

Fees and Charges

Part Subject to Authorization

Regional Airport Schwäbisch Hall

EDTY



GENERAL

The Regional Airport Schwäbisch Hall is operated by the Schwäbisch Hall GmbH. According to § 19b of the aviation regulations (LuftVG) the aerodrome operator shall determine the fees to be paid for the use of the facilities and services related to the lighting, take-off, landing, and parking of aircraft, as well as the handling of passengers and freight. (Fees and Charges)

The calculation of charges is based on actual costs including the structural and technical infrastructure, rescue and fire-fighting services (ICAO Fire Category 3), as well as for winter services.

A landing fee is to be paid to the aerodrome operator by the owner or operator of the aircraft in accordance to the official fees and charges. The landing fee is due for payment upon landing. The charges are in accordance with § 10 chapter 1 of the value added tax (VAT) regulations. The debtor therefore has to pay the VAT separately.

A landing fee is also payable in the event of a ground contact as is the case during a touch and go. Fees are to be paid before taking off after the final landing. If a special agreement has been made with a direct debit authorization, fees may be paid retrospectively. For corresponding return debits, the aerodrome operator reserves the right to charge a processing fee.

The fees and charges are divided into a part subject to authorization and a part not subject to authorization and is equally applicable to the Weckrieden special landing site. The parts of the fees and charges subject to authorization has been approved by the Regional Council of Stuttgart (Az. RPS46_2-3846-611/1/10 18.02.2025) and goes into effect on 01.04.2025. Simultaneously, the existing fees and charges for the Airport Schwäbisch Hall and the special landing site Weckrieden dated 01.05.2019 will expire.

Schwäbisch Hall, 18.02.2025

Peter Wohlleben CEO

1. PART SUBJECT TO AUTHORIZATION

PART 1 LANDING FEES

1.1. ASSESSMENT BASE

For airplanes, rotorcraft and self-launching motor gliders, the landing fee is based on the maximum take-off mass (MTOM) and the aircrafts noise category. To verify the compliance of the noise category following rules apply:

Submission of confirmation and entry in the noise certificate EASA Form 45 or valid already issued national documents that corresponds to the current noise limit values.

Submission of appropriate manufacturer information or comparable evidence and documents from an approval authority that are capable of proving compliance with the requirements.

Aircraft with noise protection authorization according to ICAO Annex 16, Vol. I: Chapter 6, LSL Chapter VI and LSL Chapter X.

The charges are calculated with regard to the complete submission of the required documents or verifiable proofs. These charges are to be paid after landing prior to the subsequent takeoff. If no proof of the noise protection authorization is presented within a timely manner, the charges will be applied as if no noise protection authorization is given.

There will be no reimbursement with retroactive submission of the documents. Changes to MTOM of aircraft that are already in the system must be reported to the aerodrome operator without delay.

To promote the technological development of sustainable aviation, no landing fees are charged for aircraft powered purely by electricity or hydrogen.

FEES AND CHARGES – PART SUBJECT TO AUTHORIZATION

1.2. DETERMINATION OF FEES AND CHARGES:

1.2.1. Noise Certificate Category A (Enhanced Noise Certificate)

Fees and charges for aircraft with the noise certificate Category A:

MTOM in kg		Price plus VAT	Saturday from 1 pm local time until closing, Sunday and legal holidays
Up to	1.000	7,73 €	+10%
Up to	1.200	9,66 €	
Up to	1.400	14,49 €	
Up to	2.000	23,20 €	
Up to	5.700*	18,37 €	
Above	5.700*	22,23 €	

* Price per begun ton MTOM

Noise Certificate Category B (Regular Noise Certificate)

Fees and charges for aircraft with the noise certificate Category B:

MTOM in kg		Price plus VAT	Saturday from 1 pm local time until closing, Sunday and legal holidays
Up to	1.000	7,73 €	+15%
Up to	1.200	14,49 €	
Up to	1.400	21,75 €	
Up to	2.000	34,79 €	
Up to	5.700*	27,43 €	
Above	5.700*	33,34 €	

*Price per begun ton MTOM

FEES AND CHARGES – PART SUBJECT TO AUTHORIZATION

Noise Certificate Category C (No Noise Certificate)

Fees and charges for aircraft with the noise certificate Category C

MTOM in kg		Price plus VAT	Saturday from 1 pm local time until closing, Sunday and legal holidays
Up to	1.000	15,46 €	+20%
Up to	1.200	19,32 €	
Up to	1.400	28,99 €	
Up to	2.000	46,39 €	
Up to	5.700*	36,72 €	
Above	5.700*	44,46 €	

* Price per begun ton MTOM

1.2.2. Microlight Aircraft

MTOM in kg	Price plus VAT	Saturday from 1 pm local time until closing, Sunday and legal holidays
General	7,73 €	8,50 €

For motor gliders and self-launching gliders, the landing fee is due, regardless of whether the landing is with or without engine power.

1.3 ANCHOR MAST CHARGES

Airships are charged an anchor mast fee instead of the landing and parking fees. These are calculated based on the time of setting up the anchor mast until dismantling it. The price is calculated per begun 24 hours.

	Price plus VAT
Up to 50 m total length	270,00 €
Over 50 m total length	305,00 €

1.4 TRAINING FLIGHTS

Training flights are discounted at 25%. This discount does not apply on weekends, holidays or times outside of the regular aerodrome times of operation.

Training flight are those flights for the purpose of obtaining a flight certificate or an additional rating within an Approved Training Organization. This applies only to the following flights:

Training flights for the purpose of obtaining a private pilot's certificate

Training flights for the purpose of obtaining a commercial pilot's certificate

Training flights for the purpose of obtaining an airline transport pilot's certificate

Training flights for the purpose of obtaining an instrument-rating, night flight authorization, an instructor rating or towing authorization.

Check rides or practice flights with instructors are not considered training flights and therefore not applicable for the training discount.

1.5 LOW APPROACHES

For aircraft with a maximum take-off weight of 2,000 kg (MTOM) or more, a reduced landing fee of 50% of the regular landing fee is due for an approach followed by a go-around (without touching the ground).

1.6 EMERGENCY LANDINGS

If the Airport Schwäbisch Hall is not the initially planned destination, there are no fees for emergency landings. Landings as an alternate or refueling stops are not considered emergency landings. Safety landings are charged at the normal rate.

1.7 AUTHORITY FLIGHTS

Civil authority flights of the Federal Republic of Germany or of a state of the Federal Republic of Germany of aircraft with MTOM of 5,700 kg or less are free of charge, provided that they are carried out by staff of the authority as a pilot-in-command and for which a mission certificate can be submitted.

1.8 FLIGHT OUTSIDE OF THE REGULAR AERODROME OPERATING TIMES. (PPR-REGULATION)

Take-offs or landings outside of the published aerodrome operating times (AIP Germany) are possible with prior permission from the airport operator (PPR). Requests for a landing after the regular closing time must be submitted latest by noon local time. Flights prior to the regular opening hours must be submitted latest three hours prior to airport closing the previous day.

1.8.1 PPR Fees and Charges

Fees and charges for flights outside of the regular aerodrome operating times are applied as follows:

Take-off or landing time	Price per begun half hour (local time)	
	Monday-Friday	Saturday, Sunday and legal Holidays
Closing until 21:59	125,00 € plus VAT	150,00 € plus VAT
22:00 until 23:59	200,00 € plus VAT	250,00 € plus VAT
00:00 until 03:59	1.500 € (Flat-Rate)	2.500 € (Flat-Rate)
04:00 until 05:59	200,00 € plus VAT	250,00 € plus VAT
06:00 until Opening	125,00 € plus VAT	150,00 € plus VAT

In the case of short-term (received between 12:00 local time and 3 hours before aerodrome closure) PPR requests for operations after airport closure the PPR fee is increased by 25%. In the case of PPR requests received less than 3 hours before regular closing times, the fee is increased by 50%. (For late and early arrivals or departures on the following day.)

A PPR request must be submitted in writing via email to info@wuerth-airport.com and must include the following information: Aircraft type, registration, owner/billing address, and estimated arrival/departure time.

The approval of an early or late handling request will be confirmed to the applicant in writing via email. The airport operator expressly reserves the right to reject PPR requests.

The PPR fee applies to any aircraft taking off or landing outside of the airport's operating hours, even if the airport is already staffed due to another PPR handling.

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If additional winter service measures (e.g., snow removal, de-icing, etc.) are required for a PPR handling that would not have been necessary otherwise, the customer will be charged for the actual costs incurred. If multiple flights benefit from these measures, the costs may be shared proportionally.

1.8.2 PPR-Cancelation Fees

For cancellations of approved PPR requests made later than two hours before the official airport closing time (for late handling and early handling on the following day), a flat cancellation fee of €100.00 will be charged.

For cancellations of approved PPR requests made after the official airport closing time, as well as for no-shows, the full calculated PPR fees will be charged.

1.9 OTHER FEES AND CHARGES

For flight operations between sunset and sunrise the following fee will be charged for the use of the approach and runway lighting system.

Aerodrome Lights (SS – SR)	9,00 € plus VAT
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In case of multiple approaches or traffic patterns, the above-mentioned fee will be charged per begun 15-minute time frame.

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Dokumenten Nummer:
Verantwortlich:

AMSEL-ADM-DOC-186
Kossatz, Denise

Letzte Aktualisierung
Version:

24.02.2025
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TEIL 2 PARKING FEES

2.1. GENERAL

Owners or operators of aircraft shall pay a parking fee to the aerodrome operator according to these Fees and Charges.

2.2. CALCULATION OF CHARGES

Fees for airplanes, rotorcraft, microlight airplanes and self-starting gliders are calculated in accordance to the aircrafts maximum takeoff mass (MTOM)

The first three hours of parking on the apron are free of charge. After three hours the fees will be charged within a 24-hour rhythm.

The determination of the parking duration is based on the recorded landing time in the airport's main flight log..

2.2.1. Parking Fees - Apron

MTOM in kg		Price plus VAT
Up to	1.000	7,73 €
Up to	2.000	13,52 €
Up to	5.700	32,20 €
Up to	14.000	90,85 €
Up to	20.000	155,25 €
Above	20.000*	10,93 € / 1000 Kg

* The price is calculated per begun ton MTOM

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2.2.2. Parking Fees - Hangar

Upon request and subject to availability, aircraft, helicopters, ultralight aircraft, and self-launching motor gliders may be temporarily stored in a hangar. However, there is no entitlement to a hangar space.

The storage period is determined based on the recorded landing time in the airport's main flight log, regardless of when the aircraft was actually moved into the hangar. The applicable storage fee is based on the Maximum Takeoff Mass (MTOM) as stated in the aircraft's registration certificate and applies per 24-hour period.

MTOM in kg		Price plus VAT
Up to	1.000	15,46 €
Up to	2.000	27,05 €
Up to	5.700	64,40 €
Up to	14.000	181,70 €
Up to	20.000	276,00 €
Above	20.000*	17,02 €

* The price is calculated per begun ton MTOM

The costs for moving the aircraft into and out of the hangar are not included and will be charged separately according to the prices for other services published in the non-regulated section of the fees and charges.

Additional services, such as ground power, toilet service, aircraft de-icing, or cleaning, are available upon request.

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Letzte Aktualisierung
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24.02.2025
1

For questions regarding the billing of fees, please contact:

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APPENDIX TO FEES AND CHARGES OF THE REGIONAL AIRPORT SCHWÄBISCH HALL

Noise Certificate Category A (Enhanced Noise Certificate)

Aircraft that meet the enhanced noise certificate standards according to the aerodrome noise regulations in the most current edition.

Propeller aircraft up to 9000 kg maximum takeoff mass and motor gliders meet the in Appendix 2 listed noise limits if they fall below

Chapter VI at least 6 dB(A)

Chapter X at least 7 dB(A)

and have the proper documents to prove this to the aerodrome operator.

Jet aircraft and helicopters as well as propeller aircraft over 9.000 kg MTOM are classified in noise category A by presenting a noise certificate.

Noise Certificate Category B (Regular Noise Certificate)

Aircraft that meet the normal noise certificate standards according to the aerodrome noise regulations according to Appendix 1 and 2 in the most current edition and have the proper documents to prove this to the aerodrome operator.

Noise Category C

The noise produced by the aircraft is higher than that allowed for noise category B or the aerodrome operator has no proof of a higher noise certificate.