



Fee schedule (A)

for

Flughafen Niederrhein GmbH

Valid from 1 March 2026

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Part I – Landing fees

1 General

1. A charge (landing charge) is payable to the airport operator for each landing of an aircraft at Niederrhein Airport. The landing charge is payable jointly and severally by
 - the airline operating the flight under its airline code/flight number,
 - the airlines as joint and several debtors under whose airline code/flight number the respective flight is operated (code sharing),
 - the aircraft operator,
 - the natural or legal person who uses the aircraft without being the operator or owner, such as a lessee or hirer.
- 1.2 The landing fee is calculated independently of the respective operating criteria for aeroplanes, rotary wing aircraft and motor gliders according to the highest take-off weight of the aircraft (maximum take-off mass MTOM) recorded in the registration documents and, in commercial air transport, additionally according to the number of passengers on board the aircraft at the time of landing.
- 1.3 The MTOM must be verified by the Airplane Flight Manual (AFM) - Basic Manual - Section for Weight Limitations. Until these documents are submitted, the highest known MTOM for this aircraft will be used as a basis. Retroactive refunds will not be made.
- 1.4 The landing fee must be paid in euros (€) before take-off; in special cases, it may be paid retrospectively by prior agreement with the airport operator.
- 1.5 All amounts stated in the fee schedule are fees within the meaning of Section 10 (1) of the Value Added Tax Act. The fee debtor must therefore pay value added tax in addition.
1. The portion of the landing charges calculated on the basis of the maximum take-off weight of the aircraft shall also be payable in the event of ground contact (in the case of IFR training approaches, even without ground contact) immediately followed by acceleration and take-off of the aircraft.

- 1.7 The landing fee for rotary-wing aircraft is charged if their landing and subsequent rolling or hovering movements close to the ground on aprons or taxiways cause infrastructure costs (use of infrastructure, personnel and/or ground handling equipment) that are comparable to or exceed those for comparable fixed-wing aircraft. Short movements solely for the purpose of safe landing or parking without additional space requirements are free of charge. This rule applies uniformly to all operators of rotary wing aircraft.
- 1.8 In the event of emergency landings due to technical malfunctions of the aircraft or due to the use or threat of force, no landing fee shall be payable, provided that the airport is not the scheduled destination airport. Diversion landings are not considered emergency landings.
- 1.9 No landing or passenger fees shall be payable for aircraft operated by an employee of a federal or state civil aviation authority in the performance of official duties as the pilot in command. This exemption from landing fees shall only apply to aircraft with a maximum take-off mass (MTOM) of up to 5,600 kg.

2. Calculation of landing charges

- 2. The portion of the landing charge calculated on the basis of the MTOM of the aircraft is for motorised aircraft with a maximum take-off weight of up to 2,000 kg which, according to a noise certificate in accordance with NfL I – 134/99 or equivalent evidence, comply with the increased noise protection requirements in accordance with the Ordinance of 5 January 1999

for aircraft	that comply with the increased noise protection requirements in accordance with NfL I – 134/99	that can provide proof of noise protection but do not comply with NfL I – 134/99	that cannot provide proof of noise protection
up to 1,000 kg	€7.65	€11.55	€23.20
from 1,001 kg to 1,200 kg	€8.85	€13.35	€26.70
from 1,201 kg to 1,400 kg	€15.30	€22.95	€45.90
from 1,401 kg to 2,000 kg	€22.08	€35.52	€71.04

- 2.2 For aircraft with an MTOM of 2,000 kg or more

for aircraft	
from the bonus list with certification in accordance with ICAO Annex 16, Chapter 3 (+ BMVI bonus list), 4, 14, or 5, 6, 8, 10	with certification in accordance with ICAO Annex 16, Chapter 3 and not included in the bonus list
per 1,000 kg MTOM or part thereof	
€15	€18

- 2.3 Jet turbine aircraft or aircraft with other types of propulsion comply with the conditions of ICAO Annex 16, Chapters 3, 4 and 14 or Chapter 5, 6, 8, 10 or LSL Chapters II and III, V, VI, X, provided that certification documents from a licensing authority or comparable documents from the manufacturer prove in each individual case that the noise limits specified in the aforementioned chapters are not exceeded (NfL I – 134/99). The fee is calculated on the basis of the actual submission of complete and verifiable proof by the airport operator that the aircraft operator has complied with the above conditions prior to take-off. If no proof is submitted, the fees for aircraft will be calculated according to the highest category. No retroactive refunds will be made.
- 2.4 Bonus list: the bonus scheme applies to all aircraft types included in the arrival and departure list of the Federal Ministry of Transport and Digital Infrastructure (BMVI) in its currently valid version (most recently NfL I-83-03).
- 2.5 The fees specified in paragraphs 2.1 and 2.2 shall be increased if the landing and/or take-off takes place outside the published operating hours (PPR only!) of the airport:
- between 0000-0100 + €50 per 15 minutes or part thereof
 - between 0100-0500 + €100 per 15 minutes or part thereof

All times stated are local times.

Part II – Passenger charges

1. The portion of the charges calculated based on the number of passengers on board the aircraft at departure is €9.00 per passenger.
1. For transit or transfer passengers using the terminal, a charge of €4.50 per passenger.
2. Children under the age of two who are not entitled to their own seat are not included in the number of passengers on board the aircraft at departure.
3. Passengers also include employees – with the exception of the crew on duty – of the airline concerned or another airline, and other persons who are on board of the aircraft on departure free of charge or at a reduced price.
4. A surcharge is levied on all flights for assistance to passengers with reduced mobility in accordance with EU Regulation No. 1107/2006. The surcharge for passenger flights is €0.60 per departing passenger.

Part III – Parking fees

1. The fee debtors within the meaning of Part I, Number 1 of these fee regulations shall pay a rental fee (parking fee) to the airport operator for parking their aircraft at Niederrhein Airport.
2. For aeroplanes, rotary-wing aircraft and motor gliders, the amount of the parking fee is calculated based on the aircraft's certified MTOM.
3. The parking fee is charged for every 24 hours or part thereof with an MTOM

up to 1,200 kg	€9.00
from 1,201 kg to 2,000 kg	€13.00
from 2,000 kg per 1,000 kg or part thereof	€6.50
4. No parking fee shall be charged for parking for a total period of no more than four hours after landing or after taxiing out of a hangar and before the aircraft takes off.
5. For the parking of aircraft that is expected to last for more than 30 consecutive days, a rental agreement may be concluded between the aircraft owners and the airport operator before the start of parking.
6. The parking fee shall be paid in euros (€) before take-off; in special cases, it may be paid retrospectively by prior agreement with the airport operator.

Part IV – Volume discounts

1. Airline companies operating scheduled flights shall be granted volume discounts on charges for handling services in accordance with Part I 2. and special services in accordance with Part II. of these charges upon written request. If the following conditions are met, these discounts shall amount to a percentage of the total handling charges specified above:

Total number of departing passengers per calendar year	Discount for aircraft with at least 120 seats
more than 750,000	75%
more than 500,000	65%
more than 300,000	50%
more than 200,000	40%
more than 100,000	35%

- 2 The application process for volume discounts is as follows:

a) Eligibility and period:

Volume discounts are granted on a calendar year basis.

All airlines that have operated scheduled flights in the respective calendar year are eligible to apply.

b) Application:

The application must be submitted in writing.

The application must be submitted by 31 March of the following year for the respective calendar year.

c) Review and approval:

The assessment is based on the handling services actually provided during the calendar year.

After the review, the volume discount is settled or credited retroactively ("back-end settlement"), either in total for the year or at separately agreed intervals.

d) Late submission of applications:

If the application is received after the application deadline, there is no entitlement to the volume discount for the period in question.

Retroactive consideration beyond the specified deadline is excluded.

Part V – Validity of the fee schedule

This fee schedule shall enter into force on 1 March 2026.

Part VI – Miscellaneous

For other services, the fee schedule (B) dated 26 January 2022 applies.

Date of last revision of the fee schedule (A): 4 February 2026

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