

CHARGES REGULATIONS

applying to

Copenhagen Airports A/S

Copenhagen Airport, Kastrup, Denmark

In force during the period 1 January 2012 to 31 March 2015

Approved by the Danish Transport Authorities

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A. General provisions

Clause 1

(1) Aircraft using Copenhagen Airport, Kastrup's three terminals (Terminal 1, 2 and 3) are subject to charges according to these charges regulations. The charges, which are all stated exclusive of VAT, consist of a take-off charge, a passenger charge, a handling charge, a security charge, a parking charge, a CUTE charge and a charge on emission. Aircraft using Copenhagen Airports A/S's low price facility "GO" in accordance with the rules and conditions in force shall for this utilization in substitution of the ordinary passenger charge be subject to a "Swift passenger charge" according to these charges regulations. Aircraft not specifically using Terminal 1, 2 or 3 are subject to charges under section C-G below.

(2) In cases where aircraft have a flexible take-off weight (MTOW), the weight factor will be determined on the basis of the highest certified MTOW, for which the aircraft is certified in its state of registration.

(3) The terminal to be used by an aircraft is decided by Copenhagen Airports A/S.

(4) When servicing routes that do not require customs check of passengers or baggage departing from or arriving at Copenhagen Airport, Kastrup, it is mandatory for aircraft to use Terminal 1 (Terminals 2 and 3 will not be available). Furthermore, only aircraft classified as "Code letter" A, B or C according to ICAO's reference codes, cf. Annex 14 to "The Convention on International Civil Aviation" (Chicago Convention), are permitted to use Terminal 1. When servicing routes that do require customs check of passengers or baggage departing from or arriving at Copenhagen Airport, Kastrup, it is mandatory for aircraft to use Terminals 2 or 3.

(5) Transfer is defined as a flight which is directly connected with a flight from another airport. Thus, transfer includes transit.

B. Terminal 1

Clause 2: Take-off charge

(1) The take-off charge is calculated on the basis of the aircraft's MTOW as stated below. The charge is payable per take-off:

Passenger flights:	Cargo flights:
Per 1,000 kg or part thereof	Per 1,000 kg or part thereof
DKK 47.93	DKK 63.90

Minimum charge	Scheduled flights:	Cargo and other flights:
	DKK 838.64	DKK 1,703.77

(2) The minimum charge listed in (1) above is the minimum charge for one take-off from Copenhagen Airport, Kastrup, and the charge applies irrespective of the weight of the aircraft. However, the minimum charge is reduced with 50 per cent in the case specified in clause 12(1) (a).

(3) The charges listed above may be reduced or be repealed under the conditions set out in clauses 12 and 13.

Clause 3: Passenger charge

(1) For aircraft which, according to their aircraft flight manual, are approved for more than ten passenger seats or have an MTOW of more than 5,700 kg, a passenger charge (including boarding) is payable for each departing passenger, both revenue and non-revenue passengers:

DKK 40.63 per passenger

The charge is not payable for the carrier's staff travelling on official journeys or for children under two years of age. Neither is the charge payable in the cases set out in clause 12(1) (b) below.

(2) For transfer the following charge is payable:

Transfer:

DKK 24,54 per passenger

The charge is not payable for the carrier's staff travelling on official journeys or for children under two years of age. Neither is the charge payable in the cases set out in clause 12(1) (b) below.

(3) Based on the total number of transfer passengers from all terminals (Terminal 1, 2 and 3), an adjustment shall be made with regard to all airline for each 12-month period from 1 November to 31 October effective from 1 November 2010 based on the following terms:

Total transfer traffic, number of passengers:	Adjustment per transfer passenger, DKK
2.57 mill. – 2.67 mill.	0.50
2.67 mill. – 2.77 mill.	1.00
2.77 mill. – 2.87 mill.	1.50
2.87 mill. – 3.02 mill.	2.00
3.02 mill. – 3.17 mill.	2.50
3.17 mill. – 3.32 mill.	3.00
3.32 mill. – 3.47 mill.	3.50
3.47 mill. –	4.00

Thus, the adjustment is limited to DKK 4.00 per transfer passenger. A potential adjustment sum shall be disbursed on the above mentioned level with regard to all transfer passengers in the adjustment period concerned. The adjustment sum shall be disbursed through the issuing of a credit note for each airline not later than 2 months after the expiring of each 12-month period based on Copenhagen Airports A/S' calculations of the total transfer traffic from all terminals. With regard to adjustment pursuant to clause 14 a potential adjustment pursuant to this clause 3 (3) shall be disregarded. During the period 1 November 2014 to 31 March 2015 the adjustment shall be based on the transfer traffic in the 12-month period from 1 November 2014 to 31 October 2015, in that solely an adjustment for transfer passengers during the period 1 November 2014 to 31 March 2015 shall be made.

(4) The charge mentioned in (1) and (2) above is payable by the carrier. Separate collection from passengers is not allowed. The charge is payable irrespective of the actual number of passenger seats on the flight concerned.

Clause 4: Handling charge

(1) For aircraft which, according to their aircraft flight manual, are approved for more than ten passenger seats or have an MTOW of more than 5,700 kg, a handling charge is payable for each departing passenger:

DKK 6.49 per passenger

The charge is not payable for the carrier's staff travelling on official journeys or for children under two years of age.

(2) For transfer the following charge is payable:

Transfer:

DKK 6.49 per passenger

The charge is not payable for the carrier's staff travelling on official journeys or for children under two years of age.

(3) The charge mentioned in (1)-(2) above is payable by the carrier. Separate collection from passengers is not allowed.

C. Terminals 2 and 3

Clause 5: Take-off charge

(1) The take-off charge is calculated on the basis of the aircraft's MTOW as stated below. The charge is payable per take-off:

Passenger flights:	Cargo flights:
Per 1,000 kg or part thereof	Per 1,000 kg or part thereof
DKK 47.93	DKK 63.90

Minimum charge	Scheduled flights:	Cargo and other flights, including charter:
	DKK 838.64	DKK 1,703.77

(2) The minimum charge listed in (1) above is the minimum charge for one take-off from Copenhagen Airport, Kastrup, and the charge applies irrespective of the weight of the aircraft. However, the minimum charge is reduced with 50 per cent in the case specified in clause 12(1) (a).

(3) For aircrafts with a total MTOW of more than 200 tons, no takeoff charge shall be paid for the part of the aircraft's weight, exceeding 200 tons. This applies to passenger flights as well as cargo flights.

(4) The charges listed above may be reduced or be repealed under the conditions set out in clauses 12 and 13.

Clause 6: Passenger charge

(1) For aircraft which, according to their aircraft flight manual, are approved for more than ten passenger seats or have an MTOW of more than 5,700 kg, a passenger charge (including boarding) is payable:

DKK 90.57 pr. passenger

The passenger charge is payable for each departing passenger, both revenue and non-revenue passengers.

The charge is not payable for the carrier's staff travelling on official journeys or for children under two years of age. Neither is the charge payable in the cases set out in clause 12(1) (b) below.

(2) For transfer the following charge is payable:

Transfer:

DKK 54.70 per passenger

The charge is not payable for the carrier's staff travelling on official journeys or for children under two years of age. Neither is the charge payable in the cases set out in clause 12(1) (b) below.

(3) An adjustment shall be made based on the total number of transfer passengers from all terminals, cf. clause 3(3).

(4) For aircraft using Copenhagen Airports A/S's low price facility "GO" in accordance with the rules and conditions in force, a "GO passenger charge" is payable for this utilization in substitute of the passenger charge stipulated in (1) above:

DKK 69.79 pr. passenger

The charge shall be paid for each departing passenger, both revenue and non-revenue passengers.

The charge is not payable for the carrier's staff travelling on official journeys or for children under two years of age. Neither is the charge payable in the cases set out in clause 12(1) (b) below.

(5) The charge mentioned in (1), (2) and (4) above is payable by the carrier. Separate collection from passengers is not allowed. The charge is payable irrespective of the actual number of passenger seats on the flight concerned.

Clause 7: Handling charge

(1) For aircraft which, according to their aircraft flight manual, are approved for more than ten passenger seats or have an MTOW of more than 5,700 kg, a handling charge is payable for each departing passenger:

DKK 12.99 per passenger

The charge is not payable for the carrier's staff travelling on official journeys or for children under two years of age.

(2) For transfer the following charge is payable:

Transfer:

DKK 12.99 per passenger

The charge is not payable for the carrier's staff travelling on official journeys or for children under two years of age.

(3) The charge mentioned in (1)-(2) above is payable by the carrier. Separate collection from passengers is not allowed.

D. All terminals

Clause 8: Security charge

(1) For aircraft which, according to their aircraft flight manual, are approved for more than ten passenger seats or have an MTOW of more than 5,700 kg, a security charge is payable for each departing passenger:

DKK 39.97 per passenger

The charge is not payable for the carrier's staff travelling on official journeys or for children under two years of age.

(2) For transfer passengers the following charge is payable:

DKK 26.69 per passenger

The charge is not payable for the carrier's staff travelling on official journeys or for children under two years of age.

(3) The charge is payable by the carrier. Separate collection from passengers is not allowed. The charge is payable irrespective of the actual number of passenger seats on the flight concerned.

(4) An "Express security charge" shall be paid for the use of CPH Express. The Express security charge shall be paid in addition to the ordinary security charge. The Express security charge shall be adjusted in accordance with (5) below:

DKK 40.00 per passenger

The charge is payable by the carrier for all passengers recorded, passing through a CPH Express boarding card control. Separate collection from passengers is not allowed.

(5) In the event of a deviation compared to expectations of more than 10 per cent in the de facto passenger number or the actual costs of the Express security facility of a calendar year, a forward adjustment of the Express security charge shall be made as of 1 April in the following calendar year; initially as of 1 April 2013.

Clause 9: Parking charge

(1) A parking charge is payable for aircraft parked on numbered stands (dispatch stands) on the apron. The charge is payable per hour or part thereof in excess of three hours. The parking charge is payable per 1,000 kg of aircraft MTOW or part thereof:

Per 1,000 kg or part thereof:

Minimum charge per hour:

DKK 7.09

DKK 77.11

No parking charge is payable for aircraft parked on numbered stands during night hours from 22.00 to 06.00, Danish time. The three-hour free parking period mentioned above applies in direct continuation of the free night-time period.

(2) A parking charge is payable for aircraft parked in the open at the airport. The charge is payable per 24-hour period or part thereof in excess of six hours. The parking charge is payable per 1,000 kg of aircraft MTOW or part thereof:

**Per 1,000 kg or part
thereof per 24 hours:**

**Minimum charge per 24
hours:**

DKK 14.07

DKK 56.11

(3) Parking charges pursuant to (2) above may be substituted by rent fixed by agreement with Copenhagen Airports A/S in cases where space is rented for a period of not less than three months. The rent is payable in advance and will not be reimbursed if the period of stay is shorter than agreed.

(4) When required by circumstances, Copenhagen Airports A/S is entitled to request, at any time, that an aircraft be moved to a parking space other than the one originally designated. It is incumbent on the aircraft owner (user) to secure the aircraft properly or to take such other precautions, including obstruction lighting, necessitated by circumstances or ordered by Copenhagen Airports A/S.

Clause 10: CUTE charge

(1) For aircrafts which, according to their aircraft flight manual, are approved for more than ten passenger seats or have an MTOW of more than 5,700 kg, a charge for "Common Use Terminal Equipment" (CUTE) is payable for each departing passenger. The CUTE charge is payable irrespective of whether the flight is in direct connection with a flight from another airport:

DKK 1.72 per passenger

The charge is not payable for the carrier's staff travelling on official journeys or for children under two years of age.

(2) The charge is payable by the carrier. Separate collection from passengers is not allowed.

Clause 11: NOx-based charge on emission

(1) The charge on emission is calculated based on the mass of NOx generated from the aircraft's idealized landing/take-off cycle, as stated below, cf. values listed in ICAO's Engine Emissions Databank prepared by ICAO's CAEP-committee. The charge is payable per take-off:

DKK 16.50 per kg NOx

E. Reductions and exemptions

Clause 12

(1) The take-off charge set out in clauses 2 and 5, above and the emission charge set out in clause 11 above is reduced in the following cases. The minimum take-off charge can be reduced in the cases set out in clause 12(1) (a) cf. clause 2(2) and clause 5(2) above. In other cases the minimum take-off charge is not reduced:

(a) by 50 per cent:

Helicopter flights.

(b) by 40 per cent:

Technical refuelling stops in Terminals 2 or 3 by an aircraft with an MTOW exceeding 5,700 kg, provided that all passengers remain on board the aircraft during the stay, that no passengers embark or disembark, and that no cargo or baggage is loaded or unloaded, and finally, that the aircraft is not parked at a numbered stand by the passenger terminals.

(2) The various reductions of the take-off charge and the emission charge above cannot be combined.

(3) It is a condition for reduction according to 1(a) and (b) above that separate notice is given in advance to Air Traffic Control in Copenhagen Airport, Kastrup, and that the flight does not obstruct other traffic.

Clause 13

(1) Exemptions from paying take-off and passenger charges, including CUTE charge, security charge, handling charge and emission charge, apply to:

- a. Test flights ordered by the Danish Civil Aviation Administration to ascertain the airworthiness of an aircraft.
- b. Technical test flights carried out by commercial aviation operators without revenue passengers or cargo.
- c. Search and rescue flights.
- d. Technical returns to the airport of departure, defined as forced returns to the airport from which take-off has occurred due to technical difficulties, weather conditions or the like.

(2) It is a condition for exemption according to (1)(a) and (b) above that separate notice is given in advance to Air Traffic Control in Copenhagen Airport, Kastrup, and that the flight does not obstruct other traffic. For exemption according to 1(b) above, the flight must, furthermore, take off and land at the same airport without intermediate landing elsewhere.

(3) The aircraft set out in (1) (c) above are exempt from the parking charges set out in clause 9.

F. Indexation

Clause 14

The total level of airport charges shall be increased each year on 1 April according to the development in the Consumer Price Index ("CPI"), published by "Statistics Denmark", with the addition of 1.0 per cent. This indexation shall be carried out initially as of 1 April 2012. The indexation shall be implemented by means of increasing all charges related to passengers, including the GO passenger charge and the Express security charge, whereas the take-off charge, the parking charge and the charge on emission shall be kept at a constant level. Thus, the total adjustment shall correspond to the development in the CPI with the addition of 1.0 per cent. The indexation shall be based upon the development in the CPI from 1 October two calendar years prior to year of regulation to 30 September the previous calendar year. The first increase is implemented on 1 April 2012 based on the development in the CPI from 1 October 2010 to 30 September 2011. On 1 January in the year of regulation Copenhagen Airports A/S shall announce to the airline the level of the specific indexation. In case the CPI, published by "Statistics Denmark", ceas-

es to exist or is altered, any succeeding adjustments shall be based upon the development in the Net Price Index with the addition of 1.0 per cent, as stipulated in Consolidated Act no. 76 of 3 February 1999 regarding the calculation of the net price index based on January 2000 as index 100. The charges increased according to this clause will be published on Copenhagen Airports A/S' website, but the indexation in itself does not require new charges regulations to be issued.

G. Other provisions

Clause 15

(1) Unless otherwise arranged, the owner, pilot or representative of the aircraft shall report to the Airport Office immediately before take-off or immediately after landing from the airport or airfield.

(2) Charges under these regulations are payable in cash/ using credit card to the Airport Office before each planned flight departs from the airport.

However, special periodic settlement of accounts may be arranged between any airline and Copenhagen Airports A/S, provided the airline is a regular user of the Copenhagen Airport, Kastrup. Upon request, the airline is obliged to make all necessary information available to Copenhagen Airports A/S for credit-rating purposes. All information received will be treated confidentially.

The terms for periodic settlement will be stipulated by Copenhagen Airports A/S.

(3) If Copenhagen Airports A/S considers the outcome of any such credit rating to be unsatisfactory, Copenhagen Airports A/S may demand a banker's guarantee for a suitable amount from the airline in order to grant the airline periodic settlement of account.

(4) If the airline pays charges after the due date, interest will be charged pursuant to the Danish Interest Act as well and a service fee will be charged for each reminder sent.

(5) In the event of failure to settle charges due, the following provisions shall furthermore apply:

1) Immediately after failure to pay, Copenhagen Airports A/S may demand a banker's guarantee for the amount due and for expected charges for the following three months.

2) In the event of repeated failures to pay, Copenhagen Airports A/S may inform the airline that it will not be allowed to operate on Copenhagen Airport, Kastrup until all charges due plus interest and service fees have been paid.

3) Copenhagen Airports A/S may demand statutory debt collection and liens pursuant to the provisions of sections 71 and 146 of the Danish Air Navigation Act.

Clause 16

Copenhagen Airports A/S is not liable for any theft or damage caused by fire, water or any other cause with respect to the aircraft, its equipment, crew, passengers, cargo, etc. during the aircraft's stay at Copenhagen Airport, Kastrup, inside as well as outside the hangars.

Clause 17

Copenhagen Airports A/S has the authority to determine charges for special services at Copenhagen Airport, Kastrup.

Clause 18

Copenhagen Airports A/S may grant exemptions from the charges regulations in cases of neither fundamental nor great financial significance, or if the Copenhagen Airports A/S deems a temporary reduction of charges to be justified for business reasons. Copenhagen Airports A/S shall issue the principles regarding discounts on the start-up of new routes on Copenhagen Airports A/S' website, just as Copenhagen Airports A/S shall inform Statens Luftfartsvæsen when such principles are being changed.

Clause 19

Any dispute arising out of or related to these charges regulations, including interpretation, validity and payment of charges due, shall be governed by Danish law and be brought before the courts of Denmark.

Clause 20

The Danish language version of these charges regulations shall be the governing text.

Clause 21

These charges regulations shall come into force on 1 January 2012 and shall be in force to and including 31 March 2015.