage is to be reported to the airline.
- Single redistribution of load in the aircraft's cargo hold in accordance with written instructions from the airline;
- Provision of storage facilities for unit load devices and protection of them from the influences of weathering;

The use of storage facilities is a special service.

#### **4.3.2 Aircraft Ground Service**

- Provision, positioning and removal of chocks;
- Provision, transportation and operation of stairs for the crew;
- Provision of mobile equipment for ground power supply;
- Supply of aircraft with ground power for up to 30 minutes.  
Supply for longer than this period is a special service.
- Provision of vehicles for towing and pushing aircraft on the ramp area.  
Use of towing vehicles for take-off or de-icing is regarded as a special service.
- Provision of portable equipment for starting engines.  
Use of this equipment is regarded as a special service.

#### **4.3.3 Aircraft Service**

##### **4.3.3.1 Cleaning of the aircraft interior**

(Transit cleaning if there is sufficient ground time scheduled)

###### Cabins

- Emptying of rear seat pockets / side pockets;
- Emptying of ashtrays;
- Cleaning of seats;
- Straightening of seats and seatbelts;
- Cleaning of cabin floor;
- Collection and removal of waste;
- Emptying of litter receptacles;
- Cleaning up of remains of airsickness;
- Replacement of individual headrest covers (Covers are to be provided by the airline);
- Cleaning of separate dirty cabin windows on the inside where necessary as well as cleaning of separate folding tables.

###### Aircraft Galley

- Cleaning of aircraft galley and provision of external supplies;
- Mopping of aircraft galley floor;
- Emptying of the waste receptacles with the exception of catering articles, supply of new airline rubbish bags.

### Toilets

- Removal of waste;
- Cleaning of floor;
- Cleaning and disinfection of toilet seats and washbasins;
- Cleaning of mirrors.

Cleaning of the cockpit and load bays are special services. Extended transit cleaning, night stop cleaning and deep cleaning can be agreed on separately.

#### **4.3.3.2 Toilet Service**

- Provision and driving of toilet vehicle to and from the aircraft;
- Emptying and flushing out of the toilets, refilling of fluids in accordance with airline instructions.

#### **4.3.3.3 Water Supply**

- Provision and driving of vehicle with freshwater to and from the aircraft;
- Refilling of the water container with freshwater that is suitable for drinking.



#### 4.4 Charges for the Use of Central Infrastructure Facilities for Ground Handling Services

A/C cat	Aircraft type	LC	Passenger bridge position EUR	Remote position EUR	Remote position cargo/mail EUR
<b>1</b>					
1	Aircraft	2.0 – 5.0 t	<b>A2146</b>	<b>70.00</b>	
<b>2</b>					
2	Aircraft	5.0 – 10.0 t	<b>A2147</b>	<b>110.00</b>	
<b>3</b>					
3	Bombardier	DHC 8-100/-200	<b>A2123</b>	<b>230.00</b>	
3	Dornier	DO 328	<b>A2153</b>	<b>230.00</b>	
3	Embraer	EMB 120	<b>A2160</b>	<b>230.00</b>	
3	Embraer	EMB 135	<b>A2199</b>	<b>230.00</b>	
3	Saab	SF 340	<b>A2148</b>	<b>230.00</b>	
3	Yakovlev	YAK 40	<b>A2151</b>	<b>230.00</b>	
<b>4</b>					
4	Aerospatiale	ATR 42	<b>A2101</b>	<b>300.00</b>	<b>270.00</b>
4	Antonov	AN 26	<b>A2285</b>		<b>270.00</b>
4	Antonov	AN 32	<b>A2286</b>		<b>270.00</b>
4	Bombardier	CRJ 100/200	<b>A2219</b>	<b>300.00</b>	<b>270.00</b>
4	Bombardier	DHC 8-300	<b>A2124</b>	<b>300.00</b>	
4	Embraer	EMB 145	<b>A2161</b>	<b>300.00</b>	
4	Fokker	F 50	<b>A2126</b>	<b>300.00</b>	<b>270.00</b>
4	Saab	S 2000	<b>A2196</b>	<b>300.00</b>	
<b>5</b>					
5	Aerospatiale	ATR 72	<b>A2102</b>	<b>350.00</b>	<b>310.00</b>
5	Bombardier	CRJ 700	<b>A2144</b>	<b>350.00</b>	
5	Bombardier	DHC 8-400	<b>A2159</b>	<b>350.00</b>	
5	Ilyushin	IL 114	<b>A2252</b>	<b>350.00</b>	
<b>6</b>					
6	Antonov	AN 72	<b>A2248</b>		<b>475.00</b>
6	Antonov	AN 148	<b>A2172</b>	<b>570.00</b>	<b>495.00</b>
6	Antonov	AN 158	<b>A2173</b>	<b>570.00</b>	<b>495.00</b>
6	Avro	RJ 70	<b>A2203</b>	<b>570.00</b>	<b>495.00</b>
6	Avro	RJ 85	<b>A2231</b>	<b>570.00</b>	<b>495.00</b>
6	Avro	RJ 100	<b>A2232</b>	<b>570.00</b>	<b>495.00</b>
6	British Aerospace	BAe 146-100	<b>A2121</b>	<b>570.00</b>	<b>495.00</b>
6	British Aerospace	BAe 146-200	<b>A2218</b>	<b>570.00</b>	<b>495.00</b>
6	British Aerospace	BAe 146-300	<b>A2122</b>	<b>570.00</b>	<b>495.00</b>
6	Bombardier	CRJ 900	<b>A2120</b>		<b>495.00</b>
6	Bombardier	CRJ 1000	<b>A2169</b>		<b>495.00</b>
6	Embraer	EMB 170	<b>A2138</b>	<b>570.00</b>	<b>495.00</b>
6	Embraer	EMB 175	<b>A2154</b>	<b>570.00</b>	<b>495.00</b>
6	Fokker	F 70	<b>A2223</b>	<b>570.00</b>	<b>495.00</b>

<b>A/C cat</b>	<b>Aircraft type</b>		<b>LC</b>	<b>Passenger bridge position EUR</b>	<b>Remote position EUR</b>	<b>Remote position cargo/mail EUR</b>
6	Fokker	F 100	<b>A2127</b>	<b>570.00</b>	<b>495.00</b>	
6	Sukhoi	SSJ 100-95	<b>A2174</b>	<b>570.00</b>	<b>495.00</b>	
<b>7</b>						
7	Airbus	A 318	<b>A2157</b>	<b>700.00</b>	<b>640.00</b>	
7	Boeing	B 717-200	<b>A2297</b>	<b>700.00</b>	<b>640.00</b>	
7	Boeing	B 737-200	<b>A2108</b>	<b>700.00</b>	<b>640.00</b>	<b>570.00</b>
7	Boeing	B 737-500	<b>A2112</b>	<b>700.00</b>	<b>640.00</b>	
7	Boeing	B 737-600	<b>A2287</b>	<b>700.00</b>	<b>640.00</b>	
7	Bombardier	CS 100	<b>A2170</b>	<b>700.00</b>	<b>640.00</b>	
7	Embraer	EMB 190	<b>A2155</b>	<b>700.00</b>	<b>640.00</b>	
7	Embraer	EMB 195	<b>A2156</b>	<b>700.00</b>	<b>640.00</b>	
7	Transall	C 160	<b>A2164</b>			<b>570.00</b>
7	Yakovlev	YAK 42	<b>A2229</b>	<b>700.00</b>	<b>640.00</b>	
<b>8</b>						
8	Airbus	A 319 ULD/BULK	<b>A2230</b>	<b>775.00</b>	<b>710.00</b>	
8	Airbus	A 319 LS	<b>A2152</b>	<b>775.00</b>	<b>710.00</b>	
8	Boeing	B 737-300	<b>A2110</b>	<b>775.00</b>	<b>710.00</b>	<b>630.00</b>
8	Boeing	B 737-300 LS	<b>A2109</b>	<b>775.00</b>	<b>710.00</b>	
8	Boeing	B 737-700	<b>A2288</b>	<b>775.00</b>	<b>710.00</b>	<b>630.00</b>
8	Boeing	B 737-700 LS	<b>A2163</b>	<b>775.00</b>	<b>710.00</b>	
8	Bombardier	CS 300	<b>A2171</b>	<b>775.00</b>	<b>710.00</b>	
8	Mc Donnell Douglas	MD 87	<b>A2139</b>	<b>775.00</b>	<b>710.00</b>	
<b>9</b>						
9	Airbus	A 320 ULD/BULK	<b>A2105</b>	<b>975.00</b>	<b>880.00</b>	
9	Airbus	A 320 LS	<b>A2176</b>	<b>975.00</b>	<b>880.00</b>	
9	Airbus	A 321 BULK	<b>A2200</b>	<b>975.00</b>	<b>880.00</b>	
9	Airbus	A 321 LS	<b>A2125</b>	<b>975.00</b>	<b>880.00</b>	
9	Boeing	B 737-400	<b>A2111</b>	<b>975.00</b>	<b>880.00</b>	<b>790.00</b>
9	Boeing	B 737-400 LS	<b>A2197</b>	<b>975.00</b>	<b>880.00</b>	
9	Boeing	B 737-800	<b>A2255</b>	<b>975.00</b>	<b>880.00</b>	
9	Boeing	B 737-800 LS	<b>A2289</b>	<b>975.00</b>	<b>880.00</b>	
9	Boeing	B 737-900	<b>A2293</b>	<b>975.00</b>	<b>880.00</b>	
9	Mc Donnell Douglas	MD 81/82/83/88	<b>A2194</b>	<b>975.00</b>	<b>880.00</b>	
9	Mc Donnell Douglas	MD 90	<b>A2227</b>	<b>975.00</b>	<b>880.00</b>	
9	Tupolev	TU 154	<b>A2142</b>	<b>975.00</b>	<b>880.00</b>	
<b>10</b>						
10	Boeing	B 757-200	<b>A2116</b>	<b>1,355.00</b>	<b>1,245.00</b>	<b>1,110.00</b>
10	Boeing	B 757-200 LS	<b>A2115</b>	<b>1,355.00</b>	<b>1,245.00</b>	
10	Lockheed	C 130	<b>A2165</b>			<b>1,110.00</b>
10	Tupolev	TU 204	<b>A2254</b>	<b>1,355.00</b>	<b>1,245.00</b>	<b>1,110.00</b>

<b>A/C cat</b>	<b>Aircraft type</b>		<b>LC</b>	<b>Passenger bridge position EUR</b>	<b>Remote position EUR</b>	<b>Remote position cargo/mail EUR</b>
<b>11</b>						
11	Airbus	A 310-300	<b>A2207</b>	<b>1,530.00</b>	<b>1,390.00</b>	<b>1,250.00</b>
11	Boeing	B 757-300	<b>A2295</b>	<b>1,530.00</b>	<b>1,390.00</b>	
11	Boeing	B 757-300 LS	<b>A2296</b>	<b>1,530.00</b>	<b>1,390.00</b>	
11	Boeing	B 767-200	<b>A2117</b>	<b>1,530.00</b>	<b>1,390.00</b>	<b>1,250.00</b>
11	Ilyushin	IL 76	<b>A2162</b>			<b>1,250.00</b>
<b>12</b>						
12	Airbus	A 300-100	<b>A2103</b>	<b>2,080.00</b>	<b>1,890.00</b>	<b>1,690.00</b>
12	Airbus	A 300-200	<b>A2204</b>	<b>2,080.00</b>	<b>1,890.00</b>	<b>1,690.00</b>
12	Airbus	A 300-300	<b>A2205</b>	<b>2,080.00</b>	<b>1,890.00</b>	<b>1,690.00</b>
12	Airbus	A 300-600	<b>A2206</b>	<b>2,080.00</b>	<b>1,890.00</b>	<b>1,690.00</b>
12	Airbus	A 400M	<b>A2175</b>			<b>1,690.00</b>
12	Boeing	B 767-300	<b>A2119</b>	<b>2,080.00</b>	<b>1,890.00</b>	<b>1,690.00</b>
<b>13</b>						
13	Airbus	A 330-200	<b>A2283</b>	<b>2,540.00</b>	<b>2,300.00</b>	<b>2,045.00</b>
13	Airbus	A 330-300	<b>A2208</b>	<b>2,540.00</b>	<b>2,300.00</b>	<b>2,045.00</b>
13	Airbus	A 340-200	<b>A2210</b>	<b>2,540.00</b>	<b>2,300.00</b>	
13	Airbus	A 340-300	<b>A2211</b>	<b>2,540.00</b>	<b>2,300.00</b>	
13	Airbus	A 340-500	<b>A2291</b>	<b>2,540.00</b>	<b>2,300.00</b>	
13	Airbus	A 350-900	<b>A2214</b>	<b>2,540.00</b>	<b>2,300.00</b>	
13	Boeing	B 777-200	<b>A2251</b>	<b>2,540.00</b>	<b>2,300.00</b>	<b>2,045.00</b>
13	Boeing	B 787-8	<b>A2166</b>	<b>2,540.00</b>	<b>2,300.00</b>	
13	Mc Donnell Douglas	C 17	<b>A2167</b>			<b>2,045.00</b>
13	Mc Donnell Douglas	DC10-30	<b>A2141</b>			<b>2,045.00</b>
13	Mc Donnell Douglas	MD 11	<b>A2226</b>			<b>2,045.00</b>
<b>14</b>						
14	Airbus	A 340-600	<b>A2292</b>	<b>2,950.00</b>	<b>2,675.00</b>	
14	Airbus	A 350-1000	<b>A2215</b>	<b>2,950.00</b>	<b>2,675.00</b>	
14	Antonov	AN 124	<b>A2246</b>			<b>2,375.00</b>
14	Boeing	B 747-200	<b>A2113</b>			<b>2,375.00</b>
14	Boeing	B 747-300	<b>A2213</b>			<b>2,375.00</b>
14	Boeing	B 747-400	<b>A2114</b>	<b>2,950.00</b>	<b>2,675.00</b>	<b>2,375.00</b>
14	Boeing	B 747-8	<b>A2168</b>	<b>2,950.00</b>	<b>2,675.00</b>	<b>2,375.00</b>
14	Boeing	B 777-300	<b>A2179</b>	<b>2,950.00</b>	<b>2,675.00</b>	
14	Boeing	B 787-9	<b>A2180</b>	<b>2,950.00</b>	<b>2,675.00</b>	
14	Boeing	B 787-10	<b>A2181</b>	<b>2,950.00</b>	<b>2,675.00</b>	
<b>15</b>						
15	Airbus	A 380-800	<b>A2177</b>	<b>4,260.00</b>	<b>3,870.00</b>	

#### 4.5 Handling Charges

A/C cat	Aircraft type		LC	Passenger bridge position EUR	Remote position EUR
<b>1</b>					
1	Aircraft	2.0 – 5.0t	<b>A2146</b>		<b>85.00</b>
<b>2</b>					
2	Aircraft	5.0 – 10.0t	<b>A2147</b>		<b>130.00</b>
<b>3</b>					
3	Bombardier	DHC 8-100/-200	<b>A2123</b>		<b>285.00</b>
3	Dornier	DO 328	<b>A2153</b>		<b>285.00</b>
3	Embraer	EMB 120	<b>A2160</b>		<b>285.00</b>
3	Embraer	EMB 135	<b>A2199</b>		<b>285.00</b>
3	Saab	SF 340	<b>A2148</b>		<b>285.00</b>
3	Yakolev	YAK 40	<b>A2151</b>		<b>285.00</b>
<b>4</b>					
4	Aerospatiale	ATR 42	<b>A2101</b>		<b>360.00</b>
4	Antonov	AN 26	<b>A2285</b>		<b>410.00</b>
4	Antonov	AN 32	<b>A2286</b>		<b>410.00</b>
4	Bombardier	CRJ 100/200	<b>A2219</b>		<b>360.00</b>
4	Bombardier	DHC 8-300	<b>A2124</b>		<b>360.00</b>
4	Embraer	EMB 145	<b>A2161</b>		<b>360.00</b>
4	Fokker	F 50	<b>A2126</b>		<b>360.00</b>
4	Saab	S 2000	<b>A2196</b>		<b>360.00</b>
<b>5</b>					
5	Aerospatiale	ATR 72	<b>A2102</b>		<b>450.00</b>
5	Bombardier	CRJ 700	<b>A2144</b>		<b>495.00</b>
5	De Havilland Canada	DHC 8-400	<b>A2159</b>		<b>495.00</b>
5	Ilyushin	IL 114	<b>A2252</b>		<b>495.00</b>
<b>6</b>					
6	Antonov	AN 72	<b>A2248</b>		<b>450.00</b>
6	Antonov	AN 148	<b>A2172</b>	<b>575.00</b>	<b>515.00</b>
6	Antonov	AN 158	<b>A2173</b>	<b>685.00</b>	<b>735.00</b>
6	Avro	RJ 70	<b>A2203</b>	<b>515.00</b>	<b>565.00</b>
6	Avro	RJ 85	<b>A2231</b>	<b>575.00</b>	<b>625.00</b>
6	Avro	RJ 100	<b>A2232</b>	<b>685.00</b>	<b>735.00</b>
6	British Aerospace	BAe 146-100	<b>A2121</b>	<b>515.00</b>	<b>565.00</b>
6	British Aerospace	BAe 146-200	<b>A2218</b>	<b>575.00</b>	<b>625.00</b>
6	British Aerospace	BAe 146-300	<b>A2122</b>	<b>685.00</b>	<b>735.00</b>
6	Bombardier	CRJ 900	<b>A2120</b>		<b>630.00</b>
6	Bombardier	CRJ 1000	<b>A2169</b>		<b>670.00</b>
6	Embraer	EMB 170	<b>A2138</b>	<b>545.00</b>	<b>600.00</b>
6	Embraer	EMB 175	<b>A2154</b>	<b>605.00</b>	<b>660.00</b>
5	Fokker	F 70	<b>A2223</b>	<b>515.00</b>	<b>565.00</b>
6	Fokker	F 100	<b>A2127</b>	<b>685.00</b>	<b>735.00</b>
6	Sukhoi	SSJ 100-95	<b>A2174</b>	<b>685.00</b>	<b>735.00</b>

<b>A/C cat</b>	<b>Aircraft type</b>	<b>LC</b>	<b>Passenger bridge position EUR</b>	<b>Remote position EUR</b>	
<b>7</b>					
7	Airbus	A 318	<b>A2157</b>	<b>700.00</b>	<b>760.00</b>
7	Boeing	B 717-200	<b>A2297</b>	<b>700.00</b>	<b>760.00</b>
7	Boeing	B 737-200	<b>A2108</b>	<b>700.00</b>	<b>760.00</b>
7	Boeing	B 737-500	<b>A2112</b>	<b>700.00</b>	<b>760.00</b>
7	Boeing	B 737-600	<b>A2287</b>	<b>700.00</b>	<b>760.00</b>
7	Bombardier	CS 100	<b>A2170</b>	<b>700.00</b>	<b>760.00</b>
7	Embraer	EMB 190	<b>A2155</b>		<b>790.00</b>
7	Embraer	EMB 195	<b>A2156</b>	<b>725.00</b>	<b>810.00</b>
7	Transall	C 160	<b>A2164</b>	<b>780.00</b>	<b>880.00</b>
7	Yakovlev	YAK 42	<b>A2229</b>	<b>700.00</b>	<b>765.00</b>
<b>8</b>					
8	Airbus	A 319 ULD/BULK	<b>A2230</b>	<b>820.00</b>	<b>890.00</b>
8	Airbus	A 319 LS	<b>A2152</b>	<b>745.00</b>	<b>810.00</b>
8	Boeing	B 737-300	<b>A2110</b>	<b>820.00</b>	<b>890.00</b>
8	Boeing	B 737-300 LS	<b>A2109</b>	<b>670.00</b>	<b>810.00</b>
8	Boeing	B 737-700	<b>A2288</b>	<b>820.00</b>	<b>890.00</b>
8	Boeing	B 737-700 LS	<b>A2163</b>	<b>670.00</b>	<b>810.00</b>
8	Bombardier	CS 300	<b>A2171</b>	<b>820.00</b>	<b>890.00</b>
8	Mc Donnell Douglas	MD 87	<b>A2139</b>	<b>820.00</b>	<b>890.00</b>
<b>9</b>					
9	Airbus	A 320 ULD/BULK	<b>A2105</b>	<b>1,015.00</b>	<b>1,115.00</b>
9	Airbus	A 320 LS	<b>A2176</b>	<b>910.00</b>	<b>1,010.00</b>
9	Airbus	A 321 BULK	<b>A2200</b>	<b>1,280.00</b>	<b>1,385.00</b>
9	Airbus	A 321 LS	<b>A2125</b>	<b>1,150.00</b>	<b>1,250.00</b>
9	Boeing	B 737-400	<b>A2111</b>	<b>915.00</b>	<b>1,010.00</b>
9	Boeing	B 737-400 LS	<b>A2197</b>	<b>825.00</b>	<b>925.00</b>
9	Boeing	B 737-800	<b>A2255</b>	<b>1,015.00</b>	<b>1,115.00</b>
9	Boeing	B 737-800 LS	<b>A2289</b>	<b>910.00</b>	<b>1,010.00</b>
9	Boeing	B 737-900	<b>A2293</b>	<b>1,280.00</b>	<b>1,385.00</b>
9	Mc Donnell Douglas	MD 81/82/83/88	<b>A2194</b>	<b>950.00</b>	<b>1,045.00</b>
9	Mc Donnell Douglas	MD 90	<b>A2227</b>	<b>950.00</b>	<b>1,045.00</b>
9	Tupolev	TU 154	<b>A2142</b>	<b>950.00</b>	<b>1,045.00</b>
<b>10</b>					
10	Boeing	B 757-200	<b>A2116</b>	<b>1,360.00</b>	<b>1,475.00</b>
10	Boeing	B 757-200 LS	<b>A2115</b>	<b>1,230.00</b>	<b>1,345.00</b>
10	Lockheed	C 130	<b>A2165</b>		<b>1,625.00</b>
10	Tupolev	TU 204	<b>A2254</b>	<b>1,360.00</b>	<b>1,475.00</b>
<b>11</b>					
11	Airbus	A 310-300	<b>A2207</b>	<b>2,200.00</b>	<b>2,355.00</b>
11	Boeing	B 757-300	<b>A2295</b>	<b>1,895.00</b>	<b>2,035.00</b>
11	Boeing	B 757-300 LS	<b>A2296</b>	<b>1,705.00</b>	<b>1,850.00</b>
11	Boeing	B 767-200	<b>A2117</b>	<b>1,895.00</b>	<b>2,035.00</b>
11	Ilyushin	IL 76	<b>A2162</b>		<b>2,360.00</b>

<b>A/C cat</b>	<b>Aircraft type</b>		<b>LC</b>	<b>Passenger bridge position EUR</b>	<b>Remote position EUR</b>
<b>12</b>					
12	Airbus	A 300-100	<b>A2103</b>	<b>2,210.00</b>	<b>2,365.00</b>
12	Airbus	A 300-200	<b>A2204</b>	<b>2,210.00</b>	<b>2,365.00</b>
12	Airbus	A 300-300	<b>A2205</b>	<b>2,210.00</b>	<b>2,365.00</b>
12	Airbus	A 300-600	<b>A2206</b>	<b>2,210.00</b>	<b>2,365.00</b>
12	Airbus	A 400M	<b>A2175</b>		<b>2,365.00</b>
12	Boeing	B 767-300	<b>A2119</b>	<b>2,210.00</b>	<b>2,365.00</b>
<b>13</b>					
13	Airbus	A 330-200	<b>A2283</b>	<b>2,280.00</b>	<b>2,545.00</b>
13	Airbus	A 330-300	<b>A2208</b>	<b>2,580.00</b>	<b>2,845.00</b>
13	Airbus	A 340-200	<b>A2210</b>	<b>2,280.00</b>	<b>2,545.00</b>
13	Airbus	A 340-300	<b>A2211</b>	<b>2,580.00</b>	<b>2,845.00</b>
13	Airbus	A 340-500	<b>A2291</b>	<b>2,580.00</b>	<b>2,845.00</b>
13	Airbus	A 350-900	<b>A2214</b>	<b>2,580.00</b>	<b>2,845.00</b>
13	Boeing	B 777-200	<b>A2251</b>	<b>2,580.00</b>	<b>2,845.00</b>
13	Boeing	B 787-8	<b>A2166</b>	<b>2,280.00</b>	<b>2,545.00</b>
13	Mc Donnell Douglas	C 17	<b>A2167</b>		<b>2,900.00</b>
13	Mc Donnell Douglas	DC10-30	<b>A2141</b>		<b>2,900.00</b>
13	Mc Donnell Douglas	MD 11	<b>A2226</b>	<b>2,630.00</b>	<b>2,900.00</b>
<b>14</b>					
14	Airbus	A 340-600	<b>A2292</b>	<b>3,170.00</b>	<b>3,475.00</b>
14	Airbus	A 350-1000	<b>A2215</b>	<b>3,170.00</b>	<b>3,475.00</b>
14	Antonov	AN 124	<b>A2246</b>		<b>3,790.00</b>
14	Boeing	B 747-200	<b>A2113</b>	<b>2,605.00</b>	<b>2,905.00</b>
14	Boeing	B 747-300	<b>A2213</b>	<b>3,170.00</b>	<b>3,475.00</b>
14	Boeing	B 747-400	<b>A2114</b>	<b>3,170.00</b>	<b>3,475.00</b>
14	Boeing	B 747-8	<b>A2168</b>	<b>3,460.00</b>	<b>3,765.00</b>
14	Boeing	B 777-300	<b>A2179</b>	<b>3,170.00</b>	<b>3,475.00</b>
14	Boeing	B 787-9	<b>A2180</b>	<b>3,170.00</b>	<b>3,475.00</b>
14	Boeing	B 787-10	<b>A2181</b>	<b>3,460.00</b>	<b>3,765.00</b>
<b>15</b>					
15	Airbus	A 380-800	<b>A2177</b>	<b>4,800.00</b>	<b>5,215.00</b>

## **4.6 Surcharges / Reduction of Fees in accordance with 4.4 and 4.5**

- 4.6.1** A surcharge of 20 % is payable for **separate handling**. Separate handling is required when the time between landing (on-block) and take-off (off-block) is more than 90 minutes or for large aircraft (B747, B767, B777, B787, MD11, A300, A310, A330, A340, A350, A380, IL76 and IL96) more than 180 minutes. "On-block" is the point at which the plane stops moving when taxiing to the parking area and "off-block" is the point at which the aircraft taxis to the starting line using its own or other power.
- 4.6.2** A surcharge of 20 % will be added for aircraft that lands (on-block) or takes-off (off-block) during the **night-time** period between 20.00 LT and 06.00 LT. Only half of the surcharge is payable if only either the landing or take-off takes place during the night time. Training flights up to 23.00 LT are exempted from a **Night-Time Surcharge** provided that they are registered at least 72 hours in advance. Ambulance and rescue flights are exempt from paying a Night-Time Surcharge.
- 4.6.3** For **additional expenditures** that arise during ground service as a result of loading and unloading, cleaning of the aircraft and / or during use of the baggage check-in or reclaim premises, including use of technical facilities, a difficulty surcharge of 20 % will be added to the respective fee.
- 4.6.4** In the case of a **technical landing** where there is no loading or reloading, 50 % of the fee will be charged. In the case of load change and / or disembark of passengers, the complete fee will be charged.
- 4.6.5** In the case of **stand-by flights or transportation flights** where ground service is not necessary, there will be a reduction of 10 % for passenger aircraft and 20 % for cargo aircraft.
- 4.6.6** Handling fees for ground service of **cargo aircraft** will not be published. The fees will be agreed according to the expenditure expected. If it is not possible to reach an agreement, a surcharge of 40 % will be made on the published Remote Handling Fee. The handling fee only covers the expenditure needed for loading and unloading cargo and transporting it to the store in the case of cargo aircraft and passenger aircraft with an additional load.
- Loading of unusual **air cargo** (bulky or heavy goods, animals etc.) will be invoiced separately according to the List of Charges for special services provided that personnel and equipment are required for longer than usual and there is no special contract for ground service.
- 4.6.7** A surcharge of 10% will be added for flights for which will be offered **Late Night Check In**.

## 4.7 Charges for Special Ground Services

No.	Description	Unit	EUR
<b>4.7.1 Hourly Rates for Personnel</b>			
A4002	Expert	each ½ hour started	<b>28.00</b>
A4005	Aircraft handling dispatcher	each ½ hour started	<b>22.80</b>
<b>4.7.2 Marshalling / Taxiing</b>			
A4404	Inspection car with driver	each ¼ hour started	<b>27.00</b>
<b>4.7.3 Parking</b>			
<b>Ground power unit (incl. Operation)</b>			
A4100	Ground power for aircraft up to 14 t MTOW	each ½ hour started	<b>18.00</b>
A4101	Ground power for aircraft up to 35 t MTOW	each ½ hour started	<b>25.00</b>
A4102	Ground power for aircraft up to 90 t MTOW	each ½ hour started	<b>40.00</b>
A4103	Ground power for aircraft more than 100 t MTOW	each ½ hour started	<b>55.00</b>
<b>4.7.4 Loading / Unloading</b>			
<b>Steps and lifters</b>			
The Charges are based on the maximum sill's level of doors or hatches of the aircraft concerned.			
A4301	Motorised step. with driver (1.80 - 3.20 m)	each ½ hour started	<b>45.00</b>
A4302	Motorised step. with driver (2.00 - 5.60 m)	each ½ hour started	<b>50.00</b>
A4303	Tow-step / maintenance step (up to 35 t MTOW)	each ½ hour started	<b>12.50</b>
A7317	Tow-step / maintenance step (up to 90 t MTOW)	each ½ hour started	<b>25.50</b>
A4306	High Loader up to 7 t (max. 3.5 m)	each ½ hour started	<b>64.00</b>
A4307	High Loader up to 7 t (more than 3.5 m)	each ½ hour started	<b>97.00</b>
A4416	Lift transporters 20 t (max. 2.30 m)	each ½ hour started	<b>113.00</b>
A4422	Lift transporters up to 3.5 t (max. 3.5 m)	each ½ hour started	<b>70.00</b>
A4310	Use of De-Icing unit as lifting platform	each ½ hour started	<b>110.00</b>
<b>Vehicles and devices</b>			
A4400	Apron bus up to 27 passengers	each trip / max. 15 min.	<b>29.50</b>
A4401	Apron bus more than 27 passengers	each trip / max. 15 min.	<b>34.50</b>
A4402	Crew bus	each trip / max. 15 min.	<b>15.00</b>
A4405	Apron bus up to 8 passengers	each ½ hour started	<b>26.00</b>
A4406	Baggage trailer	each ½ hour started	<b>2.00</b>
A4407	Baggage conveyor belt car	each ½ hour started	<b>26.50</b>
A4408	Container transporters (Dolly) LD3	each ½ hour started	<b>6.00</b>
A4409	Pallet transporters LD7	each ½ hour started	<b>6.00</b>
A4410	Conveyor belt (7.5 m / 9 m). mobile	each ½ hour started	<b>30.00</b>
A4411	Conveyor belt (12 m). mobile	each ½ hour started	<b>35.00</b>
A4433	Conveyor belt (7.5 m) incl. PowerStow	each ½ hour started	<b>69.00</b>
A4435	Conveyor belt (9 m) incl. PowerStow	each ½ hour started	<b>85.00</b>
A4415	Diesel / Electric tractor	each ½ hour started	<b>30.00</b>



No.	Description	Unit	EUR
A4417	VW double cabin truck with pallet	each ½ hour started	<b>23.00</b>
A4434	Dual Plattform for aircraft maintenance	each ½ hour started	<b>36.00</b>
<b>Loading- and Unloading Service</b>			
A5024	Additional sorting out of baggage and cargo after completion of loading	each staff member and ½ hour started	<b>22.80</b>
A4115	Baggage identification	each staff member and ½ hour started	<b>22.80</b>
A4708	Belly Change	per incident / max. 15 min.	<b>31.25</b>
A4042	Pick up of DAA baggage on gate / jetway (max. 10 pieces)	per incident	<b>20.80</b>

#### 4.7.5 Starting

A4111	Air starter. incl. operation (starting the engines)	per incident / max. 15 min.	<b>110.00</b>
A4111 S	With the request and provision of the Air Starter without operating the unit. 50% of the fee will be charged.		

#### 4.7.6 Moving of Aircraft

A4300	Aircraft towing bar	per incident	<b>35.00</b>
A4318	Push Back / Towing of aircraft < 14 t MTOW	per incident / max. 15 min.	<b>36.00</b>
A4311	Push Back / Towing of aircraft < 35 t MTOW	per incident / max. 15 min.	<b>52.00</b>
A4312	Push Back / Towing of aircraft < 90 t MTOW	per incident / max. 15 min.	<b>88.00</b>
A4313	Push Back / Towing of aircraft ≥ 90 t MTOW	per incident / max. 15 min.	<b>140.00</b>
	Aircraft towing incl. tractor. towing bar and crew		
A4033	Walk-Out Assistance	per incident	<b>28.00</b>
A4032	Start-Up Assistance	per incident	<b>14.00</b>

#### 4.7.7 Aircraft Servicing

A4700	Ballast (sacks 25 kg)	per sack	<b>11.50</b>
A4701	Wheel blockers	per piece	<b>1.00</b>
A4722	Tie down rope	per piece	<b>1.20</b>
A4723	Single stud fitting	per piece	<b>5.00</b>
A4726	Supporting blanks – 1 m	per piece	<b>3.00</b>
A4727	Supporting blanks – 1.5 m	per piece	<b>4.50</b>
A4728	Suction carpet AVIH	per piece	<b>8.00</b>
A4729	Belt to clamp incl. adjuster (7 m)	per piece	<b>17.50</b>
A4709	Charging of battery 12 V	per incident	<b>15.00</b>
A4710	Charging of battery 24 / 28 V	per incident	<b>22.00</b>
	Devices for aircraft maintenance (services against payment will be carried out according to prior agreement)		
A5021	Water cooling of aircraft brakes	per incident	<b>15.50</b>

No.	Description	Unit	EUR
<b>Heating</b>			
A4605	Pre-heating device for aircraft < 15 t MTOW	each ½ hour started	<b>60.00</b>
A4608	Pre-heating device for aircraft < 35 t MTOW	each ½ hour started	<b>120.00</b>
A4609	Pre-heating device for aircraft < 90 t MTOW	each ½ hour started	<b>160.00</b>
<b>Aircraft Cleaning</b>			
<b>Outside Cleaning</b>			
Provision of ladders to clean cockpit windows			
A5022	up to 50 t MTOW	per incident	<b>12.50</b>
A5023	more than 50 t MTOW	per incident	<b>25.50</b>
<b>Inside Cleaning</b>			
A4116	Night-stop-cleaning		<b>on request</b>
A4119	Basic / deep Cleaning		<b>on request</b>
A4128	transfer Cleaning		<b>on request</b>
A4120	Extended transfer Cleaning		<b>on request</b>
A4121	Extended night-stop-cleaning		<b>on request</b>
<b>Toilet Service</b>			
A4112	Toilet Service	per discharge nozzle	<b>52.50</b>
A4703	faecal fluid	per litre	<b>5.50</b>
<b>Water Service</b>			
A4113	Fresh water service	per filling nozzle	<b>52.50</b>
A4706	Fresh water	cbm	<b>5.00</b>

#### 4.7.8 De-icing

<b>Aircraft De-icing equipment (without De-icing liquid)</b>			
A4506	De-icing equipment for aircraft < 2 t	per incident	<b>70.00</b>
A4508	De-icing equipment for aircraft < 5.7 t	per incident	<b>140.00</b>
A4509	De-icing equipment for aircraft < 14 t	per incident	<b>400.00</b>
A4510	De-icing equipment for aircraft < 35 t	per incident	<b>750.00</b>
A4511	De-icing equipment for aircraft < 90 t	per incident	<b>1,060.00</b>
A4512	De-icing equipment for aircraft < 200 t	per incident	<b>1,970.00</b>
A4514	De-icing equipment for aircraft ≥ 200 t	per incident	<b>2,900.00</b>
<b>De-icing liquid</b>			
A4734	De-icing liquid (ADF Type I)	per litre	<b>3.25</b>
A4702	De-icing liquid (ADF Type II)	per litre	<b>3.25</b>
A4707	Hot water	per litre	<b>0.20</b>

No.	Description	Unit	EUR
<b>Special Services</b>			
A4520	Clear Ice Check	per incident	<b>50.00</b>
A4525	De-Icing Check (without prior de-icing)	per incident	<b>50.00</b>
A4526	De-Icing Report	per report	<b>25.00</b>
A4521	Fan blade de-icing	per ¼ hour started	<b>230.00</b>
A4522	De-Icing cockpit windows	per ¼ hour started; plus fluid	<b>90.00</b>
<b>4.7.9 Other Services</b>			
A4040	Disposal of waste from aircraft which is not under point 4.3.3.1 "Cleaning of the aircraft interior"	per unit	<b>16.00</b>
A4041	Handling Assistance. incl. start up- / walk out assistance for aircraft < 5.7 t MTOW	per incident	<b>110.00</b>
A4044	Handling Assistance. incl. start up- / walk out assistance for aircraft < 25 t MTOW	per incident	<b>225.00</b>
A4045	Handling Assistance. incl. start up- / walk out assistance for aircraft < 50 t MTOW	per incident	<b>340.00</b>
A4046	Handling Assistance. incl. start up- / walk out assistance for aircraft ≥ 50 t MTOW	per incident	<b>455.00</b>
A4098	Handling Assistance. incl. start up- / walk out assistance for VIP / Government flights	per incident	<b>490.00</b>
A4190	Porterservice		<b>on request</b>

## 4.8 Charges for General Aviation (GA)

General Aviation (GA) denotes the complete commercial and non-commercial air traffic apart from scheduled and charter flights with aircraft types with a maximum capacity up to 15 passengers. These include – amongst others – business flights, sport flights, training flights and commercial air services. On previous request exceptions are may be allowed.

### 4.8.1 Basic Charge GA

A/C cat	aircraft type	LC	EUR
1	up to 1.2 t MTOW	<b>A2189</b>	<b>11.00 €</b>
	up to 1.7 t MTOW	<b>A2100</b>	<b>15.00 €</b>
	up to 2.0 t MTOW	<b>A2190</b>	<b>50.00 €</b>
	up to 3.0 t MTOW	<b>A2491</b>	<b>65.00 €</b>
	up to 4.0 t MTOW	<b>A2492</b>	<b>75.00 €</b>
	up to 5.0 t MTOW	<b>A2493</b>	<b>95.00 €</b>
2	up to 10 t MTOW	<b>A2299</b>	<b>205.00 €</b>
3	up to 16 t MTOW	<b>A2166</b>	<b>455.00 €</b>
4	up to 25 t MTOW	<b>A2167</b>	<b>610.00 €</b>
5	up to 40 t MTOW	<b>A2168</b>	<b>795.00 €</b>
6	up to 45 t MTOW	<b>A2169</b>	<b>1,110.00 €</b>
7	up to 60 t MTOW	<b>A2170</b>	<b>1,270.00 €</b>

#### 4.8.1.1 Services

- Facilities for marshalling the aircraft
- Provision and use of aprons
- Marshalling of the aircraft/helicopter
- Parking of aircraft for the duration of ground service up to 3 hours
- Use of taxiways for moving between the runway and ground service area
- Provision, positioning and removal of chocks as well as offloading and loading
- Provision of mobile equipment for ground power supply, portable equipment for starting engines and tractors
- Assistance during engine start
- Crew- and passenger transport between aircraft and terminal and back one time
- Use of the facilities of the GA area for self-briefing incl. crew lounge
- Declaration of the statistical flight data

#### 4.8.1.2 Surcharge for Separate Service

A surcharge of 20 % is payable for separate service.

Separate service is required when the time between landing (on-block) and take-off (off-block) is more than 90 minutes. "On-block" is the point at which the plane stops moving when taxiing to the parking area and "off-block" is the point at which the aircraft taxis to the starting line using its own or other power.

#### 4.8.1.3 Night-Time Surcharge

A surcharge of 20 % will be added for aircrafts that land (on-block) or take-off (off-block) during the night-time period between 20.00 LT and 06.00 LT. Only half of the surcharge is payable if only either the landing or take-off takes place during night time.

Training flights up to 23.00 LT are exempted from a Night-Time Surcharge provided they are registered at least 72 hours in advance.

Ambulance and rescue flights are exempted from paying a Night-Time Surcharge.

No.	Description	Unit	EUR
<b>4.8.2 Special Ground Service GA</b>			
A4812	GA handling assistant	each ½ hour started	<b>28.00</b>
A4402	Towing bar GA-aircraft	per incident	<b>5.50</b>
A4803	Seizing of light aircraft	per incident	<b>13.50</b>
A4804	Sweeping wet snow, cleaning edges	per incident	<b>27.00</b>
A4805	Inside Cleaning without disposal of waste	per staff member and each ¼ hour started	<b>17.50</b>
A4808	Cleaning of windows	per incident	<b>6.75</b>
A4809	Provision of electric connections	per incident	<b>3.00</b>
A4711	Start-up Assistance max. 3 start ups each 5 seconds	per incident	<b>44.00</b>
A6366	Hotel reservation	per reservation and person	<b>5.00</b>
A5020	Empty container (1l) for de-icing liquid ADF Typ-1	per container	<b>3.00</b>
A1597	Hangar parking space for aircraft < 2t MTOW	per started 24 hours	<b>55.00</b>
A1598	Hangar parking space for aircraft ≥ 2t MTOW	per started 24 hours	<b>150.00</b>
A4814	Towing in and out hangar of aircraft < 2 t MTOW	per incident	<b>25.00</b>
A4821	Towing in and out hangar of aircraft ≥ 2 t MTOW	per incident	<b>35.00</b>
A4815	Pre-heating of engines for aircraft < 2 t MTOW	per incident / max. 15 min.	<b>24.00</b>
A4040	Disposal of waste from aircraft	per unit	<b>16.00</b>

No.	Description	Unit	EUR
<b>4.8.3 Catering Services GA</b>			
A4170	Catering service as per customer order		<b>on request</b>
A4171	Tableware cleaning service		<b>on request</b>
A4172	Hot water supply service	per litre	<b>0.45</b>
A4173	Transportation services from / to aircraft	per incident / max. 15 min	<b>27.00</b>
A4174	Control of catering supplies	per incident	<b>15.00</b>
A4175	supply of print products		<b>on request</b>
A4179	storage of equipment / chilling catering	per m <sup>2</sup> / per started 24 hours.	<b>27.75</b>
A4183	cancellation fee Catering	per incident	<b>15.00</b>
<b>4.8.4 Handlings-Assistance</b>			
	<ul style="list-style-type: none"> <li>Recall and print out of briefing documents</li> <li>Catering order</li> <li>Newspaper order</li> <li>Hotel reservation for crews</li> <li>Additional tours between aircraft and terminal</li> </ul>		
A4813	Handlings Assistance for aircraft < 5.7 t MTOW	per incident	<b>110.00</b>
A4816	Handlings Assistance for aircraft < 25 t MTOW	per incident	<b>225.00</b>
A4817	Handlings Assistance for aircraft < 50 t MTOW	per incident	<b>340.00</b>
A4818	Handlings Assistance for aircraft ≥ 50 t MTOW	per incident	<b>455.00</b>
A4819	Handlings Assistance for VIP / governmental flights	per incident	<b>490.00</b>
<b>4.8.5 VIP Services</b>			
A6012	VIP-Lounge	up to 2 hours	<b>170.00</b>
A6013	VIP-Lounge	each additional hour	<b>60.00</b>
A6014	VIP-Lounge	daily rate	<b>400.00</b>
A6100	VIP-Handling (Lounge)	per passenger	<b>40.00</b>
A6150	VIP-Handling (Lounge / Check In)	per passenger	<b>50.00</b>
A4177	Catering VIP-Lounge as per customer order		<b>on request</b>
A6170	VIP planning and organization / special permission		<b>on request</b>
A7304	Escort by car on ramp	per incident	<b>150.00</b>
A7305	Escort without car on ramp	per incident	<b>100.00</b>
A6115	Rent Red Carpet	daily rate	<b>50.00</b>
A6144	Display of Red Carpet	per incident	<b>80.00</b>
A6145	Setting of flagpole	per incident	<b>120.00</b>
A7312	Reservation of parking area on terminal curb side	per car / up to 3 hours	<b>35.00</b>
A7313	Reservation of parking area on terminal curb side	per bus / up to 3 hours	<b>45.00</b>
	Porter service		<b>on request</b>