

CHARGES REGULATIONS
APPLYING TO COPENHAGEN AIRPORT
IN FORCE DURING THE PERIOD 1 JANUARY 2024 TO 31 DECEMBER 2027
UPDATED WITH CHARGES AS OF 1 APRIL 2026

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1. INTRODUCTORY PROVISIONS

- 1 Pursuant to Regulations on payment for using airports, fifth edition (BL 9-15), the airport charges must be published in charges regulations. These charges regulations are prepared by Copenhagen Airports A/S (CPH).

These charges regulations can be altered at any time within the limits of applicable legislation.

- 2 The Terms of Use of CPH for the use of Copenhagen Airport, Kastrup (Copenhagen Airport) in force from time to time are available on www.cph.dk and will be sent on request by contacting CPH.
- 3 Aircraft using Copenhagen Airport are subject to charges according to these charges regulations. The charges stated are all exclusive of VAT.
- 4 **A departing passenger** means any person departing from Copenhagen Airport by an aircraft. Departing passengers are divided into two categories:

1. Transfer passengers and transit passengers.

A **transfer passenger** means any person whose arrival and departure is ordered on one single ticket and has individual flight numbers; conditioned that the scheduled time between arrival and departure does not exceed 24 hours and that the passenger does not return to the same airport. Self transferring passengers are regarded as locally departing passengers.

A **transit passenger** means any person who arrives to and departs from Copenhagen Airport by same flight number and in the meantime does not leave Copenhagen Airport. A transit passenger is obliged to pay the same charges as a transfer passenger.

2. Any other departing person is regarded as **locally departing passenger**.

- 5 CPH manages the infrastructure of the airport, including which terminal and stand is to be used by an aircraft.
- 6 These charges regulations are subject to Danish law, and any dispute arising out of or related to these charges regulations, including payment pursuant hereto, must be brought before the City Court of Copenhagen.

2. PASSENGER RELATED CHARGES

2.1 GENERAL

- 1 For aircraft which, according to the aircraft flight manual, are approved for more than ten passenger seats (regardless of the actual number of passenger seats on the flight) or have a Maximum Takeoff Weight (MTOW) of more than 5,700 kg, a passenger charge, security charge, and handling charge are payable for each departing passenger, cf. clause 2.2-2.5 below.
- 2 The same passenger and handling charges apply in general in terminals 2 and 3, whereas a separate passenger charge applies for locally departing passengers in the GO facility. Charges for locally departing passengers will continuously be distinct from the charges for transfer passengers.

2.2 PASSENGER CHARGE

- 1 For each locally departing passenger (except each locally departing passenger in the GO facility) the passenger charge amounts to:

DKK 141.92

- 2 For each transfer passenger and transit passenger the passenger charge amounts to:

DKK 61.18

- 3 For each locally departing passenger in the GO facility the passenger charge amounts to:

DKK 117.75

2.3 SECURITY CHARGE

- 1 For each locally departing passenger the security charge amounts to:

DKK 70.04

- 2 For each transfer passenger and transit passenger the security charge amounts to:

DKK 38.88

- 3 An “Express security charge” must be paid for the use of CPH Express (fast-track). The Express security charge which must be paid in addition to the ordinary security charge amounts to:

DKK 70.63

The charge is payable for all passengers recorded, passing through a CPH Express boarding card control.

2.4 HANDLING CHARGE

- 1 For each departing passenger the handling charge amounts to:

DKK 23.18

3. AIRCRAFT RELATED CHARGES

3.1 TAKE-OFF CHARGE

1 The take-off charge is calculated on the basis of the aircraft's maximum take-off weight according to the aircraft's noise certificate (MTOW) as stated below. The charge is payable per take-off and amounts to:

	Passenger flights:	Cargo flights:
	Per 1,000 kg or part thereof	Per 1,000 kg or part thereof
	DKK 59.29	DKK 84.26
Minimum charge	Scheduled revenue flights (ICAO definition), cargo and charter:	All other flights, including general aviation:
	DKK 1,138.40	DKK 8,493.92

2 The minimum charge listed in (1) above is the minimum charge for one take-off from Copenhagen Airport and the charge applies irrespective of the MTOW of the aircraft.

3 If an aircraft has a flexible MTOW, the fixation of the charge will be determined based on the highest MTOW, for which the aircraft is certified in its state of registration.

3.2 EMISSION CHARGES

1 A NOx charge is payable per take-off. The NOx charge is calculated based on the mass of NOx generated from the aircraft's standard landing/take-off (LTO) cycle cf. values listed in ICAO's Aircraft Engine Emissions Databank. The charge per take-off amounts to:

DKK 21.27 per kg NOx

2 A CO₂ charge is payable per take-off. The CO₂ charge amounts to:

10% of the take-off charge for the aircraft before any discounts, reductions, and exemptions.

The total sum of paid CO₂ charges to CPH in a calendar year is redistributed to the airlines according to the "Redistribution of paid CO₂ charges" which is available on CPH's website.

3. If no information is available in ICAOs Aircraft Engine Emissions Databank regarding emissions and/or the type of engine and the airline does not provide such documented information, then the NOx-based charge and the redistribution of the CO₂ charge must be calculated on the least favorable values for the relevant type of aircraft/engine.

3.3 PARKING CHARGE

1 A parking charge is payable for aircraft parked on stands in Copenhagen Airport within the Critical Security Restricted Area (CSRA) or the Security Restricted Area (SRA). 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 and amounts to:

Per 1,000 kg or part thereof: DKK 7.14	Minimum charge per hour: DKK 77.60
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Parking as mentioned above is exempted from parking charge during night hours from 22.00 to 07.00, Danish time (nighttime exemption). Parking during the nighttime exemption period is included in the three-hour free parking period per stopover.

2 A parking charge is payable for aircraft parked in Copenhagen Airport outside the Critical Security Restricted Area (CSRA) and the Security Restricted Area (SRA). 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 and amounts to:

Per 1,000 kg or part thereof per 24 hours or part thereof: DKK 14.30	Minimum charge per 24 hours or part thereof: DKK 56.47
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3 Parking charges pursuant to (1) and (2) above may be substituted by a rent agreement with CPH 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, CPH is entitled to request, at any time, that an aircraft be moved to a space other than the one originally designated. It is incumbent on the party responsible for the aircraft to secure the aircraft properly or to take such other precautions, including obstruction lighting, necessitated by circumstances or ordered by CPH.

3.4 NIGHT SURCHARGE

1 For all flights with take-off (airborne time) from CPH between 23.00 and 06.00 (Danish time) an additional night charge is payable and amounts to:

10% of the take-off charge before any discounts, reductions and exemptions

4. REDUCTIONS AND EXEMPTIONS

1 The minimum take-off charge can be reduced by 40 % in cases of technical refueling stops and no passenger charges are payable.

Technical refueling stops means refueling stops 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 on passenger terminal stands within the Critical Security Restricted Area (CSRA) or the Security Restricted Area (SRA).

- 2 It is a condition for any reduction according to (1) above that separate notice is given in advance to Airport Coordination Denmark and that the flight does not obstruct other traffic.
- 3 No passenger related charges, take-off charge, night surcharge nor emission charges are payable for:
 - a. Test flights ordered by the Danish Transport Authority 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 with aircraft not affiliated with entities based in Copenhagen Airport.
 - d. Technical returns, defined as forced returns to the airport from which take-off has occurred due to technical difficulties, weather conditions or the like.
- 4 It is a condition for exemption according to (3)(a) and (b) above that separate notice is given in advance to Air Traffic Control in Copenhagen Airport and that the flight does not obstruct other traffic. For exemption according to (3)(b) above, the flight must, furthermore, take off and land at Copenhagen Airport without intermediate landing elsewhere.
- 5 No parking charges are payable for aircraft used for flights stated in (3)(c), when the parking is necessary and occurs immediately before or after these flights.
- 6 No passenger related charges are payable for intermediate landings by an aircraft due to diversions caused by illness or unruly behavior of passengers, provided that all other passengers remain on board the aircraft during the stay.
- 7 No passenger related charges are payable for children under two years of age or the staff of the departing aircraft.

5. ADJUSTMENT OF THE CHARGES

- 1 All airport charges must be indexed on 1 April 2027 according to the average development of the below price index from 1 October three calendar years prior to the indexation (n-3) to 30 September in the calendar year prior to indexation (n-1) with the addition of 2.6%-points. The price index is calculated as a weighted index with 70% wages and 30% material. The wage index is the index of companies and organisations published by Statistics Denmark (ILON12). The material index is the index of the domestic supply of goods published by Statistics Denmark (PRIS1121). The indexation is carried out with effect from 1 April 2027 but adjusted to have the same financial effect as if it was carried out with effect from 1 January 2027.
- 2 Furthermore several variables may lead to an adjustment of the charges:

1. The development in numbers of passengers in the calendar year before the calendar year in question can lead to an adjustment of the passenger charge on 1 April 2027.
2. The level of investments carried out during the period 1 January 2024 to 31 December 2026 can lead to adjustments of the passenger charge on 1 April 2027.
3. Considerably increased or considerably reduced expenses due to regulatory requirements can result in an adjustment of the passenger related airport charges.

3 The adjusted charges will be published on CPH's website by way of updated charges regulations.

6. OTHER PROVISIONS

- 1 Charges under these charges regulations are payable before each planned flight departs from the airport in accordance with directions of CPH unless CPH has accepted periodic invoicing in accordance with the Terms of Use of CPH in force from time to time.
- 2 If CPH considers the outcome of any credit rating to be unsatisfactory, CPH may demand a deposit or a banker's guarantee for a suitable amount from the airline in order to grant the airline periodic settlement of account.
- 3 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.
- 4 In the event of failure to settle charges due, the following provisions shall furthermore apply:
 - 1) Immediately after failure to pay, CPH may demand a deposit or 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, CPH may inform the airline that it will not be allowed to operate on Copenhagen Airport until all charges due plus interest and service fees have been paid.
 - 3) CPH may demand statutory debt collection and liens pursuant to the provisions of sections 71 and 146 of the Danish Air Navigation Act.
- 5 CPH has the authority to determine charges for any additional or special services at Copenhagen Airport.
- 6 CPH may grant exemptions from the charges regulations in cases of neither fundamental nor great financial significance, or if CPH deems a temporary reduction of charges to be justified for business reasons.
- 7 A description of the at any time applicable incentive schemes will be publicly available on CPH's website.
- 8 These charges regulations come into force on 1 January 2024 and remain in force to and including 31 December 2027.