




Schedule of Fees and Charges for the Commercial Airport Memmingen (EDJA / FMM)



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I. Definition of terms

Airport user

An airport user is any natural or legal person making use of the facilities of Memmingen Commercial Airport by flying to, landing at, taking off from, or parking an aircraft at the airport as defined in Article 1 Para 1 Nos 1-6 of LuftVZO (“Luftverkehrszulassungsordnung” or “Aviation Certification and Licensing Regulations”), regardless of whether said use is for the purpose of transporting passengers, post or cargo to or from Memmingen Commercial Airport. In particular, airport users are the operators and pilots of aircraft.

Airport charge

The airport charge is a fee, levied on airport users and/or passengers and payable to Flughafen Memmingen GmbH, to cover the costs of facilities and services provided by Flughafen Memmingen GmbH or by companies acting on behalf of Flughafen Memmingen GmbH. This is related primarily to take-off and landing, lighting, aircraft parking, and the handling of passengers and cargo/post.

Passenger

Employees of the respective airline or any other airline — with the exception of the crew on duty — as well as other persons who are on board an aircraft at take-off without charge or for a reduced price are also considered to be passengers.

The pilot is required to notify the Airside Duty Manager of the actual number of passengers on board the aircraft before take-off. If this information is not provided, the maximum licensed seating capacity for the aircraft model shall be used to calculate the take-off fee.

Children under the age of 2 years, without the right to their own seat, shall not be included in the calculation.

Training flight

A training flight is defined as a flight in which a civilian student pilot, in the context of his or her training at a licensed training centre (flight training school), flies under specific conditions to satisfy the requirements for obtaining a civilian pilot's license or an entitlement with respect to the Examination Regulations for Flight Personnel (“Prüfordnung für Luftfahrtpersonal”).

Rating flight

A rating flight is defined as a flight to equip a pilot with aviation and technical knowledge (rating) for a civilian aircraft. The pilot receiving rating must be in possession of the license prescribed for the aircraft model being used; the trainer must be on board the aircraft.

The relevant discount shall only apply when the Airside Duty Manager is notified in advance, and does not apply on Sundays or statutory public holidays.

Parking customer

A parking customer is the owner, operator or pilot of an aircraft parked long-term in a hangar or an open parking area of FMM.

An airline which, as part of regular flight operations, parks one or more aircraft overnight (from 11:00 p.m. to 05:59 a.m. local time) at Memmingen Airport is also a parking customer.

Employee

An employee is a natural person employed by Flughafen Memmingen GmbH or an affiliated company for at least 20 hours per week.

Shareholder

A shareholder is a natural or legal person holding a share in the ownership of Flughafen Memmingen GmbH or an affiliated company.

II. General

Airport operator

Flughafen Memmingen GmbH (FMM), Am Flughafen 35, 87766 Memmingerberg, represented by its Chief Executive Officer, levies airport charges on the basis of this Schedule of Fees & Charges. The terms of business of an airport user, where they differ or conflict with this Schedule, shall not be applicable, even when FMM has not expressly refused to accept them.

Debtor provisions (liability)

The following are jointly and severally liable for all debts incurred in respect of these regulations:

- a. the airline under whose Airline Code and Flight Number the respective flight takes place;
- b. the airlines (jointly and severally) under whose Airline Codes and Flight Numbers the respective flight takes place (Codesharing);
- c. the aircraft operator;
- d. any other business which requests FMM to issue the invoice for charges to that business or company;
- e. the natural or legal person having usage of the aircraft whilst not the aircraft's operator or owner, such as a lessee or person renting the aircraft;
- f. the owner of the aircraft.

Terms and conditions of payment

All charges are in all cases to be paid, in euros (€), to the Airside Duty Manager or a delegated person/office before take-off.

Exceptions to this payment requirement are only possible if the liable party has either made an advance payment or provided FMM with collateral security in the form of a security deposit or a directly enforceable bank guarantee (surety agreement). In this case, the amount payable will be invoiced at the start of each month for the previous month. Invoices are to be paid upon receipt and without deduction in euros to one of the FMM's bank accounts. FMM reserves the right to levy an interest surcharge of 4% above the base rate of the European Central Bank as applicable at the time for late payment.

Insofar as no surety agreement is in place, all airport charges incurred to date are due for payment before take-off. FMM may also require payment of the relevant charge for a product or service immediately after delivery thereof. FMM issues the liable party with an invoice immediately, to be paid in cash or with an equivalent means of immediate payment as accepted by FMM (credit card, EC/Maestro card, ...).

FMM may decide, at its discretion, to require an appropriate surety to secure outstanding of future receivables from airport charges; FMM may further determine the nature and amount of the surety along with any other contractual provisions in this regard, and may amend these provisions accordingly in response to any and every substantial change in circumstances. This applies in particular if the liable party is repeatedly or significantly in arrears with payment of charges or if other specific circumstances mean justify the requirement of a surety. FMM's statutory rights from contractual agreements remain unaffected by these provisions. Specifically, FMM may refuse to provide services, even where these services are essential to the operation of a flight.

Where payment is in arrears, aircraft handling may be suspended or refused in entirety.

Value Added Tax

All charges count as charges ("Entgelte") in respect of Article 10 Paragraph 1 of the Value Added Tax Act ("Umsatzsteuergesetz" or "UStG"). The legal person liable for the charge is therefore liable for value added tax, unless exempted by the provisions in Article 4 Paragraph 2 and Article 8 Para 2 of UStG.

Liability

The operator of Memmingen Airport does not accept any liability whatsoever for damages arising from military conflict, strikes, unrest, nationalisation and/or requisition by a public authority, terrorist activity including kidnap or hijacking, or any other malicious action or act of sabotage.

Exceptions

General

An emergency landing resulting from technical problems or failures encountered on an aircraft, from a threatened or real act of violence, or from a medical emergency, shall not be subject to Landing Charges, provided the airport was not the scheduled or planned destination of the flight in question.

Training and rating flights

Training and rating flights with both propeller and jet aircraft, between the times of SR-30 min. and SS+30 min., are subject to reduced charges, provided take-off and landing do not take place outside the airport's published operating hours. The reduction does not apply on Sundays or statutory public holidays.

Landing charges pursuant to Section III shall be discounted by 40% for training and rating flights.

Parking customers/Employees/Shareholders

Aircraft movements carried out by parking customers, employees, or shareholders (as defined in Section I) shall be subject to reduced charges pursuant to Section III.

Landing charges for parking customers, employees and shareholders shall be discounted by 40%.

Applicable law, Place of fulfilment, Miscellaneous

Business arrangements between Flughafen Memmingen GmbH and airport users and/or other parties liable for airport charges are subject to the laws of the Federal Republic of Germany.

The German-language edition of this Schedule of Fees & Charges shall be definitive. Translations into other languages are for informational purposes only.

The place of fulfilment and the competent jurisdiction for obligations and legal disputes arising from this Schedule of Fees and Charges is Memmingen.

Should any provision of this Schedule of Fees & Charges not comply with statutory requirements, the provision shall be considered to be replaced by the legally valid provision that most closely conforms with the intention of the ineffective provision. The validity of all other provisions remains unaffected.

III. LuftVG Art. 19b charges subject to regulatory approval

(Standard model)

1. Landing charges

Liability for payment

A landing charge is to be paid for every landing of an aircraft at Memmingen Airport. Payment is required for all aircraft landing at Memmingen Airport, executing a touch-and-go landing (touchdown followed by immediate acceleration and take-off), or carrying out a low approach.

Touch-and-go landings and low approaches which are necessary for technical, aviation or meteorological reasons (missed approaches) are not subject to charges.

Basis of assessment

Landing charges are calculated on the basis of the Maximum Take-Off Mass (MTOM) as specified in the licensing documents of the aircraft in use, regardless of the actual operating criteria. Documentary evidence for the MTOM must be provided in the form of the Airplane Flight Manual (AFM) – Basic Manual – Section for Weight Limitations. Where this documentation has not been provided, the highest possible MTOM, as specified by the manufacturer, will serve as the basis for calculation.

In addition to the weight-dependent charge, noise-based and emissions-based components are also charged for landing.

Evidence for an aircraft's noise category may be:

- confirmation and noise certification in accordance with NfL II – 65/03, issued by the licensing authority, or
- providing relevant manufacturer's specifications or comparable documentation, accompanied with certification by a licensing authority, proving the fulfilment of the requirements in the specific case.

The emissions-based charges are calculated by FMM in accordance with the Appendix to this Schedule of Fees & Charges.

The deciding factor in fee calculation is the provision to the Airside Duty Manager by the airport operator or pilot of complete documentary evidence, verifiable by the airport operator, of the fulfilment of the conditions above prior to take-off. The Airside Duty Manager shall be required to document the evidence. If the required evidence is not provided, fees shall be calculated according to noise category 1. The final noise category classification is made by the Airside Duty Manager on the basis of the evidence provided. Retroactive reimbursements will not be issued.

Weight-based and noise-based landing charge

Landing charge for propeller and jet aircraft

Landing charge for propeller and jet aircraft, per landing (counting unit is a landing, a touch & go landing or a low approach):

Aircraft MTOM	Noise category 1	Noise category 2	Noise category 3	Noise category 4
up to 1200 kg	€24.80	€19.06	€12.25	€8.16
over 1200 kg, up to 1600 kg	€37.21	€25.87	€19.97	€13.62
over 1600 kg, up to 2000 kg	€55.81	€38.57	€29.95	€18.15
over 2,000 kg (per 1,000 kg or part thereof)	€34,94	€25.40	€14.98	€9.98

Noise category classification is specified in the Appendix to this Schedule of Fees and Charges.

Landing charge for gyrocopters, gliders and ultra-light aircraft

MTOM	Gyrocopter	Glider	Ultra-light aircraft
up to 1200 kg	€13.62	€2.72	€8.62
over 1200 kg, up to 2000 kg	€22.69		
over 2,000 kg (per 1,000 kg or part thereof)	€13.62		

Surcharge on noise-based charge outside official operating hours

For landings and/or take-offs outside of the operating hours published in the AIP for Memmingen Airport (based on the time of take-off or touch-down, local time, as recorded by the Airport Management System), the following night surcharges shall be levied on the weight-based and noise-based landing charges:

- 11:00 pm – 11:59 pm: 150% of the standard rate.
- Midnight – 04:59 am: 200% of the standard rate.
- 05:00 am – 05:59 pm: 150% of the standard rate.

Note: A take-off or landing outside of operating hours shall also incur, in addition to the charges specified in this Schedule of Fees & Charges, further charges, pursuant to the Catalog of Ground Handling Service Fees, for obtaining permission from the responsible authority (South Bavaria Aviation Authority, Luftamt Suedbayern) and for the provision of RFFS, pursuant to Paragraph 1.1.6 of the Airport Usage Regulations. The authority also levies an administrative fee.

Emission-based charge

The emission-based landing charge is calculated pro kilogram of emitted nitrogen oxide equivalent (= emission value) in a standardised landing and take-off cycle (LTO, as defined in ICAO Annex 16, Volume II), based on standard values for the relevant aircraft model or engine model (if the pilot or aircraft owner provides engine data).

The charge is levied per landing, touch-and-go, or low approach.

The emission charge is: **€1.36 per kg nitrogen oxide equivalent**

For aircraft with MTOM less than or equal to 5,700 kg, however, a flat rate of 0.5 kg NO_x/HC per LTO cycle, i.e. an emission value of 0.5, is applied.

Lighting charge

For aircraft up to MTOM 5,700 kg, an additional fee is levied for runway and apron lighting for every aircraft movement occurring before SR-30 min. or after SS+30 min.

The lighting charge is: **€9.98 per aircraft movement**

2. Passenger charge

Passenger charge

All passengers on board an aircraft at take-off are subject to payment of the passenger charge.

Aircraft with MTOM below 5,700 kg are exempted from this rule.

The passenger charge is: **€4.18 per passenger**

3. Security charge

Basis of assessment

The security charge serves to cover the costs arising from security measures taken by Memmingen Airport.

This includes, but is not limited to, the costs of:

- provision of security facilities;
- insurance premium surcharges for war and terror risk;
- implementation of security measures in line with EU regulations and the National Civil Aviation Security Programme (NLSP)
- carrying out additional security measures for monitoring and inspecting persons other than passengers

Liability for payment

All passengers on board an aircraft at take-off are subject to payment of the security charge; likewise, the charge is levied per 100 kg (or part thereof) of freight and post. Aircraft with MTOM below 5,700 kg are exempted from this rule.

Security charge

The security charge for passengers is: **€0.91 per passenger**

The security charge for freight/post is: **€0.91 per 100 kg or part thereof**

This also applies to freight/post being carried by passenger aircraft.

4. Positioning charge

Liability for payment

A usage charge (positioning charge) is to be paid for parking an aircraft at Memmingen Airport.

Parking begins as soon as the aircraft reaches the parking position (on-block) and ends when the aircraft leaves the parking position (off-block).

For parking of no more than four hours between parking (on-block) and the end of parking with subsequent take-off, no positioning charge will be levied. A change of position does not affect the total parking period.

Positioning charge rate

The positioning charge is calculated on the basis of the MTOM of the aircraft, as follows:

MTOM	Fee per 24 hours or part thereof
up to 1200 kg	€5.90
over 1200 kg, up to 2000 kg	€7.71
over 2,000 kg (per 1,000 kg or part thereof)	€4.99

Parking occurs when an aircraft is parked at a parking position. Long-term parking is defined as parking without interruption for more than 30 days.

Note: Parking customers (defined in Section I) who transport at least 50,000 departing passengers from Memmingen Airport in a calendar year and as part of regular flight operations park one or more aircraft overnight at Memmingen Airport are granted a 100% discount on parking charges for these aircraft.

Note: Long-term parking of an aircraft in a hangar or outside is subject to separate charges, not included in this Schedule of Fees & Charges. These are available from the Airside Duty Manager.

5. Special rules for airships

A landing charge and an anchor mast charge are levied for the use of the airport by airships. The period for calculation of the anchor mast charge begins with the erection of the anchor mast and ends with its dismantling.

The landing charge for airships is **€22.68**.

The anchor mast charge for airships is **€89.85** per 24-hour period or part thereof.

IV. LuftVG Art. 19b charges subject to regulatory approval (Combined charge model)

1. General

As an alternative to the standard charge model, airline's may request to be billed on the basis of the combined charge model.

The combined charge model is applied as an alternative to the landing charge, increased noise charge, emissions charge, lighting charge, passenger charge, and security charge as specified in Section III and the PRM charge as specified in Section IV of this Schedule of Fees & Charges.

2. Prerequisites

Any airline fulfilling the following criteria may request the model:

- the airline transports a minimum of 10,000 departing passengers from Memmingen Airport in the calendar year in question;
- passenger growth for the airline at Memmingen Airport is positive;
- all aircraft deployed have a capacity of at least 50 passenger seats;
- all aircraft deployed fulfil the requirements of noise category 4 (see Appendix);
- pollutant emissions of all aircraft deployed must average less than 25 kg NOx/HC per LTO cycle.
- Should these requirements not be fulfilled, the airport operator shall bill retrospectively in accordance with the standard charge model.

3. Combined charge

No. of departing passengers per year	Charge per departing passenger
< 50,000	€12.87
> 50,000	€11,60
> 100,000	€10,32
> 150,000	€9,05
> 200,000	€8,41
> 250,000	€7.78
> 300,000	€7,14
> 350,000	€6.81
> 400,000	€6.50
> 450,000	€6,32
> 500,000	€5.81
> 1,000,000	€5,31

The minimum airport charge according to the combined charge model is **€322,92**.

V. “flyFMM” incentive programme — subject to regulatory approval

1. General

To promote the connectivity of Memmingen Airport, Flughafen Memmingen GmbH offers a discount on LuftVG Art. 19b landing charges for flights to new destinations.

A new destination is defined as a destination which, at the time when the application for the incentive programme is lodged, is not served from Memmingen Airport by any airline, nor is any airline planning to serve it in the following two timetable periods. Interruptions of up to 4 weeks shall be ignored for the purposes of evaluating the regularity of a service. Insofar as multiple airports may be served at a single destination, the IATA 3-letter code shall be used as a reference.

Should the route be cancelled during the incentive period, entitlement to the new route incentive programme shall be revoked automatically. Incentive discounts already granted must then be repaid fully.

A suspension of the route for more than 90 days shall also be considered to be cancellation of the route. Should the same airport user resume flights on the route at a later point in time, incentive entitlement is not renewed. This also applies to cases when two airlines within the same group are involved, and when there is financial or organisational intertwining between airlines (e.g. same parent company, same alliance, same brand name).

Note: The incentive programme for new destinations is only available in conjunction with the combined charge model.

2. Incentive programme for new destinations

The amount of incentive over the entire period of incentive support for any specific destination shall be an **average of 40%** of the LuftVG Art. 19b charges, calculated according to the combined charge model as defined in Section IV.

The incentive programme is limited to a maximum period of 5 years, staggered degressively. The average annual support in the first three years is 50% of the LuftVG Art. 19b charges, based on the combined charge model.

Appendix: Noise Categories

Noise category 4 (“increased noise protection”)

Propeller-driven aircraft up to MTOM 9,000 kg and powered gliders built in or after 2000 fulfill the increased noise protection requirements, provided they fall short of the noise thresholds specified in Appendix 2 of LLV

- Chapter VI by at least 6 dB(A) or
- Chapter X by at least 7 dB(A)

Propeller-driven aircraft above 9,000 kg MTOM and jet aircraft included in the current edition of the combined arrivals and departures list (“An- oder Abflugliste (Kombination)”) published by the Federal Ministry of Transport and Digital Infrastructure (“Bundesministerium für Verkehr und digitale Infrastruktur”), along with aircraft meeting the conditions specified in ICAO Annex 16, Chapter 4 or Chapter 14.

Noise category 3 (“special noise protection – new”)

Propeller-driven aircraft up to MTOM 9,000 kg and powered gliders built in or after 2000 fulfill the increased noise protection requirements, provided they fall short of the noise thresholds specified in Appendix 2 of LLV

- Chapter VI by at least 4 dB(A) or
- Chapter X by at least 5 dB(A)

Noise category 2 (“special noise protection – old”)

The maximum level of noise emitted by a propeller-driven aircraft up to 9,000 kg MTOM must satisfy, at a minimum, the noise threshold specified in Appendix 2 of LLV (“Landeplatz-Lärmschutz-Verordnung” or “Airfield Noise Protection Regulations”).

Propeller aircraft above 9,000 kg MTOM and jet aircraft fulfilling the requirements of ICAO Annex 16, chapter 3.

Noise category 1

The maximum level of noise emitted by a fixed-wing propeller-driven aircraft up to 9,000 kg MTOM exceeds the noise threshold specified in Appendix 2 of LLV (“Landeplatz-Lärmschutz-Verordnung” or “Airfield Noise Protection Regulations”).

Propeller aircraft above 9,000 kg MTOM and jet aircraft not fulfilling the requirements of ICAO Annex 16, chapter 3.

Appendix: Calculation of Emission-Based Landing Charge

The emission-based landing charge is calculated pro kilogram of emitted nitrogen oxide equivalent (= emission value) in a standardised landing and take-off cycle (LTO, as defined in ICAO Annex 16, Volume II), based on standard values for the relevant aircraft model or engine model (if the pilot or aircraft owner provides engine data).

The emission value is determined using the ERLIG formula (Emission Related Landing Charges Investigations Group, ECAC) on the basis of certified nitrogen oxide (NO_x) and hydrocarbon (HC) emissions per engine in the LTO cycle.

$$EmissionValue = a * Engines * \sum_{LTOmodes} \frac{Time[s] * FuelConsumption * NOxEmissionsFactor}{1000}$$

Where:

$a = 1$, for $Dp_{HC}/F_{oo} \leq 19,6 \text{ g/kN}$

$a = (Dp_{HC}/F_{oo}) / 19,6 \text{ g/kN}$; for $Dp_{HC}/F_{oo} > 19,6 \text{ g/kN}$

with $a_{max} = 4$

$$EmissionCharge = EmissionValue * EmissionTariff$$

The emission value is taken into account up to the third decimal place.

The relevant details for the aircraft and engine types shall be obtained from a recognised aircraft fleet database.

The basis for determining the emission value is provided by the ICAO database for turbofan and jet engines and by the FOI Swedish Defence Research Agency database for turboprop engines. If these emissions databases have either no entries, or varying entries, for a particular type of aircraft and/or engine, the highest value listed shall be taken, regardless of the specific deployment criteria.

Should there be no engine information available for an aircraft, or should the information available be contradictory, the highest known emissions value for this aircraft type shall be used. If an aircraft and engine are not listed in any of the available emissions databases, and no standard engine can be used for calculation, the engine will be assessed according to the Deutsche Zentrum für Luft und Raumfahrt (German Aerospace Center or DLR) study from 28 February 2005, "Emissionsentgelte im Luftverkehr".

Evidence of the use of an engine with lower emission values than the standard for a particular aircraft model (e.g. with different UID numbers or a "re-rated" version of an engine) must be provided to the airport operator in the form of the Airplane Flight Manual (AFM) in conjunction with the relevant ICAO certification or manufacturer documentation (emission value).

Where evidence has not been provided, the airport operator shall base fee calculation on the highest emission value known for the aircraft and/or engine model.

The airport operator must be informed without delay of any increase or reduction in the emissions value of an aircraft, based on AFM, ICAO certificate or manufacturer certification.

Aircraft movements for which emissions values above the standard value for the particular aircraft model are determined at a later date may be subject to surcharges; reduced values shall be taken into account for calculations as soon as possible once documentary evidence has been provided and verified. Retroactive reimbursements will not be issued.

For aircraft with MTOM less than or equal to 5,700 kg, however, a flat rate of 0.5 kg NO_x/HC per LTO cycle, i.e. an emission value of 0.5, is applied. Emission-free aircraft (electric / hydrogen) are exempt from the flat emission charge.

VI. Charges not subject to regulatory approval

1. PRM charge

In accordance with EU Regulation 1107/2006, a fee is levied on all passengers travelling on aircraft with an MTOM exceeding 5,700 kg, to offset the costs of providing assistance to passengers with reduced mobility (PRM). The fee is calculated on the basis of the number of passengers on board the aircraft at take-off.

The PRM charge is:

€0.45 per passenger

2. Charges levied for central infrastructure facilities (ZI charges)

Basis of assessment

Paragraph 2.4.6 of the Airport Usage Regulations of Memmingen Airport defines central infrastructure facilities for the provision of ground handling services, in accordance with Article 6 of the Regulations for Ground Handling Services (“Bodenabfertigungsdienstverordnung” or “BADV”), as follows:

- facilities for marshalling aircraft (incl. associated services)
- ground handling aprons
- system for the provision of fresh water
- disposal system for waste, waste water, and toilet waste
- container facilities and storage areas
- baggage transportation system
- passenger information system
- communication system
- de-icing areas
- tank farm

These central infrastructure facilities are administered and operated by Flughafen Memmingen GmbH or from companies to whom these functions have been delegated. Ground handling service providers and self-handling airlines are to pay for using these facilities where they can be used to provide required services.

According to Paragraph 2.4.6 of the Airport Usage Regulations of Memmingen Airport, charges (ZI charges) are to be paid to the airport operator for the provision, administration, and operation of central infrastructure facilities.

Flughafen Memmingen GmbH reserves the right to review the individual ZI charges and, where appropriate, adjust them in line with the development of costs.

Liability for payment

All passengers on board an aircraft at take-off are subject to payment of the passenger charge.

ZI charges are to be paid in full even if not all of the services named have been used. Setting counterclaims against these charges is not permitted except where these claims are not contested by Flughafen Memmingen GmbH or have been established by court order.

The ZI charge is: **€2.54 per passenger**

As an exception to the general provision, aircraft with MTOM less than or equal to 5,700 kg shall be subject to a flat rate of €2.54 per take-off.

ZI minimum charge

To cover those central infrastructure costs at Memmingen Airport that do not depend on the number of passengers, a minimum charge shall be levied for aircraft with MTOM greater than 5,700 kg. Landing charges are calculated on the basis of the Maximum Take-Off Mass (MTOM) as specified in the licensing documents of the aircraft in use, regardless of the actual operating criteria.

The minimum charge is: **€3.63 per ton or part thereof MTOM**

Increased ZI charge

For landings and/or take-offs outside of the operating hours published in the AIP for Memmingen Airport (based on the time of take-off or touch-down, local time, as recorded by the Airport Management System), the following night surcharges shall be levied on the ZI charge:

- Monday – Saturday: €60.00 per 15 minutes or part thereof
- Sundays and public holidays: €130.00 per 15 minutes or part thereof

Note: A take-off or landing outside of operating hours shall also incur, in addition to the increased charges specified in this Schedule of Fees & Charges, further charges, pursuant to the Catalog of Ground Handling Service Fees, for obtaining permission from the responsible authority (South Bavaria Aviation Authority, Luftamt Suedbayern) and for the provision of RFFS, pursuant to Paragraph 1.1.6 of the Airport Usage Regulations.