Flughafen Hannover-Langenhagen GmbH

LIST OF FEES

Airport Fees according to Art. 19b Air Traffic Act (LuftVG)

and

Fees for Central Infrastructure

valid as of January 01, 2019
Contents

PART A – Airport Fees according to Art. 19b Air Traffic Act (LuftVG)

1. TERMS AND CONDITIONS ........................................................................................................... 6
2. LANDING FEES .......................................................................................................................... 9
3. NOISE RELATED FEES .......................................................................................................... 10
4. EMISSION-BASED LANDING FEE .......................................................................................... 16
5. PASSENGER FEES .................................................................................................................... 17
6. SECURITY FEES ....................................................................................................................... 17
7. FEES FOR AIRSHIPS AND BALLOONS .............................................................................. 18
8. PARKING FEE .......................................................................................................................... 18
9. FEES FOR THE FINANCING OF THE STATUTORY NOISE ABATEMENT PROGRAM ........ 19
10. PROMOTION FOR NEW ROUTES .......................................................................................... 20

PART B – Fees for Central Infrastructure

1. TERMS AND CONDITIONS ...................................................................................................... 22
2. FEES FOR CENTRAL INFRASTRUCTURE .............................................................................. 24
3. CHECK-IN COUNTER FEES .................................................................................................. 27
4. LATE NIGHT CHECK-IN COUNTER FEES ........................................................................... 28
5. CUTE FEE .............................................................................................................................. 29
6. PRM FEE ............................................................................................................................... 29
7. DE-ICING FEES ...................................................................................................................... 30
8. PROMOTION FOR NEW ROUTES .......................................................................................... 32

PART C – Registration Procedures for Passengers, Cargo and Mails according to the local Proceeding
YOU HAVE QUESTIONS, WE HAVE THE ANSWERS!

For questions concerning airport fees please contact:

Peter Alpers  
Head of Airport Fees and Ground Services Contracts  
Fon: + 49 (0)511 977-1269  
p.alpers@hannover-airport.de

Elena Noll  
Airport Fees and Ground Services Contracts  
Fon: + 49 (0)511 977-1849  
e.noll@hannover-airport.de  
Fax: + 49 (0)511 977-1213

For questions concerning invoices please contact:  
Fax.: + 49 (0)511 977-1118  
verkehrsabrechnung@hannover-airport.de

Commercial Aviation

Dagmar Hollburg  
Head of Traffic Accounts and other Billing  
Fon: + 49 (0)511 977-1362  
d.hollburg@hannover-airport.de

Melanie Blaume  
Traffic Accounts  
Fon: + 49 (0)511 977-1330  
m.blaume@hannover-airport.de

General Aviation Terminal

Elvira Schreiber  
Traffic Accounts  
Fon: + 49 (0)511 977-1322  
e.schreiber@hannover-airport.de
PART A
Airport Fees according to Art. 19b Air Traffic Act (LuftVG)
PREAMBLE

This List of Fees is valid from January 01, 2019 and replaces the list of fees valid from January 01, 2018 (NFL-I-1129-17).

approved by:
Ministry of Economics, Labour, Transport and Digitalization for Niedersachsen
i.A. L. Heinze
1. TERMS AND CONDITIONS

1.1. Payment of fees

The following fees are due for payment to the airport operator for every aircraft landing and take-off at the airport:

- Landing fees
- Noise-related landing fees
- Emission-based landing fee
- Passenger fees
- Security fees
- Fees for airships and balloons
- Parking fee
- Fees for the financing of the statutory noise abatement program

1.2. Debtor clause

The party liable to pay landing fees, noise-related fees, emission-based fee, passenger, security, parking and noise abatement fees as well as the fees for airships and balloons is/are:

a) the airline company under the airline code/flight number of which the respective flight is carried out
b) the airline companies as joint debtors under the airline code/flight number of which the respective flight is carried out (code-sharing)
c) the aircraft holders
d) the natural or legal entities utilising the aircraft, without being the holder or proprietor

In as far as the airline companies and natural or legal entities are liable for the fees according to the letters a, b, c and d, they are liable as joint debtors.

The airport operator is entitled to impose an appropriate security at its discretion by demanding a deposit of an interest-free sum of money, to demand the provision of a suitable guarantor or by other means to cover the developing or future claims due for goods and services.

1.3. Time of payment

All fees drawn up under part A, 1.1 shall be settled in Euro (€) prior to take-off; in particular cases the fees may be settled subsequently if previously agreed with the airport operator.

A mode of payment differing from upfront cash payment requires a separate arrangement. This agreement has to be arranged the way that the airport will not suffer a disadvantage compared to cash payment (e.g. risk of default and loss of interest). This can be reached by advance payment and/or by handing over a deposit, certificate of guarantee, bank guarantee etc. In this case the airport will charge the airline at the beginning of the month for the previous month. The invoices are to be paid immediately after receipt to one of the accounts of Flughafen Hannover-Langenhagen GmbH, free of charge. Hannover-Airport reserves the right to demand interests for late payment according to §§ 247, 288 BGB.

The permission of the airport user to set off fees is excluded to the extent permitted by law.
### 1.4. Value added tax (VAT)

All the fees drawn up under part 1, 1.1. are fees according to § 10, paragraph 1 of the value-added tax (VAT) law. Therefore the debtor has to pay additionally the value-added tax (VAT), in case, no value-added tax (VAT) exemption exists.

To guarantee VAT-free traffic fee invoicing of companies, which primarily operate international air traffic (so-called VAT exemption for B2B traffic and handling fees in aviation pursuant to Art. 148 EWG-RL-2006/112), the Airport Hannover has been committed to explicitly query the nature of the business activities of the respective beneficiary and to document the latter.

Companies with their headquarters and/or operating sites within the EU shall notify the airport operator (Hannover Airport) in writing of the nature of their activities by prior submission of an applicable VAT identification number (VAT-ID-No.).

All other companies which are not based in a member state of the EU and do not operate a site within the EU provide notification of the nature of their business activities by an equivalent certificate of status issued by an authority of the third country (e.g. an excerpt of a trade or commercial register).

As this VAT-exemption is strictly limited to services to meet the direct needs of airlines, the **Air Operator Certificate (AOC)** must be presented as well.

The documents shall be sent:

via fax: +49 (0)511 977-1118 or
per email: verkehrsabrechnung@hannover-airport.de

### 1.5. Regulation of exemptions / special regulations

a) The fees drawn up under part A, 2.2., 3., are reduced by 50 percent for training and instruction flights.

   Training flights are flights during which a civil student pilot within the scope of his training at an approved training institution (flight training school) is trained to meet the requirements necessary for obtaining a civil pilot's license or authorization in the sense of the Verordnung über Luftfahrtpersonal (Order for the Licencing of Aviation Personnel).

   Instruction flights are flights during which technical and flight instructions are given to civil pilots; the pilots to be instructed have to be in possession of the pilot's license required for the type of aircraft being flown; the instructor must be aboard the aircraft being used.

b) No landing fees are payable for emergency landings due to technical failures of the aircraft or due to threatened or committed acts of violence, unless the airport is anyhow the airport of destination – no fees are to be paid according part A, 2.2., 3. as well as point 4. and 5. Landings of diverted flights are no emergency landings.

c) The landing fees for flights (ferry in / ferry out), which are carried out only for maintenance in one of the local aircrafts hangars, will be reduced by 50 percent according to part A, 2.2. The airport operator shall be informed in time and in writing about the flights:

   via fax: +49 (0)511 977-1118 or
   per email: verkehrsabrechnung@hannover-airport.de

  
  
  d) No fees are due for inspection flights of the Aviation Authority of Lower Saxony. The fees according to part A, 2.2., 3. as well as points 4. and 5. are neither applied nor invoiced.

  e) Landing fee amounting to € 7.50 per landing is due for flights of the police helicopter squadron stationed at the location Hannover which are carried out under the traffic type 72.

   The fees according to part A, 2.2., 3. as well as 4. and 5. are neither applied nor invoiced.
f) For flights with historical airplanes built in 1960 or before, with MTOM of less than 2,000 kg, which are listed under the traffic types 54 (sightseeing flight) and 81 (non-commercial flight) and do not have a noise certificate according to Annex 16, a landing fee of € 25.00 is to be paid. For flights with historical airplanes built in 1960 or before, with MTOM exceeding 2,000 kg, which are listed under the traffic types 54 (sightseeing flight) and 81 (non-commercial flight) and do not have a noise certificate according to Annex 16, a landing fee of € 80.00 is to be paid.

The fees according to part A, 2.2., 3. as well as 4. and 5. are not applicable or invoiced.

1.6. Definition business air transport flights

Business air transport flights are for transportation of passengers and goods in the own business interests and not due to orders of third party.

1.7. Jurisdiction

The German version is legally binding. German law applies. Hannover is place of jurisdiction.
2. **LANDING FEES**

2.1. General

The landing fee is due before flight occurrence (landing). This also applies to an aircraft landing with ground contact and immediately followed by acceleration and take-off (touch-and-go).

The landing fee is calculated - no matter what the respective usage criteria may be - according to the Maximum Take-off Mass of the aircraft drawn up in the registration documents of the said aircraft. The MTOM is evidenced by the Noise Certificate or by Airplane Flight Manual (AFM) - Basic Manual - Section for Weight Limitations. Until such documents are submitted, the maximum known MTOM for this aircraft type is taken as the basis for calculation. Retroactive refunds are not made.

Aircraft comply with the conditions of ICAO Annex 16 Chapter 3, 4, 6, 8, 10 or 11 if it can be proven in each individual case by data of the manufacturer or by comparable documents of a licensing authority that the noise values permissible according to Chapter 3, 4, 6, 8, 10 or 11 are not exceeded. The actual presentation of the corresponding document by the aircraft operator prior take-off is basis for the calculation of the fees.

2.2. **Fees for propeller, turbo jet aircrafts and aircrafts with other power unit**

The section of the landing fees calculated according to the Maximum Take-off Mass amounts for propeller aircraft and aircraft with other power unit with a Maximum Take-off Mass:

<table>
<thead>
<tr>
<th>MTOM</th>
<th>fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>up to 750 kg</td>
<td>Annex 16 Chapter 3, 6, 8, 10 or 11 respectively</td>
</tr>
<tr>
<td></td>
<td>Non Annex 16</td>
</tr>
<tr>
<td>over 750 kg up to 1,200 kg</td>
<td>Annex 16 Chapter 3, 6, 8, 10 or 11 respectively</td>
</tr>
<tr>
<td></td>
<td>Non Annex 16</td>
</tr>
<tr>
<td>over 1,200 kg up to 2,000 kg</td>
<td>Annex 16 Chapter 3, 6, 8, 10 or 11 respectively</td>
</tr>
<tr>
<td></td>
<td>Non Annex 16</td>
</tr>
</tbody>
</table>

The landing fees for propeller/turbo jet aircraft with a Maximum Take-off Mass over 2,000 kg per 1,000 kg or fraction thereof per landing are:

<table>
<thead>
<tr>
<th>MTOM</th>
<th>fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>over 2,000 kg</td>
<td>Annex 16 Chapter 3, 4, 6, 8, 10 or 11 respectively</td>
</tr>
<tr>
<td>over 2,000 kg</td>
<td>Annex 16 Chapter 2 and Non Annex 16</td>
</tr>
</tbody>
</table>
3. NOISE RELATED FEES

3.1. General

According to part A, 1.1., a noise related fee is to be paid for each landing and each take-off of an aircraft with an MTOM exceeding 2,000 kg according to the following time categories. These fees also apply for touch-and-go manoeuvres of the aircraft.

The assignment of the aircraft to the noise categories for take-off occurs on the basis of the average take-off noise level (average LASmax of the past three years) measured at measuring point 9 (measured noise levels HAJ LASmax) according to DIN 45643 (2011-2)) of the individual aircraft type.

The assignment of the aircraft to the noise categories for landing occurs on the basis of the average landing noise levels (average LASmax of the past three years) measured at measuring point 2 (measured noise levels HAJ LASmax) according to DIN 45643 (2011-2) of the individual aircraft type.

Aircraft which are not listed in these categories will be classified at reasonable discretion on the basis of noise certificates until sufficient measuring results are available at Hannover Airport. In some cases, the classification in these categories may be made in comparison with other airports. A review of the classifications of the individual aircraft type takes place once a year, effective from January 1st.

Flights with aircraft not compliant with the conditions of ICAO Annex 16, chapter 3 or 4 as well as military flights are only permitted upon prior approval according to local Air Traffic Restrictions.

The applicable nighttime surcharges under noise category 1 will arise for flight movements (take-offs and landings) of aircraft with an MTOM below 2,000 kg between 22:00 hrs and 05:59 hrs local time in addition to the landing fees stated in part A, 2.2. a-c.

3.2. Noise-related fees according to time frames

The noise-related fees are subdivided into four groups for the following time frames (local time):

<table>
<thead>
<tr>
<th>TIME CATEGORIES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>a)</strong> Basic noise-related fee (00:00 hrs to 24:00 hrs local time)</td>
</tr>
<tr>
<td><strong>b)</strong> 22:00 hrs to 23:59 hrs local time</td>
</tr>
<tr>
<td><strong>c)</strong> 00:00 hrs 04:59 hrs local time</td>
</tr>
<tr>
<td><strong>d)</strong> 05:00 hrs to 05:59 hrs local time</td>
</tr>
</tbody>
</table>
3.3. Noise categories (aircraft type definition according to ICAO)

a) The classification of jet aircraft certified according to ICAO Annex 16 as well as propeller aircraft and helicopters for landing (measuring point 2) is as follows:

<table>
<thead>
<tr>
<th>NOISE CATEGORY</th>
<th>Description</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Category 1 (landing)</strong></td>
<td>Principally aircraft with a weight over 2.0 t up to 5.7 t MTOM (unless noise-related reasons lead to another classification)</td>
<td>AS32, B190, BE40, C25B, C525, C551, C680, C750, CN35, E120, E135, E145, F27, GLF5, GLF6, GLST, GLEX, GYRO, HA4T, H60, SB20, SW4, SF34</td>
</tr>
<tr>
<td><strong>Category 2 (landing)</strong></td>
<td>LASmax up to 73.99 dB (A) (usually helicopters, jets chapters 3 and 4, propeller aircraft with MTOM &gt; 5.7 t and &lt;23.00 t, unless noise-related reasons lead to another classification)</td>
<td>B350, B712, C25A, C25C, C208, C550, C560, CL30, CL60, D228, DH8A, DH8D, E55P, F2TH, F900, GALX, J328</td>
</tr>
<tr>
<td><strong>Category 3 (landing)</strong></td>
<td>LASmax 74.00 to 75.99 dB (A) (usually jets chapters 3 and 4 as well as propeller aircraft with MTOM &gt; 23.00 t, unless noise-related reasons lead to another classification)</td>
<td>ASTR, ATP, AT42, AT43, AT72, BCS1, C56X, CRJ1, CRJ2, CRJ7, CRJ9, CRJ1000, FA7X, F70, GLF4, G150, H25B, MD90</td>
</tr>
<tr>
<td><strong>Category 4 (landing)</strong></td>
<td>LASmax 76.00 to 77.99 dB (A)</td>
<td>A318, A319, A320 neo, A321 neo, B461, B462, B463, B736, B737, B738max</td>
</tr>
<tr>
<td><strong>Category 5 (landing)</strong></td>
<td>LASmax 78.00 to 79.99 dB (A)</td>
<td>A318, A319, A320 neo, A321 neo, B461, B462, B463, B736, B737, B738max</td>
</tr>
<tr>
<td>Category 6 (landing)</td>
<td>LASmax 80.00 to 81.99 dB (A)</td>
<td>A320, A321, A332, A333, A340, A343, A345, AN26, B738, B739, B752, B77L, C160, MD82, MD87, P180</td>
</tr>
<tr>
<td>----------------------</td>
<td>-----------------------------</td>
<td>-----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Category 7 (landing)</td>
<td>LASmax 82.00 to 83.99 dB (A)</td>
<td>A310, A330, A359, B733, B734, B735, B753, B762, B763, B772, B773, B77W, C130, MD80, MD83, T204</td>
</tr>
<tr>
<td>Category 8 (landing)</td>
<td>LASmax 84.00 to 85.99 dB (A)</td>
<td>A30B, A306, B748, T154, YK40, YK42</td>
</tr>
<tr>
<td>Category 9 (landing)</td>
<td>LASmax 86.00 to 87.99 dB (A)</td>
<td>A400, B74D, B744, IL96, MD11</td>
</tr>
<tr>
<td>Category 10 (landing)</td>
<td>LASmax 88.00 to 89.99 dB (A)</td>
<td>AN12, C17, IL76, L101</td>
</tr>
<tr>
<td>Category 11 (landing)</td>
<td>LASmax above 90.00 dB(A)</td>
<td>A124, B74S, B742, EUFI, E3CF, VC10</td>
</tr>
</tbody>
</table>
b) The classification of jet aircraft certified according to ICAO Annex 16 as well as propeller aircraft and helicopters for take-off (measuring point 9) is as follows:

<table>
<thead>
<tr>
<th>NOISE CATEGORY</th>
<th>Description</th>
<th>Example Aircraft</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category 2 (take-off)</td>
<td>LASmax up to 71.99 dB (A) (usually helicopters, jets chapters 3 and 4, propeller aircraft with MTOM &gt; 5.7 t and &lt;23.00 t, unless technical noise reasons lead to another classification)</td>
<td>A148, ASTR, BCS1, B350, B461, B462, B463, B712, C208, C650, CL30, CRJ7, CRJ9, DC3, E170, E190, FA50, FA7X, FA20, F70, F100, GL5T, GLF4, GLF5, HA4T, H25C, J328, P180, RJ85, SW4</td>
</tr>
<tr>
<td>Category 3 (take-off)</td>
<td>LASmax 72.00 to 74.99 dB (A) (usually chap. 3 and 4 jets as well as propeller aircrafts with MTOM &gt; 23.00 t, unless technical noise reasons lead to another classification)</td>
<td>A318, A320neo, A400, B736, B787, C27J, F900, MD90, RJ1H</td>
</tr>
<tr>
<td>Category 4 (take-off)</td>
<td>LASmax 75.00 to 76.99 dB (A)</td>
<td>A319, A321 neo, A320</td>
</tr>
<tr>
<td>Category 5 (take-off)</td>
<td>LASmax 77.00 to 78.99 dB (A)</td>
<td></td>
</tr>
<tr>
<td>Category</td>
<td>Description</td>
<td>LASmax Range</td>
</tr>
<tr>
<td>------------</td>
<td>-------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Category 6</td>
<td>(take-off)</td>
<td>79.00 to 80.99 dB (A)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B733, B735, B737, B738max, C130, C160, SU95</td>
</tr>
<tr>
<td>Category 7</td>
<td>(take-off)</td>
<td>81.00 to 82.99 dB (A)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A321, B734, B738, B739, B752, B753</td>
</tr>
<tr>
<td>Category 8</td>
<td>(take-off)</td>
<td>83.00 to 84.99 dB (A)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A342, A343, A345, A346, A388, B748, IL76 reengined, MD11, MD80, MD81, MD82, MD83, MD87</td>
</tr>
<tr>
<td>Category 9</td>
<td>(take-off)</td>
<td>85.00 to 86.99 dB (A)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B727, B744, C17, DC87, L101</td>
</tr>
<tr>
<td>Category 10</td>
<td>(take-off)</td>
<td>87.00 to 88.99 dB (A)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>AN12, B732, B741, B742, B743, B74D, B74S, IL96</td>
</tr>
<tr>
<td>Category 11</td>
<td>(take-off)</td>
<td>Above 89.00 dB (A)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A124, BA11, B707, C5, DC10, DC86, E3 AWACS, EUFI, IL76, VC10</td>
</tr>
</tbody>
</table>
3.4 Basic noise-related fees

The basic noise-related fee (00:00 hrs to 24:00 hrs local time) is to be paid for an aircraft with a Maximum Take-off Mass exceeding 2,000 kg of MTOM in accordance with part A, 3.2.a) per flight occurrence (per landing and / or per take-off) in the following amounts per noise category:

<table>
<thead>
<tr>
<th>Noise category</th>
<th>Basic noise-related fee per flight occurrence</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category 1</td>
<td>€ 4.45</td>
</tr>
<tr>
<td>Category 2</td>
<td>€ 18.25</td>
</tr>
<tr>
<td>Category 3</td>
<td>€ 34.90</td>
</tr>
<tr>
<td>Category 4</td>
<td>€ 53.90</td>
</tr>
<tr>
<td>Category 5</td>
<td>€ 62.90</td>
</tr>
<tr>
<td>Category 6</td>
<td>€ 65.20</td>
</tr>
<tr>
<td>Category 7</td>
<td>€ 155.80</td>
</tr>
<tr>
<td>Category 8</td>
<td>€ 278.40</td>
</tr>
<tr>
<td>Category 9</td>
<td>€ 351.80</td>
</tr>
<tr>
<td>Category 10</td>
<td>€ 2,369.80</td>
</tr>
<tr>
<td>Category 11</td>
<td>€ 6,570.30</td>
</tr>
</tbody>
</table>

3.5 Night-time surcharge

The night-time surcharges will be charged in accordance with part A, 3.2 b-d) per flight occurrence (per landing and / or take-off) according to the respective time window:

<table>
<thead>
<tr>
<th>NOISE CATEGORY</th>
<th>surcharge per flight occurrence</th>
</tr>
</thead>
<tbody>
<tr>
<td>night I:</td>
<td>night II:</td>
</tr>
<tr>
<td>22:00 hrs – 23:59 hrs local time</td>
<td>04:59 hrs – 05:59 hrs local time</td>
</tr>
<tr>
<td>Category 1</td>
<td>€ 15.80</td>
</tr>
<tr>
<td>Category 2</td>
<td>€ 27.38</td>
</tr>
<tr>
<td>Category 3</td>
<td>€ 52.35</td>
</tr>
<tr>
<td>Category 4</td>
<td>€ 80.85</td>
</tr>
<tr>
<td>Category 5</td>
<td>€ 94.35</td>
</tr>
<tr>
<td>Category 6</td>
<td>€ 97.80</td>
</tr>
<tr>
<td>Category 7</td>
<td>€233.70</td>
</tr>
<tr>
<td>Category 8</td>
<td>€417.60</td>
</tr>
<tr>
<td>Category 9</td>
<td>€527.70</td>
</tr>
<tr>
<td>Category 10</td>
<td>€3,554.70</td>
</tr>
<tr>
<td>Category 11</td>
<td>€9,855.45</td>
</tr>
</tbody>
</table>

Aircraft with a Maximum Take-off Mass of less than 2,000 kg MTOM pay the applicable night surcharge of noise category 1 between 22:00 and 05:59 hrs local time per movement.
4. EMISSION-BASED LANDING FEE

According to part A, 1.1., for aircraft over 2,000 kg, an additional emission-based landing fee is to be paid. This also applies to an aircraft landing with ground contact and immediately followed by acceleration and take-off (touch-and-go).

The emission-based landing fee amounts to € 3.00 per emitted kilogram nitrogen oxide equivalent (= emission value) in the standardised landing and take-off process ("Landing and Take-Off cycle", LTO) of an aircraft. Invoices are issued per landing.

The necessary data concerning the aircraft and engine types are determined based on an acknowledged fleet database. The determination of the emission value is achieved using the ERLIG\(^1\) formula based on certified nitrogen oxide - (NO\(_x\)) and hydrocarbon (HC) emissions per engine LTO cycle according to the regulation ICAO Annex 16, Volume II.

The minimum emission based landing fee is € 3.00 per landing of a standardised landing and starting process ("Landing and Take-Off cycle", LTO) for each aircraft.

Calculation formula:

\[
\text{NO}_x\text{, aircraft [kg]} = \frac{(\text{number of engines} \times \Sigma \text{Mode time [s]} \times \text{fuel consumption [kg/s]} \times \text{emission factor [g/kg]})}{1000}
\]

If the engine emissions for HC per LTO cycle exceed the certification value of 19.6 g/kN the respective NO\(_x\) value of the aircraft is multiplied by a factor:

\[
a = 1; \text{if } Dp_{HC}/F_{oo} \leq 19.6 \text{ g/kN} \\
a = (Dp_{HC}/F_{oo}) / 19.6 \text{ g/kN} ; \text{if } Dp_{HC}/F_{oo} > 19.6 \text{ g/kN with amax = 4.}
\]

Nitrogen equivalent (emission value) of the aircraft = a x NO\(_x\) of the aircraft.

The emission value is considered up to the third decimal point.

The basis for the determination of the emission values is the ICAO database for turbofan engines and jet engines\(^2\) and the database of the FOI Swedish Defence Research Agency for turboprop engines\(^3\). Should for a certain engine type no or deviant records be available in these emission databases, then, no matter what the respective operation criteria may be, the highest recorded emission value is taken.

If no, or contradictory engine information is available for an aircraft, the maximum known emission value of this aircraft is taken as basis. If an engine is not listed in any of the available emission databases and if no standard engine can be taken, the engine is evaluated based on the survey of the Deutsches Zentrum für Luft- und Raumfahrt (DLR) (German Aerospace Centre) dated 28th February 2005.

Evidence shall be submitted to the airport operator by submission of the Airplane Flight Manual (AFM) in connection with the corresponding ICAO certificate or the manufacturer’s certificate for the use of an engine with low emission values (for example by differing UID numbers or "re-rated" versions of an engine). As long as the latter is not evidenced, the airport operator bases the fee calculation on the respective maximum emission value known for the aircraft, for the engine type respectively.

The operator of the airport shall be informed immediately of each increase and reduction of the emission values of the aircraft according to AFM, ICAO certificate or manufacturer’s certificate.

For movements for which increased emission values are revealed subsequently, fees may be back-billed, reduced values are considered without delay as soon as they are evidenced and can be reviewed. Retroactive refunds are not made.

---

\(^1\) ERLIG=Emission Related Landing Charges Investigation Group, ECAC  
\(^2\) ICAO Aircraft Engine Emission Database (http://www.caa.co.uk/default.aspx?catid=702&pagetype=90)  
\(^3\) FOI Swedish Defence Research Agency Database (http://www.foi.se/FOI/templates/Page___4618.aspx)
5. **PASSENGER FEES**

5.1. **General**

According to part A, 1.1., a passenger fee is to be paid. For all commercial air traffic, military traffic (traffic types 91, 92, 93), civilian troops charter (traffic types 35) and business air transport (part A, 1.6) as well as government flights the passenger fee is calculated on the basis of the number of passengers on board at take-off.

5.2. **Assessment basis**

The passenger fee is

- provided the following landing of the aircraft takes place at an airport inside the EU or a country that is by contract bound to the EU (Switzerland, Iceland, Norway)
  
  \[ € 11.28 \text{ per departing passenger} \]

- provided the following landing of the aircraft effects an airport outside the EU, as well as outside a country that is by contract bound to the EU (Switzerland, Iceland, Norway)
  
  \[ € 12.21 \text{ per departing passenger} \]

5.3. **Regulation of exemptions**

The number of passengers on board at take-off does not include children under the age of 2 years who are not entitled to an own seat.

6. **SECURITY FEES**

6.1. **General conditions**

The security fee is used for financing the security costs incurred by the airport operator in accordance with Art. 8 Aviation Security Act and other EU security regulations for the civil aviation.

The annual expenses for security services are compared with the annual income from security services after completion of every calendar year. The resulting positive or negative deviation is considered in the following year when determining the security fee.

The security fee is re-determined annually based on the estimated financial budget and the estimated amount of departing passengers for the following year, taking into account the difference mentioned above.

6.2. **Assessment basis**

According to part A, 1.1., a security fee is due prior to take-off. The security fee is determined for commercial air traffic military traffic (traffic types 91, 92, 93), civilian troops charter (traffic type 35) and business air transport (part A, 1.6.) according to the number of passengers on board at take-off.

\[ € 2.02 \text{ per departing passenger} \]

and for cargo ONLY and mail flights ONLY per fraction of a traffic unit (for every 100 kg or fraction thereof payload in + out) and for accompanying air cargo

\[ € 0.95 \text{ for every 100 kg payload in + out or fraction thereof} \]
7. FEES FOR AIRSHIPS AND BALLOONS

7.1. General conditions

For the use of the airport by airships, an anchor mast fee and a landing fee are to be settled. For the utilisation of the airport by balloons only the take-off fee is due.

7.2. Fees for airships

a) The anchor mast fee is charged for the setting up of an anchor mast. For each started 24 hours it is:

- for airships up to 49,99 m total length € 105.00
- for airships from 50.00 m – 59.99 m total length € 130.00
- for airships from 60.00 m total length € 155.00

The time limit which is the basis for calculation of the anchor mast fee, starts with the setting up of the anchor-pole and ends with its disassembly.

b) That part of the landing fee is based on the Maximum Take-off Mass of airship and amounts to € 8.00 per each started 1,000 kg of Maximum Take-off Mass (MTOM).

7.3. Fees for balloons

- € 45.00 is invoiced for the take-off of a balloon.

8. PARKING FEE

8.1. General

According to part A, 1.1., a parking fee is to be paid.

8.2. Assessment basis

The amount of the parking fee is determined according to the approved Maximum Take-off Mass of the aircraft.

The parking fee, for every started 24 hours and for every 1,000 kg or fraction thereof of the Maximum Take-off Mass (MTOM), amounts to:

€ 2.20

For every 24 hours it amounts to at least: € 4.85

For a period not exceeding a total of 3 hours between landing and take-off of the aircraft no parking fee is levied.
9. FEES FOR THE FINANCING OF THE STATUTORY NOISE ABATEMENT PROGRAM

9.1. General

According to Part A, 1.1. an addition noise abatement charge is to be paid. The noise abatement charge is rated as follows for commercial air traffic and business air transport (part A, 1.6.):

a) in the case of passenger flights according to the number of passengers on board of the aircraft upon take-off
   or
b) in the case of cargo ONLY and mail ONLY per each 100 kg payload of fraction thereof per landing and take-off
   or
c) Flat rate tariffs for type 91, 92 and 93 military flight

9.2. Assessment basis

Due to lower than expected claims the fee remains temporarily at € 0.00.

a) Assessment criteria for passenger flights
   ▪ per passenger on board at the time of departure € 0.00

b) Assessment criteria for air cargo or airmail during freight/airmail only flights
   ▪ per packing unit (for every 100 kg payload in + out or fraction thereof) € 0.00

c) Assessment criteria for traffic type 91, 92 and 93 military flights
   ▪ flat rate tariff per aircraft start € 0.00
10. PROMOTION FOR NEW ROUTES

10.1 General

For landings, take-offs and parking of aircraft as well as for using passenger facilities, special conditions can be agreed between the airport operator and the aircraft operator prior to the commencement of flights from Hannover Airport; provided that these flights operate on new routes and thus sustainably improve the offer of connections to and from Hannover over the long term.

10.2 Conditions

Entitlement to the promotion for new routes for

- new routes operated to/from Hannover Airport
- new routes which have not been operated in the two years prior to the new commencement (based on the IATA airport code)
- new routes which are operated at least once a week for at least one flight plan period (at least 20 weeks without interruption)

10.3 Promotion

The airport operator grants the following discount on landing fees, noise-related landing fees, passenger charges and parking charges, if requested by the aircraft operator or airline:

- Year 1 of new route commencement: 60%
- Year 2 of new route commencement: 40%
- Year 3 of new route commencement: 20%

The promotion for new routes is limited to a period of three years.

10.4 Granting the Promotion

After commencement of the new route, repayment of the above-mentioned charges and fees is effected after the termination of a 12-month period provided that the criteria were met during the previous 12 months.

Every aircraft operator or airline who establishes new routes as the operating carrier is entitled to the promotion.

A written agreement regarding the drawdown of the special conditions is to be concluded between the airport operator and the aircraft operator or airline. The existing entitlement to the promotion for new routes is to be determined by mutual agreement between the relevant airline and the airport. The aircraft operator or airline will have to provide proof of entitlement in an appropriate form. The promotion may only be refused for important reasons. Especially capacity shortages as well as fraudulent utilization of the promotion scheme count as important reasons.
PART B
Fees for Central Infrastructure
1. TERMS AND CONDITIONS

1.1. Payment of fees

The following fees are due for payment to the airport operator for every aircraft prior to take-off:

- Fees for administration and operation of central infrastructure
- Check-in counter fees
- Late night check-in counter fees
- PRM fee
- Cute fee
- De-icing fees

1.2. Debtor clause

The party liable to pay the fees described under part B, 1.1 are:

a) the airline companies under the airline code/flight number of which the respective flight is carried out

b) the airline companies as joint debtors under the airline code/flight number of which the respective flight is carried out (code sharing)

c) the aircraft holders

d) the natural or legal entities utilising the aircraft, without being the holder or proprietor

In as far as the airline companies and natural or legal entities are liable for the fees according to the letters a, b, c and d, they are liable as joint debtors

The airport operator is entitled to impose an appropriate security at its discretion by demanding a deposit of an interest-free sum of money, to demand the provision of a suitable guarantor or by other means to cover the developing or future claims due for goods and services.

1.3. Time of payment

All fees drawn up under part B, 1.1. shall be settled in Euro (€) prior to take-off; in particular cases the fees may be settled subsequently if previously agreed with the airport operator.

A mode of payment differing from upfront cash payment requires a separate arrangement. This agreement has to be arranged the way that the airport will not suffer a disadvantage compared to cash payment (e.g. risk of default and loss of interest). This can be reached by advance payment and/or by handing over a deposit, certificate of guarantee, bank guarantee etc. In this case the airport will charge the airline at the beginning of the month for the previous month. The invoices are to be paid immediately after receipt to one of the accounts of Flughafen Hannover-Langenhagen GmbH, free of charge. Hannover Airport reserves the right to demand interests for late payment according to §§ 247, 288 BGB.

The permission of the airport user to set off fees is excluded to the extent permitted by law.

1.4. Value added tax (VAT)

All the fees drawn up under part B, 1.1., are fees according to § 10, paragraph 1 of the value-added tax (VAT) law. Therefore the debtor has to pay additionally the value-added tax (VAT), in case, no value-added tax (VAT) exemption exists.

PRM-fee (part B, 6.) is independent service and therefore cannot be subsumed under the VAT Exemption related to international transport as mentioned in §. 4 Nr. 2 in conjunction with § 8 Abs. 2 UStG.
To guarantee VAT-free traffic fee invoicing of companies, which primarily operate international air traffic (so-called VAT exemption for B2B traffic and handling fees in aviation pursuant to Art. 148 EWG-RL-2006/112), the Airport Hannover has been committed to explicitly query the nature of the business activities of the respective beneficiary and to document the latter.

Companies with their headquarters and/or operating sites within the EU shall notify the airport operator (Hannover Airport) in writing of the nature of activities by prior submission of an applicable VAT identification number (VAT-ID-No.).

All other companies which are not based in a member state of the EU and do not operate a site within the EU provide notification of the nature of their business activities by an equivalent certificate of status issued by an authority of the third country (e.g. an excerpt of a trade or commercial register).

As this VAT-Exemption is strictly limited to services to meet the direct needs of airlines, the Air Operator Certificate (AOC) must be presented as well.

The documents shall be sent

via facsimile: +49 (0)511 977-1118 or
per email: verkehrsabrechnung@hannover-airport.de

1.5. Liability

The airport is not liable for damages the airline suffers - or for claims of damages against the airline which occur in relation with the services carried out by the airport - unless these damages or the claims for damages were caused by intentional or very negligent way of acting on part of the airport, the staff or the agent. A liability exclusion does not exist for injuries of the life, the body or the health which occur in relation with the services carried out by the airport, if they were caused by an intentional or negligent fail in the duty of the airport, the staff or the agent.

In a particular case the liability of the airport is not more extended than the liability of the airline to all other contracting parties.

The airline releases the airport from all demands of third parties, including costs which are claimed in relations with services carried out by the airport, unless such claims are based on intentional or very negligent way of acting on the part of the airport, the staff or the agent or the claims concern injuries of the life, the body or the health because of an intentional or negligent fail in the duty of the airport, the staff or the agent.

The contracting parties are released from their obligations, if one of the contracting parties is not able to fulfil the obligations owing to strikes, force majeure, or other reasons apart of its competence.

1.6. Jurisdiction

The German version is legally binding. German law applies. Hannover is place of jurisdiction.
2. FEES FOR CENTRAL INFRASTRUCTURE

2.1. Scope of Services

Equipment and services of central infrastructure for operation of ground handling services are described in Art. 6 of the regulation about Ground Handling Services on Airports (BADV) in the actual Airport User Regulations of Hannover Airport.

The IATA AHM 810 Version 2013 includes the following services for central infrastructure:

2.2.7 (a) (The beginning of the baggage transport at the check-in counter is initiated by the airline or one of their authorized representatives.), 3.1.1, 3.1.2, 3.1.3 (only provision of balance), 3.1.4, 3.1.6, 3.1.7, 3.1.8, 3.4.1 (2), 3.6.1 (3)

2.2. Assessment basis

A fee is payable to the airport operator by aircraft operating agencies for provision, use and operation of central infrastructure equipment for each turnaround of their aircraft at the airport. The amount of the fee for passenger aircraft is calculated according to the aircraft type (aircraft type definition according to IATA) and for cargo/mail aircraft according to the MTOM of the type of aircraft. As long as no other records are shown the highest known MTOM of the type of aircraft is basis for calculation. Retroactive reimbursements are not possible.

2.2.1 The fee for central infrastructure for passenger flights in terminal A – D (landing and take-off)

<table>
<thead>
<tr>
<th>IATA</th>
<th>fee</th>
<th>IATA</th>
<th>fee</th>
<th>IATA</th>
<th>fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>312/313</td>
<td>€ 910.70</td>
<td>734</td>
<td>€ 739.30</td>
<td>E70/E75</td>
<td>€ 391.10</td>
</tr>
<tr>
<td>318</td>
<td>€ 514.30</td>
<td>735</td>
<td>€ 514.30</td>
<td>E90</td>
<td>€ 443.60</td>
</tr>
<tr>
<td>319</td>
<td>€ 621.40</td>
<td>736</td>
<td>€ 498.20</td>
<td>E95</td>
<td>€ 471.40</td>
</tr>
<tr>
<td>320/32A</td>
<td>€ 696.50</td>
<td>73G/73W</td>
<td>€ 557.10</td>
<td>EM2</td>
<td>€ 166.10</td>
</tr>
<tr>
<td>321</td>
<td>€ 792.80</td>
<td>738/73H</td>
<td>€ 739.30</td>
<td>ER3</td>
<td>€ 198.20</td>
</tr>
<tr>
<td>330</td>
<td>€ 1,098.20</td>
<td>739</td>
<td>€ 600.00</td>
<td>ER4</td>
<td>€ 257.10</td>
</tr>
<tr>
<td>332</td>
<td>€ 1,296.40</td>
<td>744</td>
<td>€ 1,500.00</td>
<td>F50</td>
<td>€ 257.10</td>
</tr>
<tr>
<td>333</td>
<td>€ 1,050.00</td>
<td>752</td>
<td>€ 728.60</td>
<td>F70</td>
<td>€ 241.00</td>
</tr>
<tr>
<td>343</td>
<td>€ 932.10</td>
<td>753</td>
<td>€ 926.80</td>
<td>100</td>
<td>€ 439.30</td>
</tr>
<tr>
<td>345</td>
<td>€ 857.10</td>
<td>762</td>
<td>€ 857.10</td>
<td>FRJ</td>
<td>€ 176.80</td>
</tr>
<tr>
<td>346</td>
<td>€ 1,071.40</td>
<td>763</td>
<td>€ 953.60</td>
<td>H53</td>
<td>€ 176.80</td>
</tr>
<tr>
<td>350</td>
<td>€ 1,017.90</td>
<td>772</td>
<td>€ 1,017.90</td>
<td>L10</td>
<td>€ 928.90</td>
</tr>
<tr>
<td>A4M</td>
<td>€ 471.10</td>
<td>77W</td>
<td>€ 1,339.30</td>
<td>LOH</td>
<td>€ 316.10</td>
</tr>
<tr>
<td>AN148</td>
<td>€ 396.40</td>
<td>788</td>
<td>€ 899.90</td>
<td>M82</td>
<td>€ 653.50</td>
</tr>
<tr>
<td>AN6</td>
<td>€ 208.90</td>
<td>C7A</td>
<td>€ 621.40</td>
<td>M83</td>
<td>€ 696.50</td>
</tr>
<tr>
<td>AR1</td>
<td>€ 433.90</td>
<td>CR1/CR2</td>
<td>€ 257.10</td>
<td>M87</td>
<td>€ 529.30</td>
</tr>
<tr>
<td>AR8</td>
<td>€ 423.20</td>
<td>CR7</td>
<td>€ 353.50</td>
<td>S20</td>
<td>€ 257.10</td>
</tr>
<tr>
<td>AT5</td>
<td>€ 257.10</td>
<td>CR9</td>
<td>€ 391.10</td>
<td>SF3</td>
<td>€ 182.20</td>
</tr>
<tr>
<td>AT7</td>
<td>€ 364.20</td>
<td>CS1</td>
<td>€ 498.20</td>
<td>SW3</td>
<td>€ 120.00</td>
</tr>
</tbody>
</table>
The minimum charge for passenger aircraft per flight is € 120.00.

2.2.2 Fees for cargo and mail flights

<table>
<thead>
<tr>
<th>REF. NO.</th>
<th>type of service</th>
<th>unit for calculation</th>
<th>fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>010</td>
<td>Group 1 aircraft up to 25 t MTOM</td>
<td>per process</td>
<td>€ 86.70</td>
</tr>
<tr>
<td>011</td>
<td>Group 2 aircraft up to 50 t MTOM</td>
<td>per process</td>
<td>€ 115.40</td>
</tr>
<tr>
<td>012</td>
<td>Group 3 aircraft up to 100 t MTOM</td>
<td>per process</td>
<td>€ 149.45</td>
</tr>
<tr>
<td>013</td>
<td>Group 4 aircraft with more than 100 t MTOM</td>
<td>per process</td>
<td>€ 184.45</td>
</tr>
</tbody>
</table>

2.2.3 Special conditions and surcharges

- The fees mentioned under part B, 2.2.1 and 2.2.2 are valid for ground handling service for a passenger, cargo or mail aircraft of a handling time of 90 min. resp. 180 min. In case the on-block/off-block time stated by apron control is more than 180 min. for large aircraft (A300, A310, A330, A340, A380, AN22, AN4R, B747, B767, B772, B777, B787, C5, DC10, IL86, L101, MD11) and more than 90 min. concerning all other types of aircraft a surcharge of 25 percent will be levied.

- For the handling of non-scheduled flight events in the context of the central infrastructure, in which the Hannover Airport is used as alternate airport (traffic type 12) a surcharge of 50 percent on the fees according to number 2.2.1 and 2.2.2 will be levied.

- In case of linked passenger and mail flights, the fee for central infrastructure equipment is charged according to the landing event.

- For passenger aircraft having a technical landing at Hannover Airport (tank stop and maintenance) and only using the dispatch position of the central infrastructure equipment, only the fee for cargo aircrafts according to part B, 2.2.2 will be levied.

- For non-commercial flights, business air transport flights, taxi flights, sightseeing flights and as well for ambulance flights with an aircraft with more than 5.7 t MTOM up to 50 t MTOM 20 percent of the fee according to part B, 2.2.2 will be charged for administration and operation of centralized infrastructure equipment. Prerequisite therefore is that the aircraft handling (passenger and/or ramp handling) does not use the terminal A, B, C or D.

- For all aircraft types with more than 50 t MTOM, which do not use the infrastructure of terminals A – D for passenger and/or ramp handling, 100 percent of the fee according to part B, 2.2.2 will be charged.

- For aircraft with a maximum take-off mass up to 5.7 t the charges are reduced to € 4.90 per process.
2.3. Additional charges of central infrastructure

2.3.1 Only one separation criteria is included according to the airline’s instructions in baggage sorting according to IATA SGHA version 2013, under section 3.1.2 (a/b) and the fee mentioned in section B, point 2.2.1. Each further baggage sorting criteria has to be paid in addition (ref. no. 015).

2.3.2 Collecting baggage at the boarding position (IATA AHM 810 version 2013, under section 2.2.7(d)) has to be paid in addition due to the ref. no. 016.

<table>
<thead>
<tr>
<th>REF. NO.</th>
<th>type of service</th>
<th>unit for calculation</th>
<th>fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>015</td>
<td>Additional baggage sorting according to 2.3.1</td>
<td>per process</td>
<td>€ 25.00</td>
</tr>
<tr>
<td>016</td>
<td>Collection of baggage according to digit 2.3.2</td>
<td>per baggage piece</td>
<td>€ 2.00</td>
</tr>
<tr>
<td>017</td>
<td>Baggage handling for cancelled flights after starting check-in</td>
<td>per handling/flight number</td>
<td>€ 70.00</td>
</tr>
<tr>
<td>018</td>
<td>Baggage tags in case of manual check-in</td>
<td>per process</td>
<td>€ 12.50</td>
</tr>
<tr>
<td>022</td>
<td>Transport of rush baggage between terminals landside incl. up to 30 pieces of baggage</td>
<td>per process</td>
<td>€ 29.50</td>
</tr>
<tr>
<td>023</td>
<td>Additional to ref. no. 022 as of 31st piece of baggage</td>
<td>per baggage</td>
<td>€ 1.00</td>
</tr>
<tr>
<td>027</td>
<td>Baggage Tracking (Outbound) (BRS) performance until the luggage transfer (BVD)</td>
<td>per departing passenger</td>
<td>€ 0.21</td>
</tr>
</tbody>
</table>

The service delivery of the ref. no. 015, 016, 017, 018, 022, 023 and 027 depends on a special request of the airline and is provided by the Hannover Airport, subject to the availability personnel and equipment.
3. **CHECK-IN COUNTER FEES**

3.1. **Scope of services**

The scope of services regarding check-in counters (provision without staff) is described in the Airport User Regulations of the Hannover Airport. The check-in counters are made available to the airlines for their check-in handling in accordance with the occupancy times specified by the airport operator. An overdraft of the specified occupancy times will be invoiced extra according to actual use.

3.2. **Assessment basis**

**Fees for use of check-in-counters**

<table>
<thead>
<tr>
<th>REF. NO.</th>
<th>type of service</th>
<th>unit for calculation</th>
<th>fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>120</td>
<td>Group I aircraft up to 55 seats</td>
<td>per process</td>
<td>€ 15.00</td>
</tr>
<tr>
<td>121</td>
<td>Group II aircraft with 56 - 130 seats</td>
<td>per process</td>
<td>€ 25.00</td>
</tr>
<tr>
<td>122</td>
<td>Group III aircraft with 131 - 229 seat</td>
<td>per process</td>
<td>€ 42.00</td>
</tr>
<tr>
<td>123</td>
<td>Group IV aircraft with 230 - 400 seats</td>
<td>per process</td>
<td>€ 50.00</td>
</tr>
<tr>
<td>124</td>
<td>Group V aircraft with more than 400 seats</td>
<td>per process</td>
<td>€ 60.00</td>
</tr>
</tbody>
</table>

3.3. **Special services check-in-counters**

Special services check-in-counters:

<table>
<thead>
<tr>
<th>REF. NO.</th>
<th>type of service</th>
<th>unit for calculation</th>
<th>fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>179</td>
<td>Daily lease of check-in-counters for other purposes</td>
<td>per each counter per day</td>
<td>€ 504.00</td>
</tr>
</tbody>
</table>
4. LATE NIGHT CHECK-IN COUNTER FEES

4.1 Scope of services

The services regarding late night check-in including baggage handling include:
- provision of personnel for baggage handling in the baggage sorting area
- storing of baggage in the baggage sorting area
- additional use of check-in counters for late night check-in

The airport operator puts the check-in-counters at the airline’s disposal only in case of written request for their late night check-in according to the time of use which is fixed by the airport operator. A fee for this service will be applied if the fixed use time is exceeded.

4.2 Assessment basis

The fees for using the late night check-in counters are:

<table>
<thead>
<tr>
<th>REF. NO.</th>
<th>type of service</th>
<th>unit for calculation (flight number)</th>
<th>fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>131</td>
<td>Group I aircraft up to 55 seats</td>
<td>per process</td>
<td>€ 30.00</td>
</tr>
<tr>
<td>132</td>
<td>Group II aircraft with 56 - 130 seats</td>
<td>per process</td>
<td>€ 40.00</td>
</tr>
<tr>
<td>133</td>
<td>Group III aircraft with 131 - 229 seats</td>
<td>per process</td>
<td>€ 55.00</td>
</tr>
<tr>
<td>134</td>
<td>Group IV aircraft with 230 - 400 seats</td>
<td>per process</td>
<td>€ 65.00</td>
</tr>
<tr>
<td>135</td>
<td>Group V aircraft with more than 400 seats</td>
<td>per process</td>
<td>€ 75.00</td>
</tr>
</tbody>
</table>
5. CUTE FEE

5.1 Scope of services

The services for cute fees includes:
- hardware
- network, network costs and maintenance
- material
- software

5.2 Assessment basis

The cute fee is determined for commercial air traffic, military traffic, civilian troops charter and business air transport *) according to the number of passengers on board at take-off. The cute fee is:

<table>
<thead>
<tr>
<th>REF. NO.</th>
<th>type of service</th>
<th>unit for calculation</th>
<th>fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>025</td>
<td>Cute fee</td>
<td>per departing passenger</td>
<td>€ 0.20</td>
</tr>
</tbody>
</table>

*) business air transport flights are flights for transportation of passengers and goods in the own business interests and not due to orders of third parties that would pay. Business air transport flights concern to business flights of industrial and commercial companies with own aircraft or someone else's aircraft free of charge as well as flights of airlines.

6. PRM FEE

6.1 Scope of services due to the EU-regulation no. 1107/2006 (PRM)

To refinance the PRM (passengers with reduced mobility) service (IATA AHM 810 Version 2013: 2.1.3 (a)(2)) every airline has to pay a passenger based PRM fee directly to the airport operator.

The service is available to any person whose mobility when using transportation is reduced due to any
- physical disability (sensory or locomotor, permanent or temporary)
- intellectual disability or impairment, or
- other cause of disability, or due to age.

The PRM service as well as the training of personnel is based on the guidelines of Awareness and Disability Equality ECAC DOC 30 Annex K and N. The quality standards are published on the website of Hannover Airport [https://www.hannover-airport.de/en/passengers-visitors/service-infos/barrier-free-travel/mobility-classification/](https://www.hannover-airport.de/en/passengers-visitors/service-infos/barrier-free-travel/mobility-classification/)
6.2 Assessment basis

The PRM fee is determined for commercial air traffic, military traffic, civilian troops charter and business air transport *) according to the number of passengers on board at take-off. The PRM fee is:

<table>
<thead>
<tr>
<th>REF. NO.</th>
<th>type of service</th>
<th>unit for calculations</th>
<th>fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>026</td>
<td>PRM-fee</td>
<td>per departing passenger</td>
<td>€ 0.56</td>
</tr>
</tbody>
</table>

*) business air transport flights are flights for transportation of passengers and goods in the own business interests and not due to orders of third parties. Business air transport flights are business flights of industrial and commercial companies with own aircraft or someone else’s free of charge as well as flights of airlines.

7. DE-ICING FEES

7.1 Request for de-icing

A request for de-icing has to be transmitted in due time (at least 30 prior OFB/CTOT) to ICEHOUSE via telephone +49 (0) 511 977 - 1415 or at latest on VHF frequency 121.95 MHz when requesting start-up clearance for engines. Further information to the Aeroplane de-icing Plan is published on the homepage of Hannover Airport [http://www.hannover-airport.de/index.php?id=deicing&L=1](http://www.hannover-airport.de/index.php?id=deicing&L=1). Please have the following information ready, when requesting de-icing:

- flight number,
- planned off-block-time (OFB),
- slot and
- the name of the person placing the order

7.2 Scope of services

De-icing services according to IATA AHM 810 version 2013: 3.16.4, 3.16.5, 3.16.6, 3.16.7, 3.16.8, 3.16.9

7.3 Definition of aircraft categories (aircraft type definition according to ICAO)

<table>
<thead>
<tr>
<th>AIRCRAFT CATEGORY</th>
<th>type definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category 1</td>
<td>BA 31, E120, D228, SF34, SH36, BE3B, BE40, C500-C650 and comparable aircrafts</td>
</tr>
<tr>
<td>Category 2</td>
<td>E145, DH8D, SB20, ATR42, ATR72, F50, CRJ1-7, D328, F2TH, C680 and comparable aircrafts</td>
</tr>
<tr>
<td>Category 3</td>
<td>A318, A319, A320, A321, B732 - B738, C130, CR9, CS100, CS300, E170, E190, E195, F100, MD80 (all types), MD90, RJ70, RJ1H, SU95</td>
</tr>
<tr>
<td>Category 4</td>
<td>A300, A310, A400M, B739, B752, B753, B762, B763, C17, DC10, DC103, IL76, T204</td>
</tr>
<tr>
<td>Category 5</td>
<td>A330, A340, A345, A350, AN124, B742, B744, B764, B772, B773, B787, IL96, MD11</td>
</tr>
</tbody>
</table>
7.4 Assessment basis

<table>
<thead>
<tr>
<th>REF. NO.</th>
<th>type of service</th>
<th>unit for calculation</th>
<th>fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>030</td>
<td>Category 1</td>
<td>per process</td>
<td>€ 365.15</td>
</tr>
<tr>
<td>031</td>
<td>Category 2</td>
<td>per process</td>
<td>€ 533.70</td>
</tr>
<tr>
<td>032</td>
<td>Category 3</td>
<td>per process</td>
<td>€ 758.40</td>
</tr>
<tr>
<td>033</td>
<td>Category 4</td>
<td>per process</td>
<td>€ 1,095.40</td>
</tr>
<tr>
<td>034</td>
<td>Category 5</td>
<td>per process</td>
<td>€ 1,432.50</td>
</tr>
<tr>
<td>035</td>
<td>Hot water</td>
<td>per litre</td>
<td>€ 0.15</td>
</tr>
<tr>
<td>036</td>
<td>De-icing fluid type I</td>
<td>per litre</td>
<td>€ 4.00</td>
</tr>
<tr>
<td>037</td>
<td>De-icing fluid type IV</td>
<td>per litre</td>
<td>€ 3.70</td>
</tr>
</tbody>
</table>

7.5 Invoicing process

The above mentioned fees are only valid for customers of the airport who have credit. For cash payment of the de-icing a flat rate is accounted. Retroactive reimbursements are not possible.
8. PROMOTION FOR NEW ROUTES

8.1 General

For Fees of Central Infrastructure special conditions can be agreed between the airport operator and the aircraft operator prior to the commencement of the flights from Hannover Airport; provided that these flights operate on new routes and thus sustainably improve the offer of connections to and from Hannover over the long term.

8.2 Conditions

Entitlement to the promotion for new routes for

▪ new routes operated to/from Hannover Airport

▪ new routes which have not been operated in the two years prior to the new commencement (based on the IATA airport code)

▪ new routes which are operated at least once a week for at least one flight plan period (at least 20 weeks without interruption)

8.3 Promotion

The airport operator grants the following discount on central infrastructure, if requested by the aircraft operator or airline:

▪ Year 1 of new route commencement: 60 %

▪ Year 2 of new route commencement: 40%

▪ Year 3 of new route commencement: 20%

The promotion for new routes is limited to a period of three years.

8.4 Granting the Promotion

After commencement of the new route, repayment of the above-mentioned charges and fees is effected after the termination of a 12-month period provided that the criteria were met during the previous 12 months.

Every aircraft operator or airline who establishes new routes as the operating carrier is entitled to the promotion.

A written agreement regarding the drawdown of the special conditions is to be concluded between the airport operator and the aircraft operator or airline. The existing entitlement to the promotion for new routes is to be determined by mutual agreement between the relevant airline and the airport. The aircraft operator or airline will have to provide proof of entitlement in an appropriate form. The promotion may only be refused for important reasons. Especially capacity shortages as well as fraudulent utilization of the promotion scheme count as important reasons.
PART C
Registration procedures for passengers, cargo and mails according to the local proceeding
REGISTRATION PROCEDURES FOR PASSENGERS, CARGO AND MAILS ACCORDING TO THE LOCAL PROCEEDING

The following information has to be provided for landing and take-off

a) Passengers

Passengers with the exception of the cabin crew on duty and children up to two years of age not entitled to occupy a seat. Last-minute passengers (LMC) must be included in the reported number of passengers.

b) Cargo and Mail

Cargo and mail include all shipments being transported not regarding whether parts of the shipment are transported on behalf of another airline (Joint-Venture-Operation) or for internal purposes of the airline (Company and Service Cargo or Mail). The weights of unit load devices, i.e. container, pallets, igloos, nets and equivalent devices do not account for cargo and mail. All weight information has to be reported in kilograms.

The official form “Flight Report” as a part of Message for Hannover Airport is used on paper in exceptional situations only. Instead of that Hannover Airport uses the EDP-supported system FLIRT*HAJ for electronic data entry and transmission to produce both the Flight Report for the official statistics as well as the Flight Regularity Message for the airport. This application is made available to the airlines or handling agents operating at Hannover Airport free of any extra charge. For non commercial flights and in business air transport as well as for taxi flights the „report of arrival“ has to be filled out, which is available on the service counter in GAT 1.

Provision and transfer of all necessary Inbound and Outbound Messages for the preparation of the official Flight Reports and Flight Regularity Messages for Hannover Airport must be secured by the airline. Typical messages of that kind are Load Data Messages (LDM), Passenger Transfer Messages (PTM), Movement (MVT), Inbound Connection List (ICL), Container Pallet Messages (CPM), Statistical Load Summary (SLS) and others. The transfer messages must include the point of departure, the point of destination and the respective flight numbers. Personal data included in these messages will not be passed to Hannover Airport.

The collection and transmission of the data included in the official Flight Report to the Federal Statistical Office is governed by the Law on Aviation Statistics. The report has to be presented to Hannover Airport the day after landing or take-off at the latest. If Hannover Airport does not receive these data, the maximum possible number of passengers, cargo or mail for the respective aircraft will be used to compute airport charges. Retroactive reimbursements will not occur.

In the case of complaints about invoices Hannover Airport asks to forward respective documents (LDM, Load Sheet a.o.) to prove the claim and to secure smooth processing. Hannover Airport reserves the right to charge processing fees if complaints relate to missing or incorrect Flight Regularity Messages. Complaints must be filed within three months after the date of the invoice. Should you have further questions, please contact your handling agent or the Traffic Accounting Department of Hannover Airport (E-Mail: verkehrsabrechnung@hannover-airport.de ).