Innsbruck Airport

SCHEDULE OF CHARGES

effective from 1 January 2017

TRANSLATION ONLY - THE GERMAN TEXT SHALL PREVAIL

Airport Operator:

Tiroler Flughafenbetriebsgesellschaft m.b.H.
Fürstenweg 180
A-6020 Innsbruck

Telephone: +43 (0) 512 22 5 25 – 0
Telefax: +43 (0) 512 22 5 25 - 102
SITA: INNAPXH
UID-no. [Turnover ID no.]: ATU31726004
FN 46367m Landesgericht Innsbruck
http://www.innsbruck-airport.com

Charges approved by the
Federal Ministry of Transport, Innovation and Technology
as the Supreme Civil Aviation Authority
pursuant to Art. 9 Flughafenentgeltgesetz BGBl. I, 41/2012 and
pursuant to Art. 8(4) and 14(2) Regulation (EC) No. 1107/2006
as per administrative decision of 30 September 2016
GZ. BMVIT-43.433/0003-IV/L1/2016

We refer specifically to the liability clause in chapter III Article 1.3
IMPORTANT INFORMATION

1. Terminal Charges
In case of enquiries about terminal navigation charges, please, contact:

<table>
<thead>
<tr>
<th>Austro Control</th>
</tr>
</thead>
<tbody>
<tr>
<td>Österreichische Gesellschaft für Zivil Luftfahrt mbH</td>
</tr>
<tr>
<td>Schnirchgasse 11</td>
</tr>
<tr>
<td>A-1030 Wien</td>
</tr>
<tr>
<td>Tel.: + 43 5 1703 - 9414</td>
</tr>
<tr>
<td>Fax: + 43 5 1703 – 9416</td>
</tr>
</tbody>
</table>

UID no. [Turnover ID no.]: ATU37259408

Any terminal navigation charges shall not be part of the currently applicable Schedule of Charges of Tiroler Flughafencbiegsellschaft m.b.H. and shall be charged by Austro Control. Only in case of cash collection of airport charges also the terminal navigation charges shall be collected by Tiroler Flughafencbiegsellschaft m.b.H. on behalf of Austro Control.

2. Schedule Coordination Service Fee
According to Article 142 LFG as amended on 11th August 2005 the Federal Ministry of Transport, Innovation and Technology authorized a “Schedule Coordination Service Fee” to be paid by each air carrier and/or aircraft operator for the assignment and/or transfer of time slots.

The “Schedule Coordination Service Fee” shall not be part of the applicable Schedule of Charges.

The “Schedule Coordination Service Fee” shall be collected on behalf of SCA Schedule Coordination Austria GmbH by Tiroler Flughafenbetriebsgesellschaft m.b.H. which pays this charge over to SCA Schedule Coordination Austria GmbH. Payment of the „Schedule Coordination Service Fee“ to Tiroler Flughafencbiegsellschaft m.b.H. shall be subject to the payment terms for charge settlement as per chapter I section 7 of this Schedule of Charges.

In case of any enquiries about the “Schedule Coordination Service Fee”, please, contact:

<table>
<thead>
<tr>
<th>SCA Schedule Coordination Austria GmbH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office Park I</td>
</tr>
<tr>
<td>A-1300 Wien Flughafen</td>
</tr>
<tr>
<td>Tel.: + 43 1 7007 - 23600</td>
</tr>
<tr>
<td>Fax: + 43 1 7007 – 23615</td>
</tr>
<tr>
<td>Email: <a href="mailto:info@slots-austria.com">info@slots-austria.com</a></td>
</tr>
</tbody>
</table>

UID no. [Turnover ID no.]: ATU56636037

3. Information about the Air Travel Levy
According to the Budgetbegleitgesetz [Budget Accompanying Act of] 2011, introducing, among other aspects, a departure tax (FlugAbgG), each aircraft operator shall settle the departure tax for passengers leaving from Austria, as long as it is not subject to any exemption from the liability to pay such tax, whereas the tax shall be paid to the Financial Office for Public Charges, Transport Taxes and Games of Chance in Austria.

For any further information, see website of the Bundesministerium für Finanzen [Federal Ministry of Finance] under:
https://www.bmf.gv.at/egovernment/fon/fuer-flugplatzhalter-und-luftfahrzeughalter/Luftfahrzeughalter-Detailinfo.html

The aircraft operator shall be obliged to transfer data to the respective airport:
https://flugabgabe.reg-airports.at/INN

The web account shall be visible on the invoice or may be enquired about under fakturierung@innsbruck-airport.com respective accounting@innsbruck-airport.com.
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ABBREVIATIONS

AWG ........ Waste Management Act 2002, BGBl. I Nr. 102/2002, idgF
AHM .......... Airport Handling Manual
BGBl. .......... Official Federal Gazette
CHC .......... Cargo Handling Charge
EUR ........ Charges indicated in EURO
FBG .......... Airport Ground Handling Services Act, BGBl. I 97/1998, idgF
FEG .......... Airport Charges Act, BGBl. I 41/2012, idgF
FlugAbgG .... Air Charges Act, BGBl I 111/2010, idgF
HC ............ Hangar Charges
ICAO .......... International Civil Aviation Organization
IATA .......... International Air Transportation Organization
idgF ........ in its current version
ISC .......... Infrastructure Charges
iVm .......... in connection with
kg ........... kilograms
LC ........... Landing Charges
LFG .......... Aviation Act of 1957, BGBl. 253/1957, idgF
MTOW .......... Maximum Take-Off Weight
PC .......... Parking Charge
PRM .......... Persons with Reduced Mobility
PSC .......... Passenger Service Charge
RHC .......... Ramp Handling Charge
SC .......... Security Charge
SSC .......... Single Service Charge
t .............. metric ton (= 1.000 kg)
THC .......... Traffic Handling Charge
UGB .......... Business Law Act, BGBl. 120/2005, idgF
v.H. .......... of one hundred
ZARV ....... Civil Aircraft Ambulance and Rescue Flight Regulation, BGBl. 126/1985, idgF
ZFB ........... Civil Airport Conditions of Use
ZFBO .......... Civil Airport Operating Regulation, BGBl. 72/1962, idgF.
ZLPV .......... Civil Aviation Personnel Regulation, BGBl. 219/1958 idgF.
ZL-Schein .. Civil Aviation Pilot's Licence
I. GENERAL PROVISIONS

1. Binding Force of Schedule of Charges

Each user making use of the equipment and facilities of the airport shall be subject to the stipulations of this Schedule of Charges, as part of the “Civil Airport Conditions of Use”, according to Article 15, in connection with Article 16 lit. b ZFBO.

All charges indicated in this Schedule of Charges shall be flat rates, except charges for single services as listed hereinafter. The flat rates applied shall be indivisible and shall also be paid in full even if only partial services are utilized. The flat rates shall be due by execution of the services.

2. Civil Airport Conditions of Use

The Civil Airport Conditions of Use as published shall be part of this Schedule of Charges.

3. Language

This Schedule of Charges shall be published in German and English. The provisions of the German edition shall be binding.

4. Place of Jurisdiction / Applicable Law

Place of delivery shall be Innsbruck Airport. Place of jurisdiction shall be the competent court of Innsbruck. Any privity of contracts resulting from this Schedule of Charges shall be exclusively subject to the applicable law of the Republic of Austria and the provisions of the regulations of the European Community, however, excluding the provisions of the Conflict of Laws and the provisions of the UN Convention on Contracts for the International Sale of Goods.

Any condition deviating from the conditions hereinafter is subject to written approval by the Airport Operator.

5. Terms

"Aircraft whose operator is the Republic of Austria" shall be any aircraft incorporated in the aircraft register as operated by Austrian federal authorities and/or offices.

"Airline" shall be a company that provides commercial air transport services for passengers and freight (Article 101 lit. a LFG).

"Ambulance Flights" in pursuance of Article 2 ZARV shall serve to convey any person already subject to the provision of medical care, any seriously ill or injured person or emergency patients from one hospital or clinic to another.

"Cargo Aircraft" shall refer to each aircraft transporting goods or material and which is no passenger aircraft.

"Change of Load" shall be understood as an increase or decrease or redistribution of the load (Passengers, Baggage, Cargo, Mail etc.).

"Charges approved by the Authority" shall be charges approved by the Federal Ministry of Transport, Innovation and Technology as the Supreme Civil Aviation Authority by administrative decision according to FEG und Article10 (2) FBG.

"Check-flights" shall be flights to determine the air worthiness of the aircraft or the serviceability of its equipment.

"Code-sharing Flights" shall be different kinds of commercial or operational agreements between two or more carriers one of them being the operating carrier.

An "Emergency" shall be a landing in case of a related event (e.g. illness or death of a passenger, technical defects of the aircraft etc.) or in case of any threat of violence.
"Flight Number" shall be the designation of a flight including an ICAO or IATA airline code and additionally carrying a number or letter combination.

The term "General Aviation" shall comprise any aircraft which is not used for scheduled and non-scheduled flight services with flight numbers.

The "Maximum Take-Off Weight (MTOW)" shall be the structural maximum take-off weight as indicated by the aircraft certification documents.

"Non-scheduled Flight Services" means any commercial transportation of passengers and goods excluding scheduled flight services.

The terms of "Passenger", "Baggage", "Freight" and "Mail" shall refer to any and all persons and goods subject to the transportation planned in the aircraft of the aircraft operator and/or carrier.

"Passengers" shall be any and all persons transported by an aircraft, with the exception of the crew members.

A "Route Experience Landing" shall be a landing serving technical trials of the aircraft or the briefing of the crew.

A "Passenger Aircraft" shall be an aircraft carrying persons being no crew members, employees of the air carrier exercising any official functions, accredited representatives of a national authority or accompanying persons of a freight consignment.

"Precommissioning Inspection Flights" means flights to test aircrafts before their certification or after executing maintenance work.

"Regional Air Traffic" shall be any flights operated by an airline within its route permission, to perform scheduled air traffic by aircrafts not exceeding 200 seats and 80 t MTOW and not exceeding a distance of 1,000 km towards Innsbruck Airport.

Reduced charges for Regional Air Traffic shall be applicable exclusively for the landing charge and the passenger service charge, however, not for any other charges (e.g. infrastructure charge, security charge).

"Regional Charge" means the reduced charge for Regional Air Traffic.

"Re-landing" means an unscheduled return to the departure airport after take-off and landing on the departure airport without landing on any other airport.

"Rescue Flights" shall be flights in conformity with Article 2 ZAR V to rescue people from any immediate danger to their life or health.

"Scheduled Flight Services" means any transportation on specified routes on behalf of public transport and based on a published timetable.

"Self-handler" means any user who performs ground handling services without concluding an agreement with a third party for the performance of any such service.

"Tasks of Aviation Authorities" shall especially be a term for
- Flights to exercise the air supervision right according to LFG
- Radiolocation flights
- Flights for setting approach and landing procedures
- Flights of the Aircraft Accident Board and
- Flights of the search and rescue service

Mission flights as per Article 145 LFG shall be handled accordingly.

A "Technical Landing" shall be a landing of an aircraft without any physical change of load (which in this case does not mean ballast), neither after landing nor before the following take-off.

"Training Flights" shall be flights for training purposes under the supervision of a flight instructor according to the ZLPV and/or a ZP decree.
"Transfer Passengers" shall be any passengers whose flight is changing its flight number during ground time and who are changing the aircraft by using any aircraft facilities. It is required that the connecting flight is operated on the same calendar day and by the same airline/alliance, further that passenger and baggage have been already checked through at the airport of origin until the airport of destination. It is mandatory that the airline provides a record for these passengers accordingly. Transfer passengers are exclusively charged per flight leg.

"Transit Flights" shall be such scheduled flights with origin from an Austrian airport and destination abroad, passing the Innsbruck Airport (and the other way around).

"Transit Passengers" shall be any passengers whose flight is not changing its flight number during ground time and who are not changing the aircraft by using any aircraft facilities.

"User" shall be any airline, any aircraft operator according to Article 13 LFG and any natural person or legal entity using the aircraft without being operator or owner.

"Weight Class A" as stipulated by the Aircraft Register of the Republic of Austria shall comprise single-engine airplanes and rotorcrafts of up to and including 2,000 kg maximum take-off weight notwithstanding the total seat number.

A "Wide-body Aircraft" shall be an aircraft with more than one passage in the passenger cabin and with more than 6 passenger seats per row.

"Working Flights" shall be any flights during which a work process takes place without which does not consist in the transportation of anything or any person or in the performance of the flight itself. This shall particularly include: any air-tow flights, any spreading and spraying and any other pest control flights, any flights for dropping parachutists, photo flights, aerial surveying flights as well as any workshop and hangar flights (see also "Test and Trial Flights").

6. Assessment Basis

To determine the assessment basis applicable to any charges calculated according the MTOW the carrier performing the flight or the aircraft operator or the airline or the owner of the aircraft shall provide any such legal instruments to the Airport Operator which prove the certification, issued by the respective certification authority. As long as the admissible MTOW has not been proven sufficiently, the charge calculation shall be based on the highest known MTOW for the type of aircraft concerned.

Each increase of the admissible MTOW shall be indicated and proven immediately. The Airport Operator may subsequently set off any charges for movements during the period when the increased MTOW was approved against any charges before.

Each decrease of the admissible MTOW shall be indicated and proven immediately. The Airport Operator shall take into account such decrease in due course for calculating the charges as soon as such decrease has been indicated and proven. Any retroactive reimbursement shall be excluded.
7. Charge Settlement / Terms of Payment

For the settlement of any charges (charges approved by the authority and handling charges) all users are liable as joint and several debtors. These are:

- the carrier performing the flight in regular scheduled traffic and non-scheduled service, according to the flight number, and/or, if such number is missing, the aircraft operator indicated in the flight plan.
- the aircraft operator according to Article 13 LFG and
- the natural or legal person using the aircraft without being the operator or the owner of it.

In case the aircraft operator is not known, the owner of the aircraft shall be considered its operator until it has produced sufficient evidence of who is or was the aircraft operator.

In case of any code-sharing flights, the responsibility for recording statistically any departing passengers and for the payment of the relevant applicable charges shall be with the respective air carrier carrying out the flight whose code is in the first place before the flight number. Any charge-back resulting from this between the carrier performing the flight and its code-sharing partner(s) shall be carried out by the carrier carrying out the flight.

The charges will be charged exclusively in EURO.

The charges shall be considered as net amounts without any turnover tax and shall be paid in EUROS before the take-off. As long as the charges do not correspond to Article 6 subpara. 1 (2) in connection with Article 9 subpara. 2 UStG 1994, the debtor shall settle the turnover tax in addition.

Any payment executed by Tiroler Flughafenbetriebsgesellschaft m.b.H. in favour of the user has to be refunded in full by the user plus a surcharge of 7,5%%.

The charges shall be payable immediately and in cash. Any other maturity of the charge to be paid shall require the written consent of the Airport Operator. Any fees relating to the payment shall be at the debtor’s expense.

The Tiroler Flughafenbetriebsgesellschaft m.b.H. shall reserve itself the right to require securities, e.g.
- an advance payment or
- a suretyship and/or a deposit (bank guarantee)
- and/or regular instalments

If such securities have been agreed on, an immediate payment may be renounced of. In such cases, weekly invoices shall be submitted. Any charges and expenses resulting from these payments shall be to the debit of the party liable to pay.

Any such securities are not subject to payment of interest.

The Tiroler Flughafenbetriebsgesellschaft m.b.H. shall reserve itself the right to enquire about the financial standing of the customer.

In case of any non-compliance with the payment date, lawful interest on defaulted payment after the due date added by any dunning, lawyers’ and collection costs (flat rate or as proven) shall be paid by the party liable to pay. According to Article 456 UGB the interest rate for any company business shall be 9,2 percentage points above the prime rate.

It shall be excluded that the party liable to pay offsets its claims towards the Airport Operator against the claims of the latter, unless

- The Airport Operator becomes insolvent and the counterclaim would be part of the bankruptcy estate,
- A final judgement exists concerning the counterclaim,
- The Airport Operator has accepted the counterclaim.

The Airport Operator shall be entitled to determine the party liable to pay according to section 1 and/or to subsequently correct any possible calculation errors.
8. **Discontinuation of Services**

The administrative organ of the Tiroler Flughafenbetriebsgesellschaft m.b.H. shall be entitled to reject any specific or all performances including any ancillary performances, as long as the user does not pay any charges or fees to the administrative organ of the airport in a provable manner.

9. **Extension of Operating Times**

The provision of the necessary facilities and personnel outside of the operating hours authorized for the Airport Operator in pursuance of Article 3 subpara. 1 ZFBO, based on a specific requisition (according ZFBB, chapter 4, subpara 4.1), shall be paid for by a flat rate of **EUR 112.78** for any ¼ hour started – independently of any other charges.

For flights within the local time period from 11:45 p.m. to 5:15 a.m., a surcharge of 50% shall be added to the flat rate mentioned before, moreover a surcharge of 50 % shall be paid in addition to the traffic handling charge (see Annex 3, point 6).

Should any extension of operating hours be ordered, the cost refunding charge stipulated by the Austro Control – Österreichische Gesellschaft für Zivilluftfahrt mbH, at its respective current rate, shall be allocated to the airport user's charges by the Airport Operator, independently of the charge mentioned before, for the extension of operating hours of the Air Traffic Service Office for the period mentioned before; at any rate, air traffic service cost shall be paid whenever it is generated.

The above flat rates, surcharges and cost refunding charges shall also be due if the ordered operating hour extension is cancelled and such cancelling is not announced to the Airport Operator at least one hour before the end of the operating hours.

10. **Miscellaneous**

Should a provision of this Schedule of Charges not meet the legal regulations this provision shall be replaced by the legal admissible provision which comes the nearest to the submitted intention of the ineffective provision. The validity of the remaining provisions remains unchanged.

The stipulations indicated above shall apply to all sections of the present Schedule of Charges.
II. CHARGES APPROVED BY THE AUTHORITY

Any charges according to this chapter II (Landing Charge, Passenger Service Charge including PRM-Charge, Security Charge, Infrastructure Charge and Parking Charge) are charges which are approved by the Federal Ministry of Transport, Innovation and Technology as the Supreme Civil Aviation Authority and modified by the administrative decision according to the applicable legal provisions.

All charges are listed in Annex 3: Rates.

1. Landing Charge

1.1 General Facts

Charges shall be incurred for using the installations and facilities existing for landing (including lighting systems), for using the parking areas during the time exempt from any parking charges, for the marshalling in and out of the aircraft, the placing and removing of chocks with aircraft of over 4,000 kg of Maximum Take-Off Weight, as well as the generally available cargo facilities.

As a matter of principle, the Airport Operator shall be entitled to receive this charge with the aircraft touching down at the Innsbruck Airport. Flights are subject to charge even if no landing or touch-down occurred, however, the stand-by infrastructure of the airport has been utilized by the aircraft (e.g. lighting systems).

1.2 Assessment Basis

The Maximum Take-Off Weight (MTOW) shall be the assessment basis for the landing charge to be settled.

1.3 Landing Charges graded according to Noise Levels

The classification of the aircraft according to the respective noise classes of the Innsbruck Airport may be found in Annex 4: Noise class classification of this Schedule of Charges.

Aircrafts certified according to ICAO Annex 16, chapter II are not permitted for landing at Innsbruck Airport. Aircrafts certified according to ICAO Annex 16, chapter III shall be handled by applying a surcharge in addition to the respectively applicable landing charge according Annex 4 of this Schedule of Charges. The proof of the noise certification shall be provided by the aircraft operator. Should no prove be submitted of the certification of the aircraft according to ICAO Annex 16, chapter III, the surcharge rate according noise class I will apply.
2. Passenger Service Charge

2.1 General Facts
A charge shall be paid for the use of the passenger terminal including its facilities by departing passengers. This charge shall not include the availability of the passenger check-in counters.
As a matter of principle, the Airport Operator shall be entitled to receive this charge with the acceptance of the passenger for transport.

2.2 Assessment Basis
The assessment basis shall be the number of departing passengers.

The assessment basis shall not include:

1. Any children under two years
2. Any transit passengers using the passenger terminal and their facilities in the framework of a technical aircraft defect connected with an aircraft change.
3. Any passengers transported by an aircraft of weight class A.
4. Any personnel of aviation companies on business trips with a free ticket as well as persons with a Government Request Status, connected with a 100% exemption from any ticket prices.
5. Any persons, whose presence is absolutely required for any training, working, test and trial flights on board of an aircraft.
6. Any parachutists departing for their jumping-off.
7. Any persons whose presence is absolutely required during flight rescue and ambulance assignments to fulfil their medical tasks on board of an aircraft (e.g. physicians, health care professionals).
8. Any persons whose presence is absolutely required for any mission flights on board an aircraft.

3. PRM-Charge

3.1 General Facts
For financing the provision of assistance given at Innsbruck Airport as per Regulation (EC) no. 1107/2006 enacted by the European Parliament and Council on 5 July 2006 a charge shall be paid for each departing passenger.

Such assistance shall enable disabled persons and persons with reduced mobility to proceed from a designated point of arrival at Innsbruck Airport to an aircraft and from the aircraft to a designated point of departure at Innsbruck Airport, including embarking and disembarking, while ensuring high and equivalent standards.
As a matter of principle, the Airport Operator shall be entitled to receive this charge with the acceptance of the passenger for transport.

3.2 Assessment Basis
The assessment basis for the PRM charge to be paid shall be the number of departing passengers. The charge shall be collected in connection with the Passenger Service Charge.
4. Security Charge

4.1 General Facts
According to LSG 2011 any Airport Operator shall execute any security duties according to Regulation (EC) no. 300/2008 and LSG 2011 on behalf of the authorities. According to Article 11 LSG each aviation company shall settle a security charge for each passenger departing from Innsbruck Airport to cover the appropriate costs borne by the Airport Operator.

4.2 Assessment Basis
The assessment basis for the Security Charge to be paid shall be the number of departing passengers subject to the Passenger Service Charge, and includes also the number of passengers of flights on aircrafts of up to 2 t in commercial air traffic.

5. Infrastructure Charge

5.1 General Facts
According to Article 1 (7) in connection with Article 5 (4) FBG the aviation companies / aircraft operators shall pay to the Tiroler Flughafenbetriebsgesellschaft m.b.H. a user charge for the availability, administration and operation of the "Central Infrastructure Facilities" and for the usage of these facilities to provide ground handling services according to the Annex to the FBG.

For the definition of "Central Infrastructure" of Innsbruck Airport, see Annex 1: Definition of the Central Infrastructure Facilities of this Schedule of Charges.

The Infrastructure Charge shall apply once a ramp- and/or traffic handling service is provided by the Tiroler Flughafenbetriebsgesellschaft m.b.H. or a self-handler.

The Infrastructure Charge to be collected shall be divided in the following aspects, based on the provision of different infrastructure installations and facilities:

5.2 Air Side Infrastructure Charge
As a matter of principle, the Airport Operator shall be entitled to receive this charge with the aircraft being positioned on the ramp of Innsbruck Airport.

The Maximum Take-Off Weight (MTOW) shall be the assessment basis for the air-side Infrastructure Charge to be settled. To determine the assessment basis the same rules shall apply as for the calculation of the Landing Charge.

5.3 Land Side Infrastructure Charge
As a matter of principle, the Airport Operator shall be entitled to receive such charge once the passenger is accepted for transportation respectively when the land-side infrastructure installations and facilities are provided to the carrier and/or its handling agents.

To determine the assessment basis the same rules shall apply as for the calculation of the Passenger Service Charge.
6. Parking Charge

6.1 General Facts

An aircraft's use of a parking area of the Airport Operator shall be subject to a charge. The Airport Operator shall be entitled to receive this charge once the aircraft is parked on such parking area or from the start of transporting the aircraft to such area.

For any aircraft permanently parked at the airport, a special contract may be concluded with the Airport Operator about a guaranteed parking area with fastening facilities for the parked aircraft, depending on the existing areas available for such purpose.

7. Exemptions and Reductions

7.1 General Facts

For the kinds of charges mentioned in sections 1 to 6 the exemptions and reductions here below shall apply under certain conditions.

The user (carrier or aircraft operator) shall always have the right to claim any exemptions and/or reductions with regard to the payment of a charge if it can prove the conditions for this which is related to the respective kind of charge.

Any reduction may only be applied in case of one and not several possibilities of its application and/or shall only be valid for the charge which is defined to be subject to it.

7.2 Assessment Basis and Rates

The rate of exemption (= 100% reduction) or the reduction for each kind of charge shall be determined as a percentage rate (from one hundred) which represents a deduction from the charge sum obtained by calculation. Such charges which have to be paid fully shall be shown by the short symbol of "0" and such charges for which no charge is applicable in their weight class, the short symbol of "-" shall be indicated.

- Landing Charge = LC
- Passenger Service Charge = PSC
- Parking Charge = PC
- Infrastructure Charge = ISC
The reduction rate per charge shall be:

<table>
<thead>
<tr>
<th>Kind of exemption or reduction</th>
<th>LC up to 4t</th>
<th>LC from 4t</th>
<th>PSC</th>
<th>PC</th>
<th>ISC</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Aircraft whose operator is the Republic of Austria, when executing authority affairs</td>
<td>50</td>
<td>50</td>
<td>100</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>2. Aircraft with the following missions:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1. Affairs of aviation authorities</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>0</td>
<td>100</td>
</tr>
<tr>
<td>2.2. Mission flights according to Article 145 LFG</td>
<td>100</td>
<td>100</td>
<td>0</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>2.3. Rescue flights / organ transport flights</td>
<td>50</td>
<td>50</td>
<td>0</td>
<td>0</td>
<td>50</td>
</tr>
<tr>
<td>2.4. Ambulance flights</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>3. Aircraft of carrier companies for the purpose of training for route experience flights, school and training flights</td>
<td>50</td>
<td>50</td>
<td>0</td>
<td>0</td>
<td>100</td>
</tr>
<tr>
<td>4. Aircraft with flight number in case of:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1. Emergency landing</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>0</td>
<td>50</td>
</tr>
<tr>
<td>4.2. Bomb alarms</td>
<td>50</td>
<td>50</td>
<td>0</td>
<td>0</td>
<td>50</td>
</tr>
<tr>
<td>4.3. Technical landings</td>
<td>50</td>
<td>50</td>
<td>0</td>
<td>0</td>
<td>50</td>
</tr>
<tr>
<td>4.4. Return landing within one hour</td>
<td>100</td>
<td>100</td>
<td>0</td>
<td>0</td>
<td>50</td>
</tr>
<tr>
<td>4.5. Return landing beyond one hour</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>4.6. Return landing and reorganised landing on newly to be supplied replacement aircraft:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.6.1. Relanded aircraft within one hour</td>
<td>100</td>
<td>100</td>
<td>0</td>
<td>0</td>
<td>50</td>
</tr>
<tr>
<td>4.6.2. Relanded aircraft beyond one hour</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>4.6.3. Replacement aircraft flown in</td>
<td>0</td>
<td>0</td>
<td>-</td>
<td>0</td>
<td>50</td>
</tr>
<tr>
<td>4.7. Position flights</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>5. Aircraft for the purpose of training in General Aviation in order to do the following things:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.1. Obtain a private-/professional pilot's licence</td>
<td>50</td>
<td>50</td>
<td>-</td>
<td>0</td>
<td>100</td>
</tr>
<tr>
<td>5.2. Extension of the licence mentioned in 5.1</td>
<td>50</td>
<td>50</td>
<td>-</td>
<td>0</td>
<td>100</td>
</tr>
<tr>
<td>6. Aircraft which have been taken out of operation for less than four hours</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>7. Passenger Service Charge for General Aviation: Passengers on aircraft of weight class &quot;A&quot;</td>
<td>-</td>
<td>-</td>
<td>100</td>
<td>0</td>
<td>100</td>
</tr>
</tbody>
</table>

The reduction rates according to point 5 shall only apply in the framework of activities of an Austrian training company which has the relevant aviation authority permit for this airport.

Reductions according to points 2, 3, 4.3 to 4.6 and 5 shall be valid as long as flights have been communicated as such to the Airport Operations Director before or, at the latest, immediately after the occurrence of the event and, especially for the charge offsetting, the kind of flight has been reported to the Airport Operator according to points 3 and 5, announcing the relevant data for the training (carrier, civil pilots school, aircraft, flying instructor and student pilot).

The reduction rates under point 3 shall only be applicable if the flights only serve the instruction of the crew. Special agreements may be concluded with the Airport Operator for school and training programmes over an extended period of time as well as the obligation of a carrier to carry out its school or training flights exclusively at this airport.
III. GROUND HANDLING CHARGES

1. General Facts

1.1. Execution of the Ground Handling Services

As the carrier makes use of one or more of the handling services specified in the Annex to the FBG, a contractual relationship with the Tiroler Flughafenbetriebsgesellschaft m.b.H. shall be set up. In addition, a handling contract between the Tiroler Flughafenbetriebsgesellschaft m.b.H. and the carrier may be concluded.

The Tiroler Flughafenbetriebsgesellschaft m.b.H. shall carry out the ground handling services mentioned in Annex 2: Service Specification in the framework of its technical and personnel capacities and shall also be entitled to commission third parties as a subcontractor.

The Tiroler Flughafenbetriebsgesellschaft m.b.H. reserves itself the right to execute any services which might possibly be entailed by the handling regulations of the carriers and the scope of which is beyond any customary standards only upon prior agreement on separate account.

The user and the Tiroler Flughafenbetriebsgesellschaft m.b.H. shall support and advise them mutually with regard to the performance of ground handling services and shall take into account, to the best of their ability, any relevant recommendation of the other party.

The user shall supply the Tiroler Flughafenbetriebsgesellschaft m.b.H. with information and instructions necessary for the proper performance of services. The Tiroler Flughafenbetriebsgesellschaft m.b.H. shall enquire about such information and instructions from the carrier, if required. The Tiroler Flughafenbetriebsgesellschaft m.b.H. shall only pass on information included in the aviation company's flight documentation, if the aviation company has given its consent to this, unless any legal regulations preclude this.

1.2. Standard of the Ground Handling Services

The ground handling services shall be provided according to the customary procedures of Innsbruck Airport and according to international standards.

The Tiroler Flughafenbetriebsgesellschaft m.b.H. shall have the services it is commissioned for carried out by properly trained staff. Representatives of the user and the Tiroler Flughafenbetriebsgesellschaft m.b.H. shall meet if required in order to discuss any outstanding questions concerning the processes and quality of ground handling services. The punctuality behaviour of the carrier shall be included in the evaluation of the causes of any unsettled handling problems.

In case of handling any bulky goods or extraordinary cargo above the normal service standard (Annex 2: Service Specification), it shall urgently be necessary that the Tiroler Flughafenbetriebsgesellschaft m.b.H. is informed by the carrier in due time. Both parties shall mutually advise and support each other in this matter. The expenses for these handling processes shall be calculated separately.
1.3. Liability

The Tiroler Flughafenbetriebsgesellschaft m.b.H. shall not be liable for any damage incurred by the user or any damages claimed to be paid by the user in connection with any services rendered or to be rendered by the Tiroler Flughafenbetriebsgesellschaft m.b.H., unless such damage has been caused or such damages are justified by any gross negligence or wilful intent of the Tiroler Flughafenbetriebsgesellschaft m.b.H. or any of its employees or any subcontractors.

The carrier shall indemnify the Tiroler Flughafenbetriebsgesellschaft m.b.H. for any claims by any third parties, including any cost, imposed in connection with any services taken over by the Tiroler Flughafenbetriebsgesellschaft m.b.H., unless such claims are justified by any gross negligence or wilful intent of the Tiroler Flughafenbetriebsgesellschaft m.b.H. or any of its employees or subcontractors.

In each individual case, the liability shall not be beyond the one of the user towards the user’s partners by virtue of any contracts.

The parties to the contract shall be exempt from any of their duties, if one of the parties to the contract may not fulfil its obligations due to any industrial dispute, force majeure or any other reasons which are beyond its own sole control.

The user will be immediately informed about all damages which have been located with the aircraft or freight, notwithstanding for whatever reason and when this damage occurred.

2. Services / Charges

2.1. Ground Handling Service Activities

(a) Scheduled Flights

For scheduled flights of the carrier to the Innsbruck Airport, the Tiroler Flughafenbetriebsgesellschaft m.b.H. undertakes to perform the ground handling services mentioned in Annex 2: Service Specification, without receiving any previous requisition for doing so. Scheduled flights shall be such flights announced to the Tiroler Flughafenbetriebsgesellschaft m.b.H. (traffic control) at least 72 hours before the landing.

To allow the Tiroler Flughafenbetriebsgesellschaft m.b.H. to fulfil its services, the carrier shall be obliged to inform the Tiroler Flughafenbetriebsgesellschaft m.b.H. as early as possible about the number of the scheduled flights within a scheduling season. This shall include the aircraft type and version, the flight number, the scheduled arrival and departure times and the airport of origin as well as any significant particularities relevant for the handling. Furthermore, the carrier shall be obliged to communicate any changes concerning the scheduled flights as soon as possible to the Tiroler Flughafenbetriebsgesellschaft m.b.H. This particularly concerns any delays, early arrivals and cancellations of flights. Should any waiting time beyond the normal airport opening times occur in case of delays or cancellations, such times shall be calculated separately.

(b) Unscheduled flights, Special Flights

The Tiroler Flughafenbetriebsgesellschaft m.b.H. shall perform, at the earliest possible time, the ground handling services also for unscheduled flights carried out by the carrier or commissioned by it at Innsbruck Airport, taking into account any obligations already committed to - in the framework of its technical and personnel capacities. The carrier undertakes to previously announce such flights in due time.
(c) Priority

Should there be any overlapping with handling times of aircraft of other carriers, due to any unannounced or delayed aircraft, the Tiroler Flughafenbetriebsgesellschaft m.b.H. reserves itself the right to handle the scheduled and announced aircraft as a priority.

(d) Documents for ground handling services

The carrier shall provide documents and information to the Tiroler Flughafenbetriebsgesellschaft m.b.H. for effecting ground handling services in due time.

(e) Special Assistance (Emergencies)

In case of any emergencies (emergency landings, accidents), the Tiroler Flughafenbetriebsgesellschaft m.b.H. shall immediately take any appropriate and possible action in order to assist the passengers and the crew and in order to protect any baggage, cargo and mail transported on the aircraft against any loss and damage. It shall do so also without previously receiving any instructions by the carrier. The carrier shall reimburse the Tiroler Flughafenbetriebsgesellschaft m.b.H. for any cost incurred for this.

2.2. Charges

Any services carried out by the Tiroler Flughafenbetriebsgesellschaft m.b.H are subject to charges according to Annex 3: Rates, independently of the extent to which they have been made use of.

- **Ramp Handling Charge** = RHC
- **Traffic Handling Charge** = THC

The Airport Operator’s claim to receive the respective charges shall accrue by the first required or requested service even if no landing has occurred.

2.3. Adapting the Charges

The Tiroler Flughafenbetriebsgesellschaft m.b.H. shall have the right to adapt the handling charge so that it corresponds to the cost development or for important reasons. Such adapting shall be communicated to the carriers within a reasonable period before it enters into force. Any adapting of charges for de-icing products may also occur over the short term, due to the market situation.

2.4. Assessment Basis

The Maximum Take-Off Weight (MTOW) shall be the assessment basis for the handling charge to be settled.
3. **Single Services Charges**

3.1 **General Facts**

Single services are any services executed by the Tiroler Flughafenbetriebsgesellschaft m.b.H., which are either not mentioned in *Annex 2: Service Specification* or which are carried out in addition upon special request of a user (see *Annex 3: Rates*). Such single services shall be performed depending on the availability of personnel and equipment and invoiced separately.

Any vehicles and equipment shall always be supplied with the personnel of the Airport Operator.

3.2 **Assessment Basis**

The assessment basis for equipment and work services shall be the travel (to and/or from destination), each beginning of ¼ of an hour, one process, one piece etc.

4. **Hangar Charge**

A charge shall be paid for the shedding of an aircraft in a hangar of the Airport Operator provided according to Article 12 ZFBO as well as for one-time moving in and out of the aircraft into and out of the hangar for the purpose of hangarage.

Only the Airport Operator may put the aircraft into and/or take it out of the hangar (at additional charges). That applies also for moving in and out of the aircraft in order to enable the execution of any operation by outside companies.

The Airport Operator’s claim with regard to this charge shall exist from the time of handing over the aircraft to the Airport Operator for hangarage.

Damage detected on the aircraft shall be announced to the Airport Operator in due course. The Airport Operator shall rule out any liability for any damage detected subsequently.
IV. INTRODUCTION AND MARKETING SUPPORT DIRECTIVE

for new destinations; for frequency extension and increased density of frequencies of existing scheduled flight destinations

The Airport Operator reserves itself the right to grant introduction and marketing support in case that certain conditions are fulfilled. As a matter of principle, a carrier shall be entitled to be granted support in settling a charge if the conditions as stipulated by point 2.3 are fulfilled.

1. General Facts

The Tiroler Flughafenbetriebsgesellschaft m.b.H. is faced with an intensive and growing competition with other airports which undertake increasing efforts in extending their frequency and destination offers.

With the measures of liberalising the European air traffic, free market access rights exist for carriers in Europe and each company has the right to exercise any traffic rights within the European Union.

This lead to increasing hub formations which will substantially increase competition between the airports within the next years.

For this reason, the Tiroler Flughafenbetriebsgesellschaft m.b.H. would like to create incentives, already today, apart from the existing quality criteria, in order to make carriers connect new destinations with Innsbruck and to extend frequencies towards and from Innsbruck.

The existing regulation is being newly adapted in a generally applicable, transparent, annually and degressively declining and non-discriminating manner in the framework of the EU guidelines with regard to competition and state-aid law.

This shall make sure that, in the medium term, a positive and sustainable rate of return may be obtained for the Tiroler Flughafenbetriebsgesellschaft m.b.H. which is above the subsidy cost.

2. Growth Incentive

2.1 Introduction

By providing the offer here below, the Tiroler Flughafenbetriebsgesellschaft m.b.H. would like to supply any carriers serving the scheduled air traffic at Innsbruck with a transparent and non-discriminating offer which is to be used by a further carrier to promote the integration of new destinations (introduction and marketing support for new destinations), the extension of already existing scheduled flight destinations by already operating carriers (introduction and marketing support for frequency extension) and an increased density of flight frequencies (introduction and marketing support for denser frequencies) on an existing scheduled flight destination. This shall be done with regard to the difficult situation of the general business activity of the aviation industry of the last and the coming years.

2.2 Objectives

The introduction and marketing support for new destinations, frequency extensions as well as for denser frequencies is aiming at sustainably supporting

- New destinations from a certain density (at least 2/7 in summer, at least 3/7 in winter)
- Frequency extensions for existing destinations by already operating carrier
- Denser frequencies for existing destinations by further carriers from and to Innsbruck, in order to extend scheduled traffic.
2.3 Conditions

2.3.1 General Conditions

Support is provided for integrating scheduled traffic connections to new destinations, the extension of frequencies and/or denser frequencies of scheduled connections on existing routes which may be published and booked on worldwide Computer Reservation Systems (GRS) or on the Internet. (see Annex 5: Definition of the Scheduled Flight Destinations).

90% of the frequencies which have been scheduled at the beginning of each scheduling season have to be operated; otherwise the right for promotion for the respective scheduling season shall expire.

The two support options shall exclusively apply for routes in scheduled traffic to destinations mentioned in Annex 5: Definition of the Scheduled Flight Destinations.

2.3.2 Introduction and Marketing Support for New Destinations and Frequency Extension

A city respectively an airport in case of a city with several airports which has not been connected by a direct flight (non-stop) to Innsbruck during the last two scheduling seasons shall be considered as a new destination. In exceptional cases, via flights shall also be considered as new destinations.

Moreover, the frequency extension of existing scheduled flight destinations by an already operating carrier shall also be considered as new destination.

The final decision about the definition of “new destinations” shall be made by the Tiroler Flughafenbetriebsgesellschaft m.b.H..

2.3.3 Introduction and Marketing Support for Denser Frequencies

If a further carrier operates on an already existing scheduled flight destination, this shall be considered as a supported denser frequency regime.

2.4 Basis Period and Growth Calculation

Frequency growth shall always be calculated on the basis of a comparison of regular/scheduled frequencies of the respective scheduling season with the frequencies of the same scheduling season of the year before (SuTT with SuTT, WiTT with WiTT).

If a reduction of frequencies had been carried out on a route, the right to receive the incentive shall only exist if the number of frequencies is the same again as or higher than before the reduction.

If a carrier stopped serving a destination, the same carrier shall be able to collect the incentive again for taking up the same destination after two scheduling seasons.

2.5 Introduction and Marketing Support for New Destinations, Frequency Extension and Denser Frequencies

The introduction and marketing support shall be a percentage of the landing, passenger and ramp handling charge collected in Innsbruck, according to the current Schedule of Charges, for physically executed flights (no code-sharing flights or flights in numerical order) as well as a fixed amount for each passenger leaving from Innsbruck (apart from transit passengers).

The summer and winter scheduling season shall be considered as an operating year.
Landing Charge (New Destinations, Frequency Extension and Denser Frequencies)

Winter Scheduling Season
15% reduction based on the Schedule of Charges applicable during the period of accounting. The 15% reduction shall apply to the first winter scheduling season and shall decline by 3% per winter scheduling season, respectively, until it runs out after 5 years.

If the regional charge is applied, the reduction for the landing charge shall not be granted in addition.

Summer Scheduling Season
30% reduction based on the Schedule of Charges applicable during the period of accounting. The 30% reduction shall apply to the first summer scheduling season and shall decline by 6% per summer scheduling season, respectively, until it runs out after 5 years.

If the regional charge is applied, a reduction of 15% of the landing charge (regional charge) shall be granted additionally. The reduction shall decline by 3% per summer scheduling season, respectively, until it runs out after 5 years.

Passenger Service Charge (New Destinations, Frequency Extension and Denser Frequencies)

Winter Scheduling Season
15% reduction based on the Schedule of Charges applicable during the period of accounting. The 15% reduction shall apply to the first winter scheduling season and shall decline by 3% per winter scheduling season, respectively, until it runs out after 5 years.

If the regional charge is applied, the reduction for the passenger service charge shall not be granted in addition.

Summer Scheduling Season
30% reduction based on the Schedule of Charges applicable during the period of accounting. The 30% reduction shall apply to the first summer scheduling season and shall decline by 6% per summer scheduling season, respectively, until it runs out after 5 years.

If the regional charge is applied, a reduction of 15% of the passenger service charge (regional charge) shall be granted additionally. The reduction shall decline by 3% per summer scheduling season, respectively, until it runs out after 5 years.

Ramp Handling Charge (New Destinations, Frequency Extension and Denser Frequencies)

Winter and Summer Scheduling Season
10% reduction based on the Schedule of Charges applicable during the period of accounting. The 10% reduction shall apply to the two first scheduling seasons and shall decline by 2% per two scheduling seasons, respectively, until it runs out after 5 years.

Ramp Handling Charge (New Destination Frequency Extension, OFF PEAK)

Winter Scheduling Season
An additional 50% reduction on the already reduced ramp handling charge applicable according to the Schedule of Charges related to the current period of accounting. The 50% reduction shall apply to the first winter scheduling season and shall decline by 10% per winter scheduling season, respectively, until it runs out after 5 years.

Summer Scheduling Season
An additional 70% reduction on the already reduced ramp handling charge applicable according to the Schedule of Charges related to the current period of accounting. The 70% reduction shall apply to the first summer scheduling season and shall decline by 14% per summer scheduling season, respectively, until it runs out after 5 years.
Ramp Handling Charge (Denser Frequencies, OFF PEAK)

Winter Scheduling Season
An additional 30% reduction on the already reduced ramp handling charge applicable according to the Schedule of Charges related to the current period of accounting. The 30% reduction shall apply to the first winter scheduling season and shall decline by 6% per winter scheduling season, respectively, until it runs out after 5 years.

Summer Scheduling Season
An additional 50% reduction on the already reduced ramp handling charge applicable according to the Schedule of Charges related to the current period of accounting. The 50% reduction shall apply to the first summer scheduling season and shall decline by 10% per scheduling season, respectively, until it runs out after 5 years.

Marketing Support per Passenger (New Destination, Frequency Extension and Denser Frequencies)

Winter and Summer Scheduling Season
An amount of EUR 10,00 shall be granted for each passenger departing. Such reduction shall apply to the first two scheduling seasons and shall decline by EUR 2,00 per two scheduling seasons, respectively, until it runs out after 5 years.

General Aspects
The incentives shall be granted on traffic days 1, 2, 3, 4, 5; days 6 and 7 shall be excluded, both in the winter scheduling season and the summer scheduling season. Handling during Off-Peak times shall be any ramp handling services on traffic days 1, 2, 3, 4, 5 within the time from 9:00 a.m. (earliest landing) to 6:00 p.m. (latest departure), whereas the scheduled time shall be the applicable one.

The final decision about the definition of „off-peak times“ shall be made by the Tiroler Flughafenbetriebsgesellschaft m.b.H. and shall depend on the respective scheduling season as well as the day of operation.

2.6 Cost Absorption
The airport charges shall be accounted for on a weekly basis; the respective credit notes shall be established at the end of the month and credited with the customer account of the respective carrier maintained with the Tiroler Flughafenbetriebsgesellschaft m.b.H.

2.7 Basic Principles
The offer of these two kinds of incentives may be revoked by the Tiroler Flughafenbetriebsgesellschaft m.b.H. at any time without mentioning any reasons for this step.

The Tiroler Flughafenbetriebsgesellschaft m.b.H. fully reserves itself the right of final decision with regard to applying these introduction and marketing supports, whereas any legal remedy against such decision shall be excluded.
V. VOLUME BONUS REGULATION

1. General Facts
   The Tiroler Flughafenbetriebsgesellschaft m.b.H. is faced with an intensive and growing competition with other airports which undertake increasing efforts in extending their frequency and destination offers.

   By issuing its „Introduction and Marketing Support Directive“, the Tiroler Flughafenbetriebsgesellschaft m.b.H. already set the course for reinforced cooperation, as partners, with the scheduled airlines, which provides an incentive to take up new scheduled flights and to practise frequency increases of existing scheduled flights.

   By the “Volume Bonus Regulation”, the Tiroler Flughafenbetriebsgesellschaft m.b.H. would like to take a further step to keep carriers at the Innsbruck Airport in the long run and sustainably.

   The offer provided through this “Volume Bonus Regulation” may be revoked by the Tiroler Flughafenbetriebsgesellschaft m.b.H. anytime subject to a notice period of 60 days, however, without indicating any reasons for this step.

2. Volume Bonus Incentive

   2.1 Introduction / Objective
   By the “Volume Bonus Regulation” here below, the Tiroler Flughafenbetriebsgesellschaft m.b.H. intends to provide a fair, transparent and non-discriminating offer to all carriers operating scheduled air traffic to and from Innsbruck, which serves the sustainable maintaining of the existing scheduled flights and to boost the establishment of new scheduled flights. This shall also occur with regard to the continuing difficult situation within the European aviation industry.

   2.2 Conditions
   The sum of the incoming tons per calendar year and carrier shall be supported, whereas the outgoing tons shall not be taken into account. Such support shall exclusively be applicable to connections in scheduled traffic.

   2.3 Volume Bonus Incentive
   The volume bonus incentive shall be granted from an annual capacity of 10,000 tons to a maximum annual capacity of 30,000 tons, i.e. up to 10,000 tons per year no volume bonus incentive shall be granted and no additional volume bonus incentive shall be possible any more either for more than 30,000 tons per year, due to the limitation at the top.

   The volume bonus incentive shall amount to EUR 10.00 per ton of MTOW.

   2.4 Cost Absorption
   The airport charges shall be accounted for on a weekly basis; the respective credit notes shall be established annually (at the latest at the end of January of the following year) and shall be credited with the customer account of the respective carrier maintained with the Tiroler Flughafenbetriebsgesellschaft m.b.H.
ANNEX 1: DEFINITION OF CENTRAL INFRASTRUCTURE FACILITIES

1. Service Item: Marshalling of the Aircraft at its Arrival and Departure

Provision of the following:
- Facilities for marshalling aircrafts.

This service is provided as a "Central Infrastructure Service" due to the operational situation.

2. Service Item: Supply and Disposal Systems

2.1. Faeces

2.1.1. Faeces Filling Station

Provision of the following:
- Faeces car parking space in equipment hall (MFH)
- Water supply connection
- Connecting lines with the fittings belonging to them
- Storage tank for disinfectant (formaldehyde-free)
- Withdrawal point with tubing for disinfectant
- Replenishing pump for filling the storage tank

2.1.2. Faeces Emptying Station

Provision of the following:
- Open-air faeces car parking space
- Faeces emptying point with entering drain in the sewer system
- Faeces tank cleaning (wash area facilities)
- Sewer lines

2.2. Portable Water

2.2.1. Portable Water Station

Provision of the following:
- Portable water car parking space in equipment hall (MFH)
- Water supply connection
- Connecting lines with the fittings belonging to them
- Water meter with contacting wheel work
- Withdrawal point with hose and inspection measuring container
- Withdrawal point cabinet
- Portable water drainage point with sewer connection
- Cabinet for industrial safety equipment and storage tanks
- Daily tank emptying
- Weekly tank cleaning with disinfectant
- Quarterly water examination
2.2.2. Portable Water Vehicle

Provision of the following:
- Portable water supply vehicle

Provision of the following:
- Maintenance and overhaul services
- Electric energy
- Heat
- Water
- Connection to the public sewer network
- Operating staff

2.3. Central Waste Collection Facility and Environmental Inspection

Provision of the following:
- Waste disposal area
- Waste islands (separate containers for individual valuable substance and/or waste varieties)
- Waste press
- Personnel for verifying the purity of varieties
- Lighting
- Systems of the type authorized according to the Tiroler Abfallwirtschaftsgesetz [Tirol Waste Management Act] and contractual agreements with an authorized waste disposal company.

Innsbruck Airport has implemented a waste separation system. A random control of the aircrafts regarding the proper waste separation forms an integral part of this system and, therefore, is part of the central infrastructure.

Since 2000 Innsbruck Airport has implemented an environmental audit system (EMAS).

Further Innsbruck Airport is subject to the regulatory requirements for waste separation.

3. Service Item: Baggage Transport Systems including Central Baggage Area

3.1. Sorting Facilities for Outbound Baggage (Departure)

Provision of the following:
- Manipulation area in the baggage sorting hall
- Baggage transport systems (inclusive transport systems for bulky goods)
- Baggage weight verification facility
- Required personnel to operate the facility
- Maintenance and overhaul services
- Electric power supply, heating/ventilation

3.2. Baggage Claim Facilities (Arrival)

Provision of the following:
- Unloading manipulation area (roofed)
- Baggage claim belt conveyors
- Partial areas at the arrival hall for the baggage claim belt conveyors
- Required personnel to operate the facility
- Maintenance and overhaul services
- Electric power supply, heating/ventilation
4. **Service item: Storage and Filling Facilities for Aircraft De-icer**

   Provision of the following:
   - Area for storage facility
   - Tank storage for aircraft de-icer, type I of 60,000 Litres, type II of 30,000 Litres
   - Storage and filling facilities (the facility consists of storage containers for aircraft de-icer with a volume of 40,000 Litres)
   - Water treatment facility (decalcifying facility)
   - Pump and replenishing facility for the de-icing vehicles
   - Manipulation area for filling

5. **Service item: Check-In Facilities**

   Provision of the following:
   - 20 check-in counters with the necessary facilities
   - 2 check-in counters for bulky baggage
   - Lost-and-found desk and passenger service desk

Any infrastructure facilities mentioned above shall be administered and operated by the Airport Operator.
ANNEX 2: SERVICE SPECIFICATIONS

The provision of services shall correspond to the recommendations of the IATA STANDARD GROUND HANDLING AGREEMENT (SGHA), edition January 2013, considering local requirements. Pagination refers to the service description in the SGHA 2013. Text elements displayed in italic deviate from IATA-SGHA 2013.

TYPE OF SERVICES

This Service Specifications contains the scope of services which will be provided at Innsbruck Airport. The services are assigned to the charges described in chapter II and III using shortcuts at the left margin, as listed below:

LC to Landing Charge
PSC to Passenger Service Charge
PRM to PRM-Charge
SC to Security Charge
ISC to Infrastructure Charge
PC to Parking Charge
RHC to Ramp Handling Charge
THC to Traffic Handling Charge
CHC to Cargo Handling Charge; will be charged according to the „Frachtumschlagsordnung“ in responsibility of the forwarding company Kapeller Int. Spedition Ges.m.b.H.
HC to Hangar Charge
SSC services which are not included in flat rates, however, will be provided on request and according to airport resources on extra charges
X services which are usually not available at Innsbruck Airport, however, might be requested

A single dispatch consisting of arrival and subsequent departure of the same aircraft following services will be charged according the Schedule of Charges in force (Annex 3: Rates).
SECTION 1 – MANAGEMENT FUNCTIONS

1.1 Representation

X 1.1.1 a) Provide
   b) Arrange for
   1) guarantee
   2) bond
to facilitate the Carrier’s activities.

THC 1.1.2 Liaise with local authorities.

THC 1.1.3 Indicate that the Handling Company is acting as handling agent for the Carrier.

PSC 1.1.4 Inform all interested Parties concerning schedules of the Carrier’s aircraft.

1.2 Administrative Functions

ISC 1.2.1 Establish and maintain local procedures.

THC 1.2.2 Take action on communications addressed to the Carrier.

THC 1.2.3 Prepare, forward, file and retain for a period to be specified messages/reports/
statistics/documents and perform other administrative duties in the following areas.
   a) station administration
   b) passenger services
   c) ramp services
   d) load control
   e) flight operations
   f) cargo services
   X g) mail services
   h) support services
   i) security
   X j) aircraft maintenance
   k) other as specified

THC 1.2.4 Maintain the Carrier’s manuals, circulars and other operational documents connected
with the performance of the services.

THC 1.2.5 a) Check
   b) Sign
   c) Forward
   on behalf of the Carrier items including, but not limited to, invoices, supply orders,
   handling charge notes, work orders.

THC 1.2.6 Effect payment, on behalf of the Carrier, including but not limited to:

X a) airport, customs, police and other charges relating to the services performed.

THC b) accommodation, transport.
### 1.3 Supervision and/or Co-ordination

**SSC 1.3.1**
- a) Supervise
- b) Co-ordinate

services contracted by the Carrier with third party(ies).

**X 1.3.2.** Provide Turnaround coordinator (TRC).

**SSC 1.3.3**
- Ensure that the third party(ies) is(are) informed about operational data and Carrier’s requirements in a timely manner.

**SSC 1.3.4**
- Liaise with the Carrier’s designated representative.

**SSC 1.3.5**
- Verify availability and preparedness of personnel, equipment, loads, documentation of the third party(ies).

**SSC 1.3.6**
- Meet aircraft upon arrival and liaise with crew.

**SSC 1.3.7**
- Decide on non-routine matters.

**SSC 1.3.8**
- Verify dispatch of operational messages.

**SSC 1.3.9**
- Note irregularities and inform the Carrier.

### 1.4 Stations Management

**X 1.4.1**
- Provide representative on behalf of the Carrier to act
  - a) exclusively
  - b) non-exclusively

**X 1.4.2**
- The Handling Company is authorised to represent the Carrier’s interest with regard to resolving governmental and local authorities matters.

**X 1.4.3**
- Attend local airport meetings on behalf of the Carrier
  - a) report to the Carrier results/contents of the meetings
  - b) act, vote and commit on behalf of the Carrier.

**1.4.4**
- The Handling Company will be authorised to
  - a) solicit
  - b) negotiate
  - c) commit

services on behalf of the Carrier, with expenditure/commitment (limit to be specified)

**SSC 1) airport lounges**

**SSC 2) baggage delivery services**

**SSC 3) janitorial**

**SSC 4) newspapers delivery**

**X 5) laundry services**

**X 6) porters**

**SSC 7) other**

**X 1.4.5**
- Negotiate and secure slot(s) and airport facilities, as available, on behalf of the Carrier.

**SSC 1.4.6**
- Liaise with local and government authorities to ensure that all necessary permits and licenses are applied for, negotiated and secured in advance of each seasonal/operational change.

**SSC 1.4.7**
- Perform and report quality/performance measurements.

**SSC 1.4.8**
- Handle the contents of Carrier’s company mail pouches.
SECTION 2 – PASSENGER SERVICES

2.1 General

PSC 2.1.1 Inform passengers and/or public about time of arrival and/or departure of Carrier’s aircraft and surface transport by displays.

THC 2.1.2 Make arrangements for transfer and transit passengers and their baggage and inform them about services available at the airport

2.1.3 When requested by the Carrier,
   a) provide
   b) arrange for
   special equipment, facilities and specially trained personnel for assistance to:

   THC 1) unaccompanied minors
   PRM 2) persons with reduced mobility (PRMs)
   SSC 3) VIPs
   THC 4) transit without visa passengers (TWOVs)
   THC 5) deportees (b only)
   PRM 6) special medical transport
   THC 7) others as specified.

Any additional costs may be charged to the Carrier.

THC 2.1.4 a) Provide
   b) Arrange for
   passenger assistance when flights are interrupted, delayed or cancelled. Such assistance shall include:
   1) meal voucher
   2) rebooking
   3) transportation
   4) hotel accommodation
   5) personnel

Any additional costs may be charged to the Carrier.

THC 2.1.5 If applicable, arrange storage of baggage in the bonded store (any fees to be paid by passenger).

THC 2.1.6 a) Notify the Carrier of complaints and claims made by the Carrier’s passengers.
   X b) Process such claims as specified.

THC 2.1.7 Report to the Carrier any irregularities discovered in passenger and baggage handling.

2.1.8 a) Provide
   b) Arrange for

   ISC 1) check-in-counter(s)
   ISC 2) service counter(s)
   X 3) transfer counter(s)
   SSC 4) lounge facilities
   X 5) set up of Carrier specific items, such as but not limited to carpets, mobile signage, queuing control stanchions
   SSC 6) other facilities as specified.

SSC 2.1.9 Perform the following ticketing/sales functions on behalf of the Carrier
   a) reservations
   b) issuance of transportation documents
   c) ancillary services
   d) e-ticketing
   e) other as specified
2.2 **Departure**

**THC 2.2.1** Perform pre-flight editing

**THC 2.2.2** Check and ensure,

- a) that tickets are valid for the flight(s). The check shall not include the fare.

At the following locations:

- THC 1) check-in area
- X 2) lounge
- X 3) transfer counter
- THC 4) gate
- X 5) off airport
- SSC 6) other as specified

**THC 2.2.3**

- a) Check travel documents for the flight(s) concerned, however, *without resuming any liability for the Handling Company.*

  The Handling Company shall not be liable for immigration fines in the event of non-bona fide travel documents or other events which are outside of their control.

- b) Enter passenger and/or travel document information into Carrier’s and/or government system (*process by local EDP system where possible*).

At the following locations:

- THC 1) check-in area
- X 2) lounge
- X 3) transfer counter
- THC 4) gate
- X 5) off airport
- SSC 6) other as specified

**THC 2.2.4**

- a) Weigh and/or measure checked and/or cabin baggage
- b) Record baggage figures for:
  1) initial flight
  2) subsequent flight(s).

At the following locations:

- THC (a) check-in area
- X (b) lounge
- X (c) transfer counter
- THC (d) gate (*cabin baggage only*)
- X (e) off airport
- SSC (f) others as specified

**2.2.5** Excess baggage

- a) determine excess baggage
- b) issue excess baggage
- c) collect excess baggage charges (*for a commission*)
- d) detach applicable excess baggage coupons

At the following locations:

- THC 1) check-in area
- X 2) lounges
- X 3) transfer counter
- THC 4) gate
- X 5) off airport
- SSC 6) other as specified
THC 2.2.6 Tag
a) checked baggage
b) cabin baggage
for
1) initial flight
2) subsequent flight(s).
At the following locations:
THC (a) check-in area
X (b) lounge
X (c) transfer counter
THC (d) gate
X (e) off airport
SSC (f) other as specified

ISC 2.2.7 Effect conveyance of checked baggage to the baggage sorting area. Additional costs for baggage requiring special handling may be charged to the Carrier.
At the following locations:
ISC (a) check-in area
X (b) lounge
X (c) transfer counter
ISC (d) gate
SSC (e) other as specified

ISC 2.2.8 Effect conveyance of Out of Gauge (OOG) checked baggage to the baggage sorting area.
At the following locations:
ISC (a) check-in area
X (b) lounge
X (c) transfer counter
X (d) gate
SSC (e) other as specified

X 2.2.9 Collect airport and/or any other service charges from departing passengers.
At the following locations:
a) check-in area
b) lounge
c) transfer counter
d) gate
e) other as specified

THC 2.2.10 a) Carry out the Carrier’s seat allocation or selection system
b) Issue boarding pass(es)
c) Detach applicable flight coupons
for
1) initial flight
2) subsequent flight(s) (where possible).
At the following locations:
THC (a) check-in area
X (b) lounge
X (c) transfer counter
THC (d) gate
X (e) off airport
SSC (f) other as specified
2.2.11 Handle
THC  a) Denied Boarding process *(report to Carrier)*
X  b) Denied Boarding compensation

At the following locations:
THC  1) Check-in area
THC  2) lounge
X  3) transfer counter
THC  4) gate
SSC  5) other as specified

THC 2.2.12 Direct passengers
a) through controls to departure gate.
   b) to connecting transport to the airport, in case of off airport services.

THC 2.2.13 Handle upgrade/downgrade functions
At the following locations:
THC  a) check-in area
X  b) lounge
X  c) transfer counter
THC  d) gate
SSC  e) other as specified

THC 2.2.14 Handle standby list
At the following locations:
THC  a) check-in area
X  b) lounge
X  c) transfer counter
THC  d) gate
SSC  e) other as specified

THC 2.2.15 At the gate perform
a) verification of cabin baggage
b) boarding process
c) reconciliation of passenger numbers with aircraft documents prior to departure
d) other gate functions as specified

THC 2.2.16 a) Collect
   b) Reconcile
   c) Handle and forward to Carrier
transportation documents (flight coupons, or other flight related documents) uplifted
from departing passengers.

SSC 2.2.17 Perform post-flight editing

2.3 Arrival
RHC 2.3.1 a) Perform or
   b) Arrange for
      opening/closing aircraft passenger doors.

2.3.2 Direct passengers
THC  a) from aircraft through controls
X  b) arriving from the airport, in case of off airport services.

2.3.3 a) Provide
   b) Arrange for
   X  1) transfer counter
THC  2) connection services
X  3) Baggage recheck

THC 2.3.4 Handle lost, found and damaged property matters.
a) Provide
b) Arrange for
THC  1) acceptance of baggage irregularity reports
THC  2) entering of data into baggage tracing system
THC  3) maintaining baggage tracing system files for period as specified
X  4) making payments for incidental expenses
THC  5) delivery of delayed baggage to passengers (b)
THC  6) handling of communication with passengers
X  7) repair of replacement of damaged baggage.

2.4  **Inter-modal Transportation by Rail, Road or Sea**

X  2.4.1 Carry out passenger and baggage handling as described in Sub-Sections 2.1, 2.2 and 2.3, substituting “rail, road or sea transportation” for “aircraft” and “flight(s)”, and “terminal” for “airport”.

X  2.4.2 Direct departing passengers to connecting transport.

X  2.4.3 Load baggage on connecting transport, as directed by rail, road or sea transport operator.

X  2.4.4 Handle arriving passengers and baggage from the rail, road or sea transport operator.

X  2.4.5 Direct arriving passengers through controls to the Carrier’s flight departure services.

X  2.4.6 Offload baggage from connecting transport, as directed by the rail, road or sea transport operator and transfer it to the Carrier’s airport services.

**SECTION 3 – RAMP SERVICES**

3.1  **Baggage Handling**

3.1.1 Handle baggage in
ISC  1) baggage sorting area
SSC  2) other location(s) as specified.

3.1.2 Prepare for delivery onto flights
ISC  a) bulk baggage
ISC  b) ULDs
SSC  c) baggage accepted at a location as specified.

ISC  3.1.3 Establish the number and/or weight of
a) bulk baggage
b) built-up ULDs
and provide the load control unit with the information.

RHC  3.1.4 Offload
a) bulk baggage
b) ULDs.

RHC  3.1.5 Prioritise baggage delivery to claim area.

RHC  3.1.6 Deliver to claim area
a) baggage
b) Out of Gauge (OGG)

3.1.7 Transfer baggage
a) Provide
b) Arrange for

RHC  1) Sorting of transfer baggage
ISC  2) Storage of transfer baggage prior to dispatch (storage time limits to be specified).
SCHEDULE OF CHARGES
Innsbruck Airport
Chapter 6, Civil Airport Conditions of Use

X  3) Transport of transfer baggage to the sorting area of the receiving carrier.

RHC  3.1.8 Handle crew baggage

3.2 Marshalling
ISC  3.2.1 a) Provide
    b) Arrange for marshalling at arrival and/or departure.
X  3.2.2. Operate automated guidance systems.

3.3 Parking
LC  3.3.1 a) Provide
    b) Position and/or remove wheel chocks
3.3.2 a) Provide
    b) Position and/or remove
X  1) Landing gear locks
X  2) Engine blanking covers
X  3) Pitot covers
X  4) Surface control locks
RHC/SSC  5) Tailstands and/or aircraft tethering (tethering where possible and specified)
SSC  6) Safety cones
SSC  7) Other items as specified.

3.4 Ancillary Items
3.4.1 a) Provide
    b) Arrange for
    c) Operate
RHC  1) Ground Power Unit (usage in excess of 45 minutes will be charged to the carrier)
X  2) Fixed ground power
X  3) Cooling unit
SSC  4) Heating unit
SSC  5) Air start unit

3.5 Ramp to Flight Deck Communications
RHC  3.5.1 Provide headsets.
RHC  3.5.2 Perform ramp to flight deck communication
a) during push-back
b) during tow-in
c) during engine starting
d) for other purposes

3.6 Loading and Unloading
3.6.1 a) Provide
    b) Arrange for
    c) Operate
RHC  1) passenger steps
X  2) flight deck steps
X  3) loading bridges
3.6.2 a) Provide
   b) Arrange for
   RHC 1) passenger
   RHC 2) crew (where possible)
   transport between aircraft and airport terminal.

RHC 3.6.3 a) Provide
   b) Arrange for
   c) Operate equipment for loading and/or unloading.

RHC 3.6.4 a) Provide
   b) Arrange for delivery and pick-up of
      1) baggage
      2) mobility devices
   at aircraft doors or other agreed points.

RHC 3.6.5 a) Provide
   b) Arrange for assembly and transport of
      1) baggage
      2) general cargo
      3) special shipments
      X 4) mail
      5) documents
      6) company mail
   between agreed points on the airports.

RHC 3.6.6 a) Unload aircraft, returning lashing materials to the Carrier.
   RHC b) Load and secure loads in the aircraft (lashing materials will be charged to Carrier).
   SSC c) Redistribute loads in the aircraft.
   RHC d) Operate in-plane loading system.
   RHC e) Report final load distribution to the load control unit.

RHC 3.6.7 Open, close and secure aircraft hold doors.
   a) aircraft lower deck
   b) aircraft main deck

SSC 3.6.8 a) Provide
   b) Arrange for ballast.

SSC 3.6.9 a) Provide
   b) Arrange for safeguarding of all loads requiring special handling during (e.g. valuables, temperature sensitive items)
      1) loading/unloading
      2) transport between aircraft and designated point on the airport.

3.7. Safety Measures

RHC 3.7.1. a) Provide
       1) portable fire extinguisher on motorized/self-propelled ramp equipment
       2) ramp fire extinguisher.
       b) Arrange for
          1) attendance of airport fire services at aircraft.
RHC 3.7.2. Perform visual external safety/ground damage inspection of
   a) doors and panels and immediate surroundings
   b) other inspection items as specified
      1) immediately upon arrival
      2) immediately prior departure and communicate the results to flight crew or Carrier’s representative.

RHC 3.7.3. Check that all doors and access panels are properly closed and locked.

3.8 Moving of Aircraft

3.8.1 a) Provide
   b) Arrange for
      RHC 1) tow-in and/or push-back of aircraft
       SSC 2) towing of aircraft between other points
       X 3) cockpit brake operator in connection with towing
       SSC 4) wing-walker(s)

RHC 3.8.2 a) Towbar to be provided by the Carrier.
   b) Towbar to be provided by the Handling Company (as far as available, otherwise a).
   c) Store and maintain towbar(s) provided by the Carrier (maintenance to be agreed).

3.9 Exterior Cleaning

3.9.1 Perform cleaning in accordance with Carrier’s written instructions of
      RHC a) flight deck windows (except wide-body aircraft)
      X b) cabin windows
      RHC c) aircraft integral steps
      X d) slats and leading edges
      X e) wings
      X  1) upper surface
      X  2) lower surface
      X f) flaps (extended)
      X  1) upper surface
      X  2) lower surface
      X g) ailerons
      X  1) upper surface
      X  2) lower surface
      X h) engine nacelles and pylons
      X i) fuselage
      X  1) upper surface
      X  2) lower surface
      X j) horizontal stabiliser
      X k) vertical stabiliser
      X l) landing gear
      X m) wheel well

3.10 Interior cleaning

NOTICE: Unless otherwise stated hereafter „waste“ means „sorted waste“ as laid down by the AWG 2002. Handling of "unsorted waste" will be charged to the Carrier.

3.10.1 Clean
      X a) flight deck, if specified, under the control of a person authorised by the Carrier
      RHC b) passenger and crew compartments (other than flight deck)
       1) empty ash trays
       2) dispose of litter
       3) clear waste from overhead stowage
4) wipe tables
5) seats, seat back pockets and passenger service units
6) floors
7) empty refuse bins
8) surfaces in pantries, galleys(sinks, working surfaces, ovens and surrounds) and toilets (wash basins, bowls, seats, mirrors and surrounds)
9) remove, as necessary, any contamination caused by airsickness, spilled food or drink and offensive stains
X 10) telephones, screens and other equipment
X 11) inside windows

RHC 3.10.2. Remove and dispose of
a) litter/waste
b) food and food-related material (galley waste)

SSC 3.10.3. Perform cabin dressing
a) Blankets/duvets (fold/place in designated locations)
RHC b) Arrange seat belts
SSC c) Make up berths including crew
SSC d) Replace head rests
SSC e) Replace pillow covers
SSC f) Restock toilet items
SSC g) Replace/restock seat back pocket items
SSC h) Other cabin items as specified
1) Material provided by the Carrier
2) Material provided by the Handling Company

SSC 3.10.4 a) Disinfect
b) Deodorize aircraft with
1) material provided by the Carrier
2) material provided by the Handling Company

X 3.10.5 a) Provide
b) Arrange for laundering of
1) cabin items (blankets/duvets/pillow cases)
2) linen

SSC 3.10.6 Clean
a) cargo compartments
b) ULDs.

3.11 Toilet Service
RHC 3.11.1 a) Provide
b) Arrange for
1) servicing (empty, clean, flush and replenish fluids)
2) triturator/disposal service

3.12 Water Service
3.12.1 a) Provide
b) Arrange for
SSC 1) draining tanks
RHC 2) replenish tanks with drinking water
RHC 3) water quality tests
3.13 **Cabin Equipment**

SSC 3.13.1 Rearrange cabin by
- a) removing
- b) installing
- c) repositioning
cabin equipment, for example, seats and cabin divider(s).

3.14 **Storage of Cabin Material**

X 3.14.1 a) Provide
b) Arrange for
storage space for the Carrier's cabin material.

X 3.14.2 Take inventory.

X 3.14.3 a) Provide
b) Arrange for
replenishment of stocks.

3.15 **Catering Ramp Handling**

RHC 3.15.1 Unload/load and stow catering supplies from/on aircraft.

SSC 3.15.2 Transfer catering supplies on aircraft
- a) between lower holds and galleys and vice versa
- b) between galleys

RHC 3.15.3 Transport catering supplies between aircraft and designated points (*one transport per turnaround included, additional transports will be charged to the Carrier*).

3.16 **De-Icing/Anti-Icing Services and Snow/Ice Removal**

X 3.16.1 Remove snow from aircraft without using de-icing fluid.

X 3.16.2 Perform "pre"-de/anti-icing inspection and advise flight crew or Carrier representative of results.

X 3.16.3 Perform clear ice check

SSC 3.16.4 a) Provide
b) Arrange for
- 1) anti-icing units.
- 2) de-icing units.

SSC 3.16.5 Provide de-icing/anti-icing fluids.

SSC 3.16.6 Remove frost, ice and snow from aircraft using de-icing fluid. *Fluid will be charged to the Carrier.*

SSC 3.16.7 Apply anti-icing fluid to aircraft. *Fluid will be charged to the Carrier.*

X 3.16.8 Supervise performance of de-icing/anti-icing operations.

SSC 3.16.9 Perform final inspection after de-icing/anti-icing operations and inform flight crew of results. *Visual inspection only.*

SSC 3.16.10 Complete documentation as per Carrier's instructions.
SECTION 4 – LOAD CONTROL AND FLIGHT OPERATIONS

4.1 Load Control
THC 4.1.1 Deliver load control related documents between aircraft and airport building and vice versa.

THC 4.1.2 a) Process
d) Sign
documents and information, including but not limited to, loading instructions, load and trim sheets, Captain’s load information and manifests where:
1) load control is performed by the Handling Company
2) Handling Company is performing inputs/updates when load control is performed by the Carrier or third party.

4.2 Communications
THC 4.2.1 Inform all interested Parties concerning movements of the Carrier’s aircraft.

THC 4.2.2 a) Compile, receive, process and send all messages in connection with the services performed by the Handling Company. The Handling Company is authorised to use Carrier’s originator code or double signature procedure.
b) Inform the Carrier’s representative of the contents of such messages. Transmission charges may be recharged to the Carrier.

THC 4.2.3 a) Provide
d) Operate
means of communication between the ground station and the Carrier’s aircraft.

4.3 Flight Operations
THC 4.3.1 Inform the Carrier of any known project affecting the operational services and facilities made available to its aircraft in the areas of responsibility as specified.

THC 4.3.2 a) Provide
b) Arrange for
meteorological documentation and aeronautical information.
1) at the airport location
2) at different airport location(s)

THC 4.3.3 a) Provide
b) Arrange for
delivery of flight operations related documentation to the aircraft and obtain signature of the pilot-in-command, where applicable.
1) at the airport location
2) at different airport location(s)

X 4.3.4 a) Analyse the operational conditions and prepare
b) Request
c) Sign
d) Make available
the operational flight plan according to the instructions and data provided by the Carrier
1) at the airport location as defined
2) at different airport location(s)
3) en-route

X 4.3.5 a) Prepare
b) Request
c) Sign
X d) File the Air Traffic Services ("ATS") flight plan
   1) at the airport location as defined
   2) at different airport location(s)

X 4.3.6 a) Request
   b) Manage the Carrier’s slot time allocation with the ATC.
      1) at the airport location as defined
      2) at different airport location(s)

X 4.3.7 Provide the crew with a briefing.

X 4.3.8 a) Prepare
   b) Sign
   c) Deliver
      1) the fuel order
      2) the fuel distribution form

X 4.3.9 Provide ground handling party(ies) with weight and fuel data.

X 4.3.10 Obtain a debriefing from incoming crews, distributing reports or completed forms to offices concerned.

4.4 Crew Administration

X 4.4.1 Distribute crew schedule information provided by the Carrier to all parties concerned.

X 4.4.2 Arrange hotel accommodation for crew layover
   a) scheduled
   b) non-scheduled

X 4.4.3 a) Provide
   b) Arrange for (non-scheduled) crew transportation to/from off airport locations.

X 4.4.4 Direct crews through airport facilities.

THC 4.4.5 Liaise with
   1) crew layover hotel(s)
   2) crew transportation company
      on crew call and pick-up timings.

X 4.4.6 a) Prepare crew allowances forms.
   b) Pay crew allowances.

X 4.4.7 Inform the Carrier’s representative of any crew indisposition or potential absence.
SECTION 5 – CARGO AND MAIL WAREHOUSE SERVICES

NOTICE: Services from chapter 5.1.2 to 5.5.4 will be charged according to the „Frachtumschlagsordnung“ in responsibility of the forwarding company Kapeller Int. Spedition Ges.m.b.H.

The Tiroler Flughafenbetriebsgesellschaft m.b.H. shall not be liable for the execution of the services in chapter 5.1.2 to 5.5.4.

5.1 Cargo and Mail Handling – General

RHC 5.1.1 a) Provide
b) Arrange
1) warehouse and storage facility(ies)
2) warehouse handling equipment
3) warehouse handling services
(a) General cargo
(b) Special shipments
(c) Specialised cargo products
(d) Post office mail
(e) Diplomatic mail
(f) Diplomatic cargo
(g) Company cargo/material

CHC 5.1.2 a) Issue
b) Obtain
c) Make available to Carrier
receipt upon delivery of cargo

CHC 5.1.3 Take action to
a) prevent theft or damage to the Carrier’s cargo and mail in custody of the Handling Company
b) prevent theft or unauthorised use of, or damage to the Carrier’s pallets, containers, nets, straps, tie-down rings and other material in the custody of the Handling Company. Notify the Carrier immediately of any damage to or loss of such items.

5.2 Customs Control

CHC 5.2.1 a) Prepare customs documentation

CHC b) obtain customs clearance

CHC c) place cargo under customs control

CHC d) present to customs cargo for physical examination for
1) inbound cargo
2) outbound cargo
3) transfer cargo

5.3 Documentation Handling

X 5.3.1 a) Prepare airwaybill

CHC b) Check all documentation to ensure shipment may be carried. The check shall not include the rates charged.

CHC c) Check security status for the shipment(s) concerned and take action as per Carrier’s instructions.

CHC d) Obtain capacity/booking information for the Carrier’s flights.

CHC e) Split airwaybill. Forward copies of manifests and airwaybills to the Carrier.

CHC f) Prepare cargo manifest(s).

CHC g) Provide the load control unit with Special Load Notification.
CHC h) Return copy of airwaybill to shipper, endorsed with flight details.

CHC i) Check and/or enter data into Carrier’s and/or government/customs system, as specified.

CHC 5.3.2 a) Notify consignee or agent of arrival of shipments.
b) Make available cargo documents available to consignee or agent.

CHC 5.3.3 a) Provide
b) Arrange for
   1) collection of "Charges Collect" as shown on the airwaybill
   2) collection of other charges and fees as shown on the airwaybill
   3) credit to consignees or agents.

CHC 5.3.4 a) Provide
b) Arrange for
   1) delivery of cargo/mail related documentation from/to agreed points and the aircraft.

5.4 Physical Handling Outbound/Inbound

CHC 5.4.1 Accept cargo, ensuring that
a) machine-readable cargo labels are affixed and processed
b) manual labels are affixed and processed
c) shipments are „ready for carriage“
d) the weight and volume and number of pieces of the shipments are checked
e) the regulations for the carriage of special cargo, particularly the IATA Dangerous Goods Regulations (DGR), IATA Live Animals Regulations (LAR), and others have been complied with.

CHC 5.4.2 Tally and assemble cargo for dispatch.

CHC 5.4.3 Prepare
a) bulk cargo
b) ULDs using
   using
   1) build up materials provided by Carrier
   2) build up materials provided by Handling Company and establish
      (a) gross weight
      (b) volume
      (c) ULD contour
      and provide the load control unit with the information.

CHC 5.4.4 Perform acceptance check on pre-built ULDs and establish, if accepted
a) gross weight
b) volume
c) ULD contour
and provide the load control unit with the information.

CHC 5.4.5 a) Load outbound cargo on vehicles.
b) Assemble cargo for delivery to the aircraft.

CHC 5.4.6 1) Offload bulk cargo from vehicles.
2) Break down ULDs.
3) Check incoming cargo against airwaybills and manifests.
4) Release cargo to the consignee or agent.

CHC 5.4.7 Truck service loading/off-loading
a) Check seals are intact on inbound trucks
b) Offload truck prior to acceptance into warehouse
c) Load truck after formal release from warehouse
d) Place seals
Truck operated by/or on behalf of the Carrier
5.5 Transfer-/Transit Cargo

CHC 5.5.1 Identify transfer/transit cargo.

CHC 5.5.2 Prepare transfer manifests for cargo to be transported by another carrier.

CHC 5.5.3
a) Provide
b) Arrange for transport to the receiving carrier’s warehouse
   1) on airport
   2) off airport

CHC 5.5.4 Accept/prepare
a) transfer cargo
b) transit cargo for onward carriage.

5.6 Post Office Mail

X 5.6.1 Check
a) incoming
b) outgoing mail against post office mail documents.

5.6.2 In case of missing documentation, issue substitutes.

5.6.3 Transport mail from
   a) cargo warehouse to postal facility
   b) postal facility to cargo warehouse

X 1) on airport
2) off airport together with documents, against receipt from postal authorities.

X 5.6.4 Handle and check transfer mail against accompanying mail documents.

X 5.6.5 Prepare
   a) Bulk mail
   b) ULDs and establish
      1) gross weight
      2) volume
      3) ULD contour
   and provide the load control unit with the information.

X 5.6.6 Distribute incoming and/or outgoing post office mail documents.

SECTION 6 – SUPPORT SERVICES

6.1 Accommodation

rent 6.1.1 Provide the Carrier with
a) office space
b) storage space
c) other facilities as specified
6.2 Automation/Computer Systems

ISc 6.2.1
a) Provide
b) Arrange for
THC
1) Provide

THC 6.2.2
a) Provide
b) Arrange for
1) Provide

THC 6.2.3
a) Provide
b) Arrange for
1) Provide

THC 6.2.4
a) Provide
b) Arrange for
1) Provide

6.3 Unit Load Device (ULD) Control

RHC 6.3.1
a) Provide
b) Arrange for
1) Provide

RHC 6.3.2
Take action to prevent damage, theft or unauthorised use of the Carrier’s ULDs in the custody of the Handling Company. Notify the Carrier immediately of any damage or loss. Provision of this service without any liability for the Handling Company.

SSC 6.3.3
a) Take physical inventory of ULD stock and maintain records.
b) Compile and despatch ULD control messages.

SSC 6.3.4
Prepare ULD exchange control documentation for all transfers of ULDs and obtain signature(s) of the transferring and receiving carrier(s) or approved third parties and distribute copies.

SSC 6.3.5
Handle lost, found and damaged ULDs and notify the Carrier of such irregularities.
6.4 Fuel Farm (Depot)
THC 6.4.1 Liaise with fuel farm supplier.
X 6.4.2 a) Inspect the Carrier’s fuel farm product deliveries for contamination prior to storage. Notify the Carrier of results.
b) Inspect fuel farm storage and/or appliances. Notify the Carrier of results.

6.5 Ramp Fuelling/Defueling Operations
Services according Articles 6.5.2 to 6.5.9 will be provided by the local fuel supplier.
THC 6.5.1 Liaise with ramp fuel supplier.
X 6.5.2 Inspect fuel vehicles and/or appliances for contamination. Perform water detection checks.
X 6.5.3 Supervise fuelling/defueling operations.
X 6.5.4 Prepare aircraft for fuelling/defueling.
X 6.5.5 Drain water from aircraft fuel tanks.
X 6.5.6 a) Provide
b) Arrange for approved fuelling/defueling equipment.
X 6.5.7 Fuel/defuel aircraft with quantities.
X 6.5.8 Check and verify the delivered fuel quantity.
X 6.5.9 Deliver the completed fuel order to the Carrier’s designated representative.

6.6 Surface Transport
X 6.6.1 a) Provide
b) Arrange for the transport of
1) passengers
2) baggage
3) cargo
4) post office mail
5) empty ULDs
6) others between
(a) airport and town terminal
(b) airport and other agreed points
(c) separate terminals at the same airport.

6.7 Catering Services – Liaison and Administration
THC 6.7.1 Liaise with the Carrier’s catering supplier.
THC 6.7.2 Handle requisitions made by the Carrier’s authorised representative.
SECTION 7 – SECURITY

7.1 Passenger and Baggage Screening and Reconciliation

Services marked with 'SC' shall be provided on behalf of the Austrian Security Authorities in accordance with the Austrian Federal Air Security Law (LSG) 2011, § 5 (1).

THC 7.1.1
a) Provide
b) Arrange for
1) matching of passengers against established data.
2) security questioning.

SC 7.1.2
a) Provide
b) Arrange for
1) screening of checked baggage.
2) screening of transfer baggage.
3) screening of mishandled baggage.
4) physical examination of checked, transfer and mishandled baggage.
5) identification of security cleared baggage.

SC 7.1.3
a) Provide
b) Arrange for
1) screening of passengers.
2) screening of cabin/unchecked baggage.
3) physical examination of passengers and cabin/unchecked baggage

7.1.4
a) Provide
b) Arrange for
THC 1) identification of passengers prior to boarding.
THC 2) reconciliation of boarded passengers with their baggage.
THC 3) positive baggage identification by passengers.
RHC 4) offloading of baggage for passengers who fail to board the aircraft.

7.2 Cargo and Post Office Mail

7.2.1
a) Provide
b) Arrange for
SC 1) control of access to the cargo facilities.
SC 2) screening of cargo and/or mail.
SC 3) physical examination of cargo.
SC 4) holding of cargo and/or mail for variable periods.
SC 5) secure storage of cargo and/or mail.
SC 6) decompression/pressure chamber

7.3 Catering

7.3.1
a) Provide
b) Arrange for
SC 1) control of access to the catering unit.
SC 2) security supervision during food preparation.
SC 3) security check of catering uplifts.
X 4) sealing of food and/or bar trolleys/containers.
X 5) physical examination of catering vehicles prior to loading.
X 6) sealing of catering vehicles.
7.4 Ramp
SC 7.4.1 a) Provide
b) Arrange for control of access to
   1) aircraft
   2) designated areas.

7.4.2 a) Provide
b) Arrange for
   X 1) searching of
   X 2) guarding of
   X 3) sealing of
   SSC (a) aircraft
   SSC (b) designated areas
   SC (c) baggage in the baggage make-up area

SC 7.4.3 a) Provide
b) Arrange for security personnel
   1) to safeguard all loads during the transport between aircraft and designated locations.
   2) during offloading and loading of aircraft.

7.5 Additional Security Services
SSC 7.5.1 a) Provide
b) Arrange for additional security services.

SECTION 8 – AIRCRAFT MAINTENANCE

8.1 Routine Services
X 8.1.1 Maintain the Carrier’s technical manuals, handbooks, catalogues, and other operational documents connected with performance of the services as specified.
X 8.1.2 Perform line inspection in accordance with Carrier’s current instructions.
X 8.1.3 Enter in the aircraft log and sign for the performance of line inspection.
X 8.1.4 Enter remarks in aircraft log regarding defects observed during the inspection.
X 8.1.5 Provide personnel to assist the flight crew or ground staff in the performance of their tasks.

8.2 Replenishing of Oils and Fluids
X 8.2.1 a) Perform
   b) Supervise replenishing operations.
X 8.2.2 a) Provide
   b) Arrange for
   c) Operate replenishing equipment.
X 8.2.3 Wipe excess oil off from engine nacelles.
X 8.2.4 Engine Oil to be provided by the Carrier.
X 8.2.5 Engine Oil to be provided by the Handling Company.
X 8.2.6 Hydraulic fluid to be provided by the Carrier.
X 8.2.7 Hydraulic fluid to be provided by the Handling Company.

8.3 Non-routine Services
X 8.3.1 Rectify defects entered in the aircraft log as reported by the crew or revealed during the inspection, to the extent requested by the Carrier. However, major repairs must be separately agreed upon between the Parties.
X 8.3.2 Enter in aircraft log and sign for the action taken.
X 8.3.3 Report technical irregularities and actions taken to the Carrier’s maintenance base.
X 8.3.4 a) Provide
   b) Arrange for maintenance facilities, tools and special equipment to the extent available.
X 8.3.5 Move aircraft under its own power.

8.4 Material Handling
X 8.4.1 a) Obtain Customs clearance for
       b) Administer the Carrier’s spare parts and/or equipment.
X 8.4.2 Provide periodic inspection of the Carrier’s spare parts and/or equipment.
X 8.4.3 Provide storage space for the Carrier’s spare parts and/or equipment.

8.5 Parking and Hangar Space
8.5.1 a) Provide
       b) Arrange for
       PC 1) parking space
       HC 2) hangar space
ANNEX 3: RATES

Rates marked with *) shall be charges approved by the authority (authorized by the Federal Ministry of Transport, Innovation and Technology as the Supreme Civil Aviation Authority and modified by the administrative decision of 24 September 2015).

1. Landing Charge *)
   a) up to 4.000 kg of Maximum Take-Off Weight (MTOW):

<table>
<thead>
<tr>
<th>MTOW</th>
<th>EUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>up to 1.000 kg</td>
<td>8,46</td>
</tr>
<tr>
<td>above 1.000 kg up to 1.500 kg</td>
<td>15,03</td>
</tr>
<tr>
<td>above 1.500 kg up to 2.000 kg</td>
<td>25,00</td>
</tr>
<tr>
<td>above 2.000 kg up to 2.500 kg</td>
<td>41,48</td>
</tr>
<tr>
<td>above 2.500 kg up to 3.000 kg</td>
<td>49,70</td>
</tr>
<tr>
<td>above 3.000 kg up to 3.500 kg</td>
<td>58,07</td>
</tr>
<tr>
<td>above 3.500 kg up to 4.000 kg</td>
<td>66,19</td>
</tr>
</tbody>
</table>

   b) from 4.001 kg of Maximum Take-Off Weight (MTOW):

<table>
<thead>
<tr>
<th>MTOW</th>
<th>EUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>above 4 t up to 10 t</td>
<td>16,64</td>
</tr>
<tr>
<td>above 10 t up to 200 t</td>
<td>15,46</td>
</tr>
<tr>
<td>above 200 t up to 270 t</td>
<td>13,65</td>
</tr>
<tr>
<td>above 270 t up to 320 t</td>
<td>12,82</td>
</tr>
<tr>
<td>above 320 t</td>
<td>11,57</td>
</tr>
</tbody>
</table>

   The rate shall be charged per landing according the MTOW for each ton or part thereof (e.g. 4.001 kg = 5 t), however it shall not be any less than the highest rate in the next lower weight class.

   c) Regional charge 85 % of the respective landing charge under b)

   d) Surcharge per landing according to noise levels:

<table>
<thead>
<tr>
<th>Noise class</th>
<th>EUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise class I</td>
<td>1137,22</td>
</tr>
<tr>
<td>Noise class II</td>
<td>682,34</td>
</tr>
<tr>
<td>Noise class III</td>
<td>341,16</td>
</tr>
<tr>
<td>Noise class IV</td>
<td>0,00</td>
</tr>
</tbody>
</table>
2. **Passenger Service Charge including PRM-Charge *)**

The assessment basis shall be the number of departing passengers. This charge shall be collected in connection with the PRM-Charge (EUR 0,56 per passenger).

<table>
<thead>
<tr>
<th>Commercial + non-commercial flights</th>
<th>EUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>up to 2 t</td>
<td>no Passenger Service Charge</td>
</tr>
<tr>
<td>up to 4 t</td>
<td>International 10,52</td>
</tr>
<tr>
<td>up to 4 t</td>
<td>National 9,30</td>
</tr>
<tr>
<td>above 4 t up to 10 t</td>
<td>International+National 14,81</td>
</tr>
<tr>
<td>above 10 t</td>
<td>International+National 15,75</td>
</tr>
<tr>
<td>above 10 t</td>
<td>Regional 13,55</td>
</tr>
<tr>
<td></td>
<td>Transfer charge 7,34</td>
</tr>
</tbody>
</table>

3. **Security Charge *)**

Per each departing passenger who is subject to the Passenger Service Charge a charge in the amount of EUR 15,91 has to be paid. Therein included is the required adjustment of the charge in line with the Escape Clause according to Article 6.2 Annex-FEG which has been caused by additional security measures (passengers and hand baggage screening relating to traces of explosive agents).

For 2017 a onetime reduction in the amount of EUR 1,56 will be granted.

4. **Infrastructure Charge *)**

a) **Airside**

<table>
<thead>
<tr>
<th>Charge group</th>
<th>MTOw</th>
<th>EUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>up to 10 t</td>
<td>33,88</td>
</tr>
<tr>
<td>2</td>
<td>above 10 t up to 18 t</td>
<td>58,95</td>
</tr>
<tr>
<td>3</td>
<td>above 18 t up to 25 t</td>
<td>69,29</td>
</tr>
<tr>
<td>4</td>
<td>above 25 t up to 45 t</td>
<td>112,41</td>
</tr>
<tr>
<td>5</td>
<td>above 45 t up to 58 t</td>
<td>173,30</td>
</tr>
<tr>
<td>6</td>
<td>above 58 t up to 79 t</td>
<td>217,43</td>
</tr>
<tr>
<td>7</td>
<td>above 79 t up to 100 t</td>
<td>257,16</td>
</tr>
<tr>
<td>8</td>
<td>above 100 t up to 130 t</td>
<td>308,71</td>
</tr>
<tr>
<td>9</td>
<td>above 130 t up to 155 t</td>
<td>333,98</td>
</tr>
<tr>
<td>10</td>
<td>above 155 t up to 200 t</td>
<td>463,80</td>
</tr>
<tr>
<td>11</td>
<td>above 200 t up to 270 t</td>
<td>572,78</td>
</tr>
<tr>
<td>12</td>
<td>above 270 t</td>
<td>804,27</td>
</tr>
</tbody>
</table>

b) **Landside**

The assessment basis shall be the number of departing passengers for whom the Passenger Service Charge incurs. The charge shall be EUR 1,84 per departing passenger.

c) With aircrafts of the General Aviation under 25 t of MTOw, for which a ramp/traffic handling service is provided, an infrastructure lump sum charge of EUR 29,74 shall apply.

d) Aircrafts under 25 t of MTOw belonging to the General Aviation shall be exempted from the infrastructure charge if they only make use of the services of "marshalling of the aircraft at its arrival and departure (Follow me)".
5. Parking Charge *)

After the period of free parking (= 4 hours) has run out, the charge shall be the following for each 24 hours or part thereof (calculated from the beginning of the actual block time):

<table>
<thead>
<tr>
<th>MTOW</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>up to 10 t</td>
<td>20%</td>
</tr>
<tr>
<td>above 10 t</td>
<td>15%</td>
</tr>
<tr>
<td>of the applicable landing charge</td>
<td></td>
</tr>
<tr>
<td>above 10 t</td>
<td>10%</td>
</tr>
<tr>
<td>of the applicable landing charge; but never less than the rate for up to 10 t.</td>
<td></td>
</tr>
</tbody>
</table>

6. Charge for Ground Handling Services

a) The handling charge per turnaround shall be the following:

<table>
<thead>
<tr>
<th>Charge group</th>
<th>MTOW</th>
<th>RHC</th>
<th>THC</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>EUR</td>
<td>EUR</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>up to 10 t</td>
<td>199,94</td>
<td>149,02</td>
</tr>
<tr>
<td>2</td>
<td>above 10 t up to 18 t</td>
<td>323,41</td>
<td>234,17</td>
</tr>
<tr>
<td>3</td>
<td>above 18 t up to 25 t</td>
<td>380,53</td>
<td>275,57</td>
</tr>
<tr>
<td>4</td>
<td>above 25 t up to 45 t</td>
<td>608,77</td>
<td>440,86</td>
</tr>
<tr>
<td>5</td>
<td>above 45 t up to 58 t</td>
<td>942,35</td>
<td>678,64</td>
</tr>
<tr>
<td>6</td>
<td>above 58 t up to 79 t</td>
<td>1.184,30</td>
<td>854,94</td>
</tr>
<tr>
<td>7</td>
<td>above 79 t up to 100 t</td>
<td>1.393,65</td>
<td>1.000,47</td>
</tr>
<tr>
<td>8</td>
<td>above 100 t up to 130 t</td>
<td>1.671,36</td>
<td>1.199,94</td>
</tr>
<tr>
<td>9</td>
<td>above 130 t up to 155 t</td>
<td>1.948,41</td>
<td>1.407,87</td>
</tr>
<tr>
<td>10</td>
<td>above 155 t up to 200 t</td>
<td>2.509,85</td>
<td>1.806,40</td>
</tr>
<tr>
<td>11</td>
<td>above 200 t up to 270 t</td>
<td>3.341,79</td>
<td>2.389,39</td>
</tr>
<tr>
<td>12</td>
<td>above 270 t</td>
<td>4.692,31</td>
<td>3.346,70</td>
</tr>
</tbody>
</table>

b) Reduction of handling charge in case of technical landing 50% 

c) Surcharge to handling charge in case of re-loading or partial de-loading of dispatched aircraft 50% 

d) Ground Power Unit utilization free of charge up to 45 minutes; beyond this time, such service shall be invoiced as special service. 

e) No specific surcharge shall be charged for holidays or weekends 

f) Surcharge for separate handling 20% 
   - Landing and take-off of an aircraft are not directly related to each other anymore (overnight stays, flight interruption, transfer etc.)
   - A direct relationship shall not exist anymore, if more than 4 hours are in-between landing and take-off of the aircraft.

g) Handling for cargo aircraft and Post Office mail upon request
7. **Hangar Charge**

a) The charge shall be the following:

<table>
<thead>
<tr>
<th>MTOW</th>
<th>EUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>up to 4000 kg</td>
<td>10,24</td>
</tr>
<tr>
<td>for each started portion of 500 kg and each started period of 24 hours</td>
<td></td>
</tr>
<tr>
<td>above 4 t</td>
<td>up to 10 t</td>
</tr>
<tr>
<td>above 10 t</td>
<td></td>
</tr>
<tr>
<td>for each started portion of 500 kg and each started period of 24 hours</td>
<td></td>
</tr>
</tbody>
</table>

b) Monthly flat rate (at least 20 days):

<table>
<thead>
<tr>
<th>MTOW</th>
<th>EUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>up to 4000 kg</td>
<td>183,49</td>
</tr>
<tr>
<td>for each started portion 500 kg and each started calendar month</td>
<td></td>
</tr>
<tr>
<td>above 4 t</td>
<td>up to 10 t</td>
</tr>
<tr>
<td>above 10 t</td>
<td></td>
</tr>
<tr>
<td>for each started portion 500 kg and each started calendar month</td>
<td></td>
</tr>
</tbody>
</table>

According to the existing shedding spaces (a written enquiry shall be necessary).

c) One-time moving in and out

<table>
<thead>
<tr>
<th>MTOW</th>
<th>EUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>up to 2.000 kg</td>
<td>8,87</td>
</tr>
<tr>
<td>above 2.000 kg</td>
<td>up to 4.000 kg</td>
</tr>
<tr>
<td>above 4.000 kg</td>
<td>up to 10.000 kg</td>
</tr>
<tr>
<td>above 10.000 kg</td>
<td></td>
</tr>
</tbody>
</table>
8. Single Services Charges

Services not listed below will be calculated on request.

Prices for de-icing agents shall be published as addendum to this Annex 3 on the website of Tiroler Flughafenbetriebsgesellschaft m.b.H.

<table>
<thead>
<tr>
<th>Services</th>
<th>Assessment Basis</th>
<th>EUR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Manpower</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equipment operator / skilled worker</td>
<td>0,25</td>
<td>15,09</td>
</tr>
<tr>
<td>Services acc. Article 7.4 (guarding of the aircraft)</td>
<td>process</td>
<td>37,39</td>
</tr>
<tr>
<td>Surcharge of 100% outside operating hours</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2. Equipment with staff of the Airport Operator</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air starter unit (ASU)</td>
<td>0,25</td>
<td>48,06</td>
</tr>
<tr>
<td>Assembly stairs</td>
<td>0,25</td>
<td>2,14</td>
</tr>
<tr>
<td>Baggage car</td>
<td>0,25</td>
<td>4,30</td>
</tr>
<tr>
<td>Cabin heating unit</td>
<td>0,25</td>
<td>22,45</td>
</tr>
<tr>
<td>Catering cart</td>
<td>one-way</td>
<td>36,68</td>
</tr>
<tr>
<td>Cleaning car</td>
<td>0,25</td>
<td>21,59</td>
</tr>
<tr>
<td>Conveying belt</td>
<td>0,25</td>
<td>37,51</td>
</tr>
<tr>
<td>De-icing equipment</td>
<td>0,25</td>
<td>62,82</td>
</tr>
<tr>
<td>Fire brigade vehicle (provision)</td>
<td>0,25</td>
<td>35,02</td>
</tr>
<tr>
<td>Forklift truck</td>
<td>0,25</td>
<td>37,39</td>
</tr>
<tr>
<td>Ground power unit (GPU)</td>
<td>0,25</td>
<td>35,67</td>
</tr>
<tr>
<td>Minibus</td>
<td>one-way</td>
<td>27,16</td>
</tr>
<tr>
<td>Pallet transport car</td>
<td>0,25</td>
<td>18,76</td>
</tr>
<tr>
<td>Pallet transport car (wide-body aircraft)</td>
<td>0,25</td>
<td>39,56</td>
</tr>
<tr>
<td>Passenger stairs, pulled</td>
<td>0,25</td>
<td>22,76</td>
</tr>
<tr>
<td>Passenger stairs, self-propelled (wide-body aircraft)</td>
<td>0,25</td>
<td>71,63</td>
</tr>
<tr>
<td>Ramp bus</td>
<td>one-way</td>
<td>47,33</td>
</tr>
<tr>
<td>Toilet vehicle</td>
<td>0,25</td>
<td>44,97</td>
</tr>
<tr>
<td>Tow vehicle up to 25 t</td>
<td>0,25</td>
<td>28,15</td>
</tr>
<tr>
<td>Tractor, large</td>
<td>0,25</td>
<td>49,92</td>
</tr>
<tr>
<td>Tractor, small (Diesel or electric)</td>
<td>0,25</td>
<td>18,76</td>
</tr>
<tr>
<td>Water car</td>
<td>0,25</td>
<td>32,65</td>
</tr>
<tr>
<td><strong>3. Material</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ballast sack 25kg</td>
<td>piece</td>
<td>4,64</td>
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<tr>
<td>Tie-down rope</td>
<td>piece</td>
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<tr>
<td>Oil binding agent</td>
<td>bag</td>
<td>33,00</td>
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<tr>
<td>Tie-down loop</td>
<td>piece</td>
<td>5,36</td>
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<tr>
<td>Wooden footboard</td>
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<tr>
<td><strong>4. Miscellaneous</strong></td>
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<tr>
<td>Storage pallet</td>
<td>0,25</td>
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<tr>
<td><strong>Disposal of unseparated garbage with garbage container:</strong></td>
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<tr>
<td>Aircraft with 50 seats</td>
<td>process</td>
<td>22,47</td>
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<tr>
<td>Aircraft with 51 to 100 seats</td>
<td>process</td>
<td>42,70</td>
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<tr>
<td>Aircraft with 101 to 150 seats</td>
<td>process</td>
<td>60,70</td>
</tr>
<tr>
<td>Aircraft with more than 151 seats</td>
<td>Process</td>
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### ANNEX 4: NOISE CLASS CLASSIFICATION

#### Noise class I

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Class</th>
<th>Noise Class</th>
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<tbody>
<tr>
<td>B-727 SERIE -200 ADV / HUSHKIT</td>
<td>MD80/-81/-82/-83</td>
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<tr>
<td>B-737 SERIE -200 ADV / MIXER</td>
<td>DC-10 SERIE -30/-30ER</td>
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<tr>
<td>B-737 SERIE -200 ADV / HUSHKIT</td>
<td>MD11</td>
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<tr>
<td>B-747 SERIE -400</td>
<td>TRISTAR L-1011 SERIE -500</td>
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</tr>
<tr>
<td>DC-8 SERIE -70</td>
<td>YAK-42</td>
<td></td>
</tr>
<tr>
<td>DC-9 SERIE -10/-20 HUSHKIT</td>
<td>GULFSTREAM III</td>
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#### Noise class II

<table>
<thead>
<tr>
<th>Aircraft</th>
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<th>Noise Class</th>
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</thead>
<tbody>
<tr>
<td>AIRBUS A-300 / B2 / B4</td>
<td>TRISTAR L-1011 SERIE 1-100 / -200</td>
<td></td>
</tr>
<tr>
<td>AIRBUS A-300 SERIE -600</td>
<td>TU-154 M (SOLOVIEV D-30)</td>
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</tr>
<tr>
<td>AIRBUS A-310 SERIE -300</td>
<td>FOKKER VFW-614</td>
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<tr>
<td>AIRBUS A-340 SERIE -200/-300/-500/-600</td>
<td>MORANE MS-760</td>
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<tr>
<td>B-767 SERIE -200/-200 ER/-300/-300 ER</td>
<td>PIAGGIO PD-808</td>
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<tr>
<td>DC-9 SERIE -40 HUSHKIT (JT8D-11)</td>
<td>YAK-40</td>
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<tr>
<td>DC-10 SERIE -10 / -40</td>
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#### Noise class III

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<tbody>
<tr>
<td>AIRBUS A-310 SERIE -200</td>
<td>FALCON 200 MYSTERE</td>
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<tr>
<td>AIRBUS A-330 SERIE -200/-300</td>
<td>JETSTAR L-1329 / II (TFE 731)</td>
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<tr>
<td>B-777 SERIE -200/-200 ER/-300/-300 ER</td>
<td>MITSUBISHI MU-300 DIAMOND 1 / BE40</td>
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<tr>
<td>MD87</td>
<td>SABRELINER NA-265 SERIE 65-80 (TFE)</td>
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<tr>
<td>IL-96 M / SERIE -300</td>
<td>WESTWIND IAI-1124 /AJ25 (TFE)</td>
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<tr>
<td>FALCON SERIE -20/-50/-900</td>
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#### Noise class IV

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<td>AIRBUS A-321</td>
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<tr>
<td>ANTONOV AN218 SERIE -200/-300</td>
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<tr>
<td>AVRO RJ -70/-85/-100</td>
<td>YAK-242</td>
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<tr>
<td>B717 SERIE -200/-300</td>
<td>CANADAIR CL-600 (ALF 502) / CL-601 (GE-CF)</td>
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<tr>
<td>B-737 SERIE -300 TO -900</td>
<td>CESSNA C500 / C525 / 550 / C560 / C650 / C750</td>
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<tr>
<td>B-757 SERIE -200/-300</td>
<td>CORVETTE SN-601 SERIE -100</td>
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<tr>
<td>BAE BA-146 SERIE -100/-200</td>
<td>FALCON SERIE -10 / -2000</td>
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<td>CANADAIR RJ100 ER / 700</td>
<td>GULFSTREAM IV / V</td>
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<tr>
<td>DORNIER DO328 SERIE -300</td>
<td>HS-125 SERIE -400 TO -1000</td>
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<tr>
<td>MD90</td>
<td>LEARJET LR SERIE 30/-45/-50/-60</td>
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ANNEX 5: DEFINITION OF THE SCHEDULED FLIGHT DESTINATIONS
(Introduction and marketing support directive)

<table>
<thead>
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<th>SOUTHERN EUROPE</th>
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<td>o Copenhagen</td>
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