



**KARUP<sup>®</sup>**  
AIRPORT

**Charge Regulations**  
**2018**

# Charge Regulations

## Applying to

### Karup Airport

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#### A: General provisions

#### § 1

- (1) Aircrafts using Karup Airport is charged according to this charge regulation.
- (2) All charges are stated exclusive VAT.
- (3) The charges will be added Vat according to the current legal provision.
- (4) Charges according to chapter B (Take off charges), is charged for Danish Military and settled with Airstation Karup. Other charges is accruing to Karup Airport.

#### B: Take-off charges

#### § 2

- (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:

	For each 1.000 kg	Minimum charge
A. Aircrafts up to and including 2.000 kg	-	55,00 DKK
B. Aircrafts above 2000 kg	30,00 DKK	140,00 DKK

- (2) The charges listed above may be reduced or be repealed under the conditions set out in §3 and §9.

**C: Reduced charges**

**§3**

- (1) School and training flight pay full charge for the first take-off, while for the subsequent take-offs under the respective flight, a reduction of 70% is provided or reduction according to the individual company.
- (2) At school and training flights a "touch and go" or a missed approach is considered as a take-off.
- (3) Start of gliders with an engine aircraft, and start of aircraft with paratroopers is considered as school- and training flights, if the glider flight respective the paratroopers can be considered as schooling or training.
- (4) In order to get reduction it is a must that the air traffic control is notified in advance.

**D: Passenger charge**

**§4**

- (1) For aircrafts which according to their aircraft flight manual, are approved for passengers, each traveler has to pay a passenger charge of DKK 88,00 for each departing passenger. Charge is payable regardless of the actual number of passenger seats on the actual flight.
- (2) The charge is not payable for the carriers' staff travelling on official's journeys and for children under 2 years of age.
- (3) Transit passengers pay DKK 44.00 for each departing passenger. If the passenger remains on board the aircraft, no charge to be paid.
- (4) The fee will be charged the carrier based on airport log.
- (5) Separate collection from passengers is not allowed

**E: PRM charge ( Person with Reduced Mobility )**

**§4a**

- (1) To cover the cost according to EU Regulation No. 1107/2006 (About the handicapped and disabled persons rights when traveling by air) PRM fee of DKK 2.00 for each departing passenger both revenue and non-revenue.
- (2) PRM charge is not payable for the carrier's staff on official journeys or for children under 2 years.
- (3) The fee will be charged carrier based on of airport log.
- (4) Separate collection from passengers is not allowed

**F: Security charge**

**§5**

- (1) For aircraft paid - in addition to chapter B and C concerning takeoff charge and chapter D passenger charges - a security charge for each domestic and international departing passenger. Security charge is paid regardless of whether the trip is in direct connection with flight from abroad. DKK 50.00 each departing passenger.

The charge is paid regardless of the actual number of passenger seats on that flight. The fee is not payable for the carrier's staff during official journeys and children under 2 years.

- (2) The charge is to be paid by carrier. Separate collection from passengers is not allowed.

## §6

### G: Cute Fee

- (1) Support service according to IATA AHM 810, Annex A, section 6, 6.2.2. DKK 1,55 for each passenger departing is charged, when using check-in system

### H: Parking Charge

## §7

- (1) For an aircraft parking at the airport in the open, parking charge is payable per 24 hour period in excess of 6 hours of parking. Parking charge is DKK 8.00 for every 1000 kg of aircraft MTOW according to Certificate of Airworthiness / Flight Manual. Minimum charge is DKK 40.00 per day.
- (2) Parking charges can, in the case of leasing for a period not shorter than 3 months, be arranged by agreement with the airport. Rent payable in advance and not refundable, even if the stay is going to last for a shorter period than agreed upon. Subletting is not permitted.
- (3) When required by circumstances, the airport can at any time require the aircraft moved to a different parking lot, than originally designated. It is the aircrafts owners (user) duty to arrange for air hazard tool for tethering and take such other precautions as circumstances may require or what the airport order, including obstruction lightning.

### I: Opening Charges

## §8

- (1) Use of the Karup airport out of hours as per AIP Denmark takes place on payment of DKK 1075.00 per hour for aircraft under 10 seats or MTOW less than 5700 kg. Aircraft of minimum 10 seats or MTOW above 5700 kg, against payment of DKK 2000.00 per hour.
- (2) Opening fee payable for each aircraft.
- (3) During use of the airport outside the opening hours of several aircraft of the same airline payable is only the aircraft of which to pay the maximum fee.

### J: Tax Exemptions

## §9

- (1) Exemption from payment of the §2, §4, §4a and §5 concerning start - and passenger charges etc. applies to:
  - a) Test flight for operators of commercial aviation, where the flight is taken off and landing at the same airport without intermediate landing elsewhere.
  - b) Technical returns, defined by forced returns due to technical difficulties, weather conditions and similar to the airport.
  - c) Aircraft in search and rescue services.
  - d) Danish and foreign military aircraft not included in civil aircraft registers.
  - e) Aircraft owned or leased by the Civil Aviation Administration (CAA).
  - f) Aircraft used only for the carriage of foreign States Representatives or United Nations personnel as well as foreign state police, customs and control aircraft.

**K: Other Provisions****§10**

- (1) Charges under these regulations shall be paid in cash to the airport office prior to each scheduled flight begins. If carriers or individuals regularly operates the airports, arrangements can be made with the airport management by periodic settlement backwards. Charges are due before end of billing period.
- (2) Failing cash payment without prior agreement an administration fee of DKK 100,00 is given.
- (3) In default of payment under this charges regulations applicable provisions of the Aviation Act § 71 and § 146 of distraint and liens.

**§11**

- (1) Performing of handling and other services has to be paid by bill.
- (2) Handling of any kind can be ordered at the Airport office. Settlement and conditions has to be arranged with the Airport office. For handling of aircrafts and companies who do not already have a SGHA with Karup Airport will IATA AHM 810 – article 8 (Liability and indemnity) apply.

**§12**

- (1) Karup Airport is not liable for any theft or damage caused by fire, water or any other damage as regards the aircraft, its equipment, crew, passengers, cargo etc. during the aircrafts stay at Karup Airport.

**§13**

- (1) Unless otherwise arranged, the pilot shall report to the Airport office immediately before take-off or immediately after landing from any airport or airfield, reporting passenger numbers and other relevant information for airport log.

**§14**

- (1) This charge regulation shall come into force on the 1. November 2017, and shall be in force until further notice.
- (2) The Danish language version of this charge regulations shall be the governing text.

**Midtjyllands Lufthavn A.m.b.A.**

**Karup Airport**

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