

## Schedule of Charges

of the Mönchengladbach airfield

The masculine form is used in this Code of Conduct to facilitate the flow of reading. However, this refers to all genders and does not any preference for a particular gender. All other genders are equally addressed and included.

For flight-related enquiries, please contact our operation services (OPS). You can reach us by e-mail at [vk1@mgl.de](mailto:vk1@mgl.de) or by telephone on +49 2161 6898-10.

### Entry into Force

This Schedule of Charges shall enter into force upon approval by the competent State Aviation Authority and publication on our website. Upon entry into force, the previous Schedule of Charges shall cease to be valid.

### Definitions

AIP	Aeronautical Information Publication of Mönchengladbach Aerodrome
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
FHG	Airport Operating Company
MTOM	Maximum Take-off Mass
NOTAM	Notice to Airman
PAX	All persons to be or having been carried on board an aircraft who are entitled to an individual seat, excluding active flight and cabin crew.
PPR	Prior Permission Required
PRM	Person with reduced mobility

Table 1

All times stated in this Schedule of Charges are local times (lcl).

## General Terms of Payment

Your contractual partner for all (service) charges specified in this Schedule of Charges is Flughafengesellschaft Mönchengladbach GmbH. The company is registered in the Commercial Register of Mönchengladbach under HRB 51. The VAT identification number is DE811460401. By making use of any (service) charges pursuant to this Schedule of Charges, you implicitly accept the provisions of this Schedule of Charges.

Debtors of charges shall be liable in the following order:

1. the pilot-in-command or the air carrier under whose flight number the flight is or was operated,
2. the aircraft owner, including joint ownership arrangements,
3. companies based at the aerodrome, insofar as the aircraft forms part of an existing or prospective business relationship with such company,
4. other contractual customers.

All airport charges shall be paid in EURO prior to departure or, at the request of the airport operating company, earlier. Invoicing and payment shall be due immediately.

Upon application, a permanent customer account may be established for natural or legal persons for subsequent payment by invoice and direct debit. There is no entitlement to the establishment or continued existence of a customer account. Invoices for customer accounts are generally issued once per month, at the beginning of each month, covering the preceding calendar month. The invoiced amount shall be due immediately upon receipt of the invoice, without deduction.

In the event of late payment, reminder notices will be issued subject to a fee. In such cases, we reserve the right to charge default interest at a rate of 2% above the applicable base interest rate of the European Central Bank, but not less than 8% per annum, from the date of default. The assertion of further damages resulting from default remains unaffected. Set-off against claims that have not been acknowledged or legally established is excluded.

Any objection to an invoice must be submitted within four weeks of receipt of the invoice. Objections received after this period can no longer be considered.

All charges specified in this Schedule of Charges are net amounts. The applicable statutory value added tax shall be added in each case, unless an exemption applies under the German Value Added Tax Act.

## Charges Subject to Approval pursuant to Section 19b of the German Aviation Act (LuftVG)

### Landing

#### *Explanation*

For each landing at Mönchengladbach Aerodrome, a charge shall be payable to the airport operating company. This charge is calculated on the basis of the maximum take-off mass (MTOM) as stated in the certificate of registration and the aircraft noise category as evidenced by the noise certificate. In commercial air transport, an additional passenger-related charge shall be levied, calculated according to the number of passengers on board at the time of landing.

The aircraft noise category shall be evidenced by a noise certificate or an equivalent document issued by the competent aviation authority of the State in which the aircraft is registered, or, in individual cases, by comparable documentation provided by the manufacturer. If no noise certificate or equivalent document is submitted, the aircraft shall be deemed to have no noise protection. Submission of a noise certificate or equivalent document at a later date shall not give rise to any entitlement to a retrospective refund.

A touchdown with an immediate subsequent take-off (touch and go) shall also be considered a chargeable landing. For hover operations by rotary-wing aircraft exceeding the scope of a comparable taxiing operation by fixed-wing aircraft, a landing charge shall be levied per commenced period of 10 minutes.

No landing charge shall be levied for emergency landings required due to technical malfunctions of the aircraft, the inability of the crew to safely continue the flight, or as a result of actual or threatened acts of violence.

No landing charges shall be levied for official flights conducted by a federal or state civil aviation authority of the Federal Republic of Germany. The exemption from landing charges shall apply only to aircraft with an MTOM of up to 5.700 kg, provided that an official service flight certificate is submitted for each such flight.

Flights demonstrably connected with humanitarian or charitable purposes may, upon prior coordination with the management, be exempted from landing charges or granted a discount. The same shall apply to aircraft manufactured before 1975 on special occasions, such as events of public interest. There shall be no entitlement to such exemptions or discounts. Exemptions from landing charges for special occasions shall be announced in advance and shall then apply to all eligible landings within the defined period.

## Charges (see Annex, pp. 8–10, Noise Categories)

<b>MTOM up to 2.000 kg</b>	<b>Noise Category A</b>	<b>Noise Category B</b>	<b>Noise Category C</b>
up to 1.000 kg	7,30 €	10,95 €	21,90 €
1.001 – 1.200 kg	8,60 €	12,90 €	25,80 €
1.201 – 1.400 kg	14,60 €	21,90 €	43,80 €
1.401 – 2.000 kg	22,50 €	33,75 €	67,50 €

  

<b>MTOM from 2.001 kg</b>	<b>Noise Category A</b>	<b>Noise Category B</b>	<b>Noise Category C</b>
per commenced 1.000 kg	14,20 €	21,30 €	42,60 €

  

Airships (flat rate)	90,00 €
----------------------	---------

  

Charge per PAX	8,50 €
----------------	--------

Table 2

## Reduced Landing Charges

No reduced landing charge shall be granted for training and familiarisation flights or for final landings. However, a discount of 10% shall be granted for each touchdown with immediate subsequent take-off (touch and go).

## Ultralight Aircraft

The landing charge amounts to EUR 7.30. As a general rule, landings are permitted only with an exemption permit issued by the District Government of Düsseldorf pursuant to Section 25 of the German Aviation Act (LuftVG), subject to an administrative fee.

## Parking

## Explanation

For parking of aircraft exceeding 4 hours after landing, a charge shall be payable to the airport operating company for each commenced day. The parking charge is calculated on the basis of the maximum take-off mass (MTOM) as stated in the certificate of registration. Upon expiry of the 4-hour period, the time of landing shall be deemed the start of a 24-hour parking period. Each further commenced 24-hour period shall constitute a new chargeable billing period. No parking charge shall be levied for parking of up to 4 hours between landing and departure of the aircraft.

There is expressly no entitlement to hangar accommodation when parking an aircraft. If hangar space is requested, please contact the airport operations service.

For a continuous parking period of at least 30 days, a reduction of the parking charges may be granted. In this case, the reduction amounts to 25% of the regular charges as set out in the table below.

#### Charge (24-hour parking)

<b>MTOM up to 2.000 kg</b>	<b>Charge</b>
up to 1.000 kg	8,55 €
1.001 – 1.200 kg	9,30 €
1.201 – 1.400 kg	10,10 €
1.401 – 2.000 kg	11,85 €

  

<b>MTOM from 2.001 kg</b>	<b>Charge</b>
per commenced 1.000 kg	5,90 €

Table 3

#### Extension of Operating Hours (PPR)

##### *Explanation*

Upon application (PPR), the aerodrome may be opened for take-offs and landings outside the daily operating hours published in the AIP via the MGL Operations Control PPR reporting office (see page 1). For such opening, a charge shall be payable to the airport operating company. The charge is calculated solely on the basis of the duration of the requested opening period before or after the normal operating hours. On special closure days (for example due to events, on Christmas Eve, the Christmas holidays, New Year's Eve and New Year's Day), an application for aerodrome opening shall generally be required for each aircraft movement throughout the day. A charge shall also be payable to the airport operating company for such opening.

If opening prior to the regular daily operating hours is requested, the charge shall be calculated from the time the aerodrome is opened until the start of the regular operating hours. If opening beyond the regular daily operating hours is requested, the charge shall be calculated from the time of the regular aerodrome closure until 15 minutes after the completed take-off or, in the case of a landing, after parking, or until no further handling services are required to be provided by the airport operating company. If closure of the aerodrome is delayed for reasons attributable to the applicant, the charge shall continue to be levied per commenced 15-minute period (0.5 charges in accordance with Table 5, PPR charge).

The charge shall be payable per aircraft, even if several aircraft operate within the same time period.

If circumstances become known which mean that an already registered extension of operating hours is no longer required, you are requested to cancel the requested operating period at short notice within the deadlines specified below. If the cancellation is not made in due time and no

aircraft movement takes place within the registered period, at least the PPR charge corresponding to the registered and confirmed PPR opening period shall be charged.

In any case, a processing fee of 35,00 € shall be charged for a PPR application without a corresponding PPR aircraft movement. This fee shall also be charged for each amendment to an already submitted PPR application.

Please observe the following deadlines. Registrations or cancellations submitted outside these deadlines cannot be considered.

#### PPR Deadlines

Requested operating period	Registration by	Cancellation by
06:00 to 08:00 Uhr	12:00 on the previous day	12:00 on the previous day
20:30 to 22:00 Uhr	20:00	20:00

Table 4

Please also observe the currently valid NOTAMs.

#### PPR Charge

Charge per commenced 30 minutes	380,00 €
Opening on special closure days per commenced 30 minutes	1.500,00 €
Additional charge if prior de-icing of the runway is required	Invoiced on the basis of actual costs, minimum 1.500,00 €

Table 5

#### Increase of Fire Fighting Category (PPR)

##### Explanation

The fire fighting category published in the AIP is ensured at all times during published operating hours. If an increased fire fighting category up to and including CAT 5 is required for an aircraft movement, such increase may be requested in advance via the above-mentioned PPR reporting office of MGL Operations Control with a lead time of 24 hours (PPR). This request is subject to a charge payable to the airport operating company (see Table 6) and shall apply exclusively to a single aircraft movement. A landing followed by a subsequent take-off within two hours shall be considered one aircraft movement. If an increased fire fighting category is required outside the regular operating hours, the PPR charge for extension of operating hours (see Table 5) shall additionally apply.

If circumstances become known which mean that an already registered increase of the fire fighting category is no longer required, you are requested to cancel the requested increase no

later than 24 hours in advance. If the cancellation is not received in due time and no increase is required within the registered period, at least the charge listed below shall be invoiced.

#### Charge per Aircraft Movement

Fire Fighting Category CAT 5	300,00 €
------------------------------	----------

Table 6

#### Promotion of New Propulsion Technologies (Incentive Scheme)

##### *Explanation*

In order to promote new and innovative propulsion technologies using electric, hydrogen or fuel cell propulsion, deviations from the above-mentioned landing, parking and passenger charges may be granted upon application to the airport operating company. In such cases, a reduction of 25% of the respective charges shall apply.

#### Entry into Force

This Schedule of Charges shall enter into force on 1<sup>st</sup> February 2025. At the same time, the Schedule of Charges for Mönchengladbach Aerodrome dated 1<sup>st</sup> February 2023 shall cease to be valid.

This Schedule of Charges was approved on ..... by the District Government of Düsseldorf under file reference ..... with effect from 1<sup>st</sup> February 2025.

Mönchengladbach, 01.02.2025

Place, Date

Andreas Ungar

Managing director, Flughafengesellschaft Mönchengladbach GmbH

## Annex

### Noise Categories

The following classification into noise categories is based on the noise limit values published

- in the notice on the Aerodrome Noise Protection Ordinance (Landeplatz-Lärmschutz-Verordnung, LLV) for aircraft issued by the German Federal Aviation Office (LBA) dated 5 January 1999,
- or in the notice on the revised version of the noise protection requirements for aircraft issued by the LBA dated 1 January 1991 (hereinafter referred to as LSL),
- or in ICAO Annex 16 (hereinafter referred to as Annex 16).

### Noise Category A

The noise level emitted by the aircraft shall not exceed the following values:

#### 1. Propeller-driven aircraft up to 9.000 kg MTOM and motor gliders

- noise limit value reduced by at least 6 dB(A) in accordance with Annex 2 of the LLV for Chapter 6 aircraft or pursuant to Chapter VI.2.4 of the LSL,
- or noise limit value reduced by at least 7 dB(A) in accordance with Annex 2 of the LLV for Chapter 10 aircraft or pursuant to Chapter X.2.4 of the LSL,
- or noise limit value reduced by 10 dB(A) pursuant to Chapter VI.2.3 of the LSL,
- or noise limit value reduced by 10 dB(A) pursuant to Chapter 6 of ICAO Annex 16.

### Noise Category B

The maximum noise level emitted by the aircraft shall not exceed the following values:

#### 1. Propeller-driven aircraft and motor gliders

- the noise limit values pursuant to Annex 2 of the LLV for Chapter 6 aircraft or pursuant to Chapter VI.2.4 of the LSL, or the noise limit values pursuant to Annex 2 of the LLV for Chapter 10 aircraft or pursuant to Chapter X.2.4 of the LSL,
- or noise limit values reduced by 4 dB(A) pursuant to Chapter 6 of ICAO Annex 16 or Chapter VI.2.3 of the LSL.

#### 2. Jet aircraft

- the noise limit values pursuant to Chapter III of the LSL,
- or the noise limit values pursuant to Chapter 3 or Chapter 4 of ICAO Annex 16.



### **3. Helicopters**

- the noise limit values pursuant to Chapter VIII of the LSL,
- or the noise limit values pursuant to Chapter 8 or Chapter 11 of ICAO Annex 16.

#### Noise Category C

The maximum noise level emitted by the aircraft exceeds the noise limit values of Noise Category B for the respective aircraft types, namely propeller-driven aircraft, motor gliders, jet aircraft and helicopters.

Only German version is binding