



Flughafen Hannover-Langenhagen GmbH

LIST OF FEES

Airport Fees according to Art. 19b Air Traffic Act
valid as of January 01, 2025

and

Fees for Centralized Infrastructure
valid as of January 01, 2025

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YOU HAVE QUESTIONS, WE HAVE THE ANSWERS!

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



PREAMBLE

This List of Fees is valid from January 01, 2025 and replaces the list of fees valid from April 01, 2024 (NfL 2024-1-3036).

Approved as of January 01, 2025 by:
Ministry of Economics,
Transport, Construction and Digitalization for Niedersachsen
i. A. C. Grosser

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 fees
- Emission-based 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 landing 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 A, 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 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 per e-mail to: 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) 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.
- d) 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.

- e) 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 € 29,71 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 € 97,43 is to be paid.

The fees according to part A, 2.2., 3. as well as 4. are not applicable or invoiced. The passenger fees will be invoiced in accordance with part A, 5 of the currently published List of Fees.

- f) For a low approach or a low overflight (traffic type 98), a discount of 50 percent is granted on the landing fees listed in part A, 2.2.
- g) Promote the use of an electric aircraft or an aircraft powered by green hydrogen

For the use of a passenger aircraft powered exclusively by electricity or with green hydrogen in regular flight service and on general aviation flights to and from Hanover, Flughafen Hannover-Langenhagen GmbH only grants a discount on the landing fees listed under 2.2 upon application and proof from the aircraft operator after the start of operations in the amount of 100%.

It is not necessary to achieve a minimum number of flight movements for this funding to be granted. The burden of proof and application lies with the aircraft operator.

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. The place of jurisdiction is Hannover.

2. LANDING FEES

2.1. General

The landing fee is due before flight occurrence (landing). As landing also is meaning an approach with subsequent ground contact and immediately following acceleration and take-off of the aircraft (touch-and-go) as well as planned approaches (especially for training purposes) to the airport (low approach / low overflight) without landing or subsequent ground contact.

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, 11, or 14 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, 11, or 14 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 per landing:

MTOM		fee
a) up to 750 kg	Annex 16 Chapter 3, 6, 8, 10, 11 or 14 respectively	€ 14.54
	Non Annex 16	€ 47.68
b) over 750 kg up to 1,200 kg	Annex 16 Chapter 3, 6, 8, 10, 11 or 14 respectively	€ 15.85
	Non Annex 16	€ 49.53
c) over 1,200 kg up to 2,000 kg	Annex 16 Chapter 3, 6, 8, 10, 11 or 14 respectively	€ 20.86
	Non Annex 16	€ 73.72

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:

MTOM		fee
over 2,000 kg	Annex 16 Chapter 3, 4, 6, 8, 10, 11 or 14 respectively	per fraction of 1,000 kg MTOM € 7.95
over 2,000 kg	Annex 16 Chapter 2 and Non Annex 16	per fraction of 1,000 kg MTOM € 96.58

3. NOISE RELATED FEES

3.1. General

According to part A, 1.1., aircrafts with a maximum take-off mass of more than 2,000 kg MTOM shall pay additionally for each flight event (take-off and/or landing) in the time classes listed below, staggered noise-related charges, part A, 3.2 a) - d). This also applies to a landing with ground contact and immediately following acceleration and take-off of the aircraft (touch and go) as well as to planned approaches (especially for training purposes) to the airport (low approach / low overflight) without landing or subsequent ground contact.

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, valid as of December 31.

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 a 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):

TIME CATEGORIES

a)	Basic noise-related fee (00:00 hrs to 24:00 hrs local time)		payable regardless of the time of day per flight occurrence (per landing and per take-off)
b)	22:00 hrs to 23:59 hrs local time	Night-time surcharge I	payable in addition to the basic noise-related fee per flight occurrence (per landing and per take-off)
c)	00:00 hrs 04:59 hrs local time	Night-time surcharge II	payable in addition to the basic noise-related fee per flight occurrence (per landing and per take-off)
d)	05:00 hrs to 05:59 hrs local time	Night-time surcharge III	payable in addition to the basic noise-related fee per flight occurrence (per landing and per take-off)

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:

NOISE CATEGORY

Category 1 (landing)	Principally aircraft with a MTOM over 2.0 t up to 5.7 t (unless noise-related reasons lead to another classification)	
Category 2 (landing)	LASmax up to 73.99 dB(A) (usually helicopters, jets chapters 3 and 4, propeller aircraft with MTOM > 5.7 t and < 23.00 t, unless noise-related reasons lead to another classification)	AS32 BE40, BE4W C25B, C551, C650, C680, C700, C750 CN35 EC665 (Tiger) E120, E135, E145 F27 GLF5, GA5C, GLF6 H60 HA4T KA32, NH9 PA31 SH36 SW3, SW4 SB20, SF34
Category 3 (landing)	LASmax 74.00 to 75.99 dB(A) (usually jets chapters 3 and 4 as well as propeller aircraft with MTOM > 23.00 t, unless noise-related reasons lead to another classification)	B350 B712 C25A, C25C, C27J C550, CL30, CL60 D228 DH8A, DH8D E55P F2TH F900 GALX, GL5T, GLEX J328 RJ70
Category 4 (landing)	LASmax 76.00 to 77.99 dB(A)	A359 ASTR ATP, AT42, AT43, AT72 BCS1, BCS3, B190 C560 CRJ1, CRJ2 CRJ7, CRJ9 CRJ1000 F70 GL7T, GLF4 G150 H25B MD90

Category 5 (landing)	LASmax 78.00 to 79.99 dB(A)	A318, A319, A20N, A321neo, B461, B462, B463 B736, B737 B738max, B739max B787 C56X, D328 E170, E295 FA10, FA20, FA50, FA7X F50, F100 H25C RJ85, RJ1H SU95
Category 6 (landing)	LASmax 80.00 to 81.99 dB(A)	A320, A321 A343, A345 AN26 B738, B739 B752 B77L C160, E190, E195 MD87
Category 7 (landing)	LASmax 82.00 to 83.99 dB(A)	A310, A332, A333 B733, B734, B735 B753 B762, B763 B772, B773, B77W C130 MD82, MD83 LP3 P180
Category 8 (landing)	LASmax 84.00 to 85.99 dB(A)	A30B, A306 B748
Category 9 (landing)	LASmax 86.00 to 87.99 dB(A)	A400 B74D, B744 IL76 re-engined, IL96 MD11
Category 10 (landing)	LASmax 88.00 to 89.99 dB(A)	L101 AN12 C17
Category 11 (landing)	LASmax above 90.00 dB(A)	A124 B74S C5 EUFI E3CF TOR

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:

NOISE CATEGORY

Category 1 (take-off)	Principally aircraft with a MTOM over 2.0 t up to 5.7 t (unless noise-related reasons lead to another classification)	
Category 2 (take-off)	LASmax up to 71.99 dB(A) (usually helicopters, jets chapters 3 and 4, propeller aircraft with MTOM > 5.7 t and <23.00 t, unless technical noise reasons lead to another classification)	AS32 AT42, AT43, AT72, ATP B190 BCS1, BCS3 BE40, BE4W C25A, C25B, C25C C550, C560, C56X, C680 C700, C750 CL60, CN35 CRJ1, CRJ2 CRJ1000 D228, D328 DH8A, DH8D E120, E135, E55P, E145 EC 665 (Tiger) F2TH, FA10 F27, F50 G150 H25B, H60 KA32, NH9 PA31, RJ70 SB20, SF34, SH36, SW3
Category 3 (take-off)	LASmax 72.00 to 74.99 dB(A) (usually chap. 3 and 4 jets as well as propeller aircrafts with MTOM > 23.00 t, unless technical noise reasons lead to another classification)	A20N, ASTR B350 B461, B462, B463 B712 C650 CL30 CRJ7 DC3 FA20, FA50, FA7X F70, F100 GLEX, GLF6, GALX GL5T, GA5C, GLF4, GLF5 GL7T HA4T, H25C J328 P180 RJ85 SW4
Category 4 (take-off)	LASmax 75.00 to 76.99 dB(A)	A318, A319, A359 A400 B736 B787 C27J, CRJ9 E170, E295 F900 MD90 RJ1H

Category 5 (take-off)	LASmax 77.00 to 78.99 dB (A)	A321neo A320 B734, B735 B737, B738max, B739max C130, C160 E190, E195 LP3 SU95
Category 6 (take-off)	LASmax 79.00 to 80.99 dB (A)	A321, A332 B733 B738 B739 B752, B753
Category 7 (take-off)	LASmax 81.00 to 82.99 dB (A)	A306 A30B A310 A333 AN26 B762, B763 B773, B77L, B77W, B772 IL76 re-engined
Category 8 (take-off)	LASmax 83.00 to 84.99 dB (A)	A343 A345 B748 MD11 MD83, MD87
Category 9 (take-off)	LASmax 85.00 to 86.99 dB (A)	B744 C17 L101 MD82
Category 10 (take-off)	LASmax 87.00 to 88.99 dB (A)	AN12 B74D, B74S IL96
Category 11 (take-off)	LASmax above 89.00 dB (A)	A124 C5 EUFI TOR

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 per take-off) in the following amounts per noise category:

Noise category	Basic noise-related fee per flight occurrence
Category 1	€ 5.47
Category 2	€ 22.85
Category 3	€ 42.66
Category 4	€ 65.89
Category 5	€ 76.89
Category 6	€ 79.74
Category 7	€ 190.45
Category 8	€ 340.33
Category 9	€ 430.06
Category 10	€ 2,896.94
Category 11	€ 8,031.83

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 per take-off) according to the respective time window:

NOISE CATEGORY	Surcharge per flight occurrence		
	night I: 22:00 hrs – 23:59 hrs local time	night II: 00:00 hrs – 04:59 hrs local time	night III: 05:00 hrs – 05:59 hrs local time
Category 1	€ 25.43	€ 35.82	€ 25.43
Category 2	€ 44.08	€ 66.26	€ 44.08
Category 3	€ 84.30	€ 126.71	€ 84.30
Category 4	€ 130.22	€ 195.70	€ 130.22
Category 5	€ 151.95	€ 228.37	€ 151.95
Category 6	€ 157.51	€ 236.72	€ 157.51
Category 7	€ 376.38	€ 565.69	€ 376.38
Category 8	€ 672.54	€ 1,010.82	€ 672.54
Category 9	€ 849.85	€ 1,277.34	€ 849.85
Category 10	€ 5,724.73	€ 8,604.42	€ 5,724.73
Category 11	€ 15,871.88	€ 23,855.89	€ 15,871.88

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 hrs and 05:59 hrs local time per movement.

3.6 Reduction of the night surcharge for selected particularly quiet aircraft types

The billing of the surcharges for the night times in accordance with part A, 3.2. b-d) will be charged per flight occurrence (per landing and per take-off) in accordance with the respective time window for the aircraft types listed below, which are used to reduce noise at Hannover Airport. A 10 percent reduction on the rates of night-time surcharge Part A, 3.5 will be granted.

Authorized aircraft types:

A320neo

B737max-family

A220 (BCS1; BCS3)

This reduction in the night surcharge is intended to act as a special incentive for the introduction of these even quieter types of aircraft at Hannover Airport.

4. EMISSION-BASED FEE

According to part A, 1.1., for aircraft over 2,000 kg, an additional emission-based 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 fee amounts to € 3.84 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 ERLIG¹ 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 fee is € 3.84 per landing of a standardised landing and starting process (“Landing and Take-Off cycle“, LTO) for each aircraft.

Calculation formula:

$$NO_{x, \text{ aircraft}} [\text{kg}] = (\text{number of engines} \times \sum_{\text{Mode}} \text{time} [\text{s}] \times \text{fuel consumption} [\text{kg/s}] \times \text{emission factor} [\text{g/kg}]) / 1000$$

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:

$a = 1$; if $Dp_{\text{HC}}/F_{\text{oo}} \leq 19.6 \text{ g/kN}$

$a = (Dp_{\text{HC}}/F_{\text{oo}}) / 19.6 \text{ g/kN}$; if $Dp_{\text{HC}}/F_{\text{oo}} > 19.6 \text{ g/kN}$ with $a_{\text{max}} = 4$.

Nitrogen equivalent (emission value) of the aircraft = $a \times NO_x$ 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 engines² and the database of the FOI Swedish Defence Research Agency for turboprop engines³. 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.

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)

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.

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 type 35) and business air transport (part A, 1.6) as well as government flights (traffic type 73) the passenger fee is calculated on the basis of the number of passengers on board at landing and take-off. With exception of the crew on duty, "passenger" is understood to also include employees of the airline in question or of another airline as well as other persons who are on board the aircraft during landing and/or take-off free of charge or at a reduced rate.

5.2. Assessment basis

The passenger fee is:

- Provided that the previous take-off or the subsequent 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)

€ 6.77 per passenger on board at take-off and per passenger on board at landing

- Provided that the previous take-off or the subsequent landing of the aircraft takes place at an airport outside the EU, as well as outside a country that is by contract bound to the EU (Switzerland, Iceland, Norway)

€ 7.41 per passenger on board at take-off and per passenger on board at landing

5.3. Regulation of exemptions

The number of passengers on board the aircraft at landing and 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 deviations are compensated for in the following year (n+1) or taken into account as part of the cash register function 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 to be paid. 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:

€ 2.85 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

€ 1.20 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 | € 242.63 |
| ▪ for airships from 50.00 m – 59.99 m total length | € 303.35 |
| ▪ for airships from 60.00 m total length | € 364.02 |

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 **€ 18.20 per each started 1,000 kg** of Maximum Take-off Mass (MTOM).

7.3. Fees for balloons

€ 121.32 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:

€ 2.51

For every 24 hours it amounts to at least:

€ 5.50

For a period not exceeding a total of three 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 flights

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. INCENTIVE FOR NEW ROUTES

10.1 General

For the landing, take-off and parking of aircraft and for the usage of terminal infrastructure, a special regulation can be agreed between the aircraft operator and the airport operator before the taking up of the flights from Hannover Airport in commercial traffic (traffic types 11 and 21) provided that these flights are related to the addition of new routes, thereby improving the connection offering to and from Hannover in the long term and sustainably. Other non-commercial traffic (traffic types 51 -88) is not subject to this regulation.

10.2 Conditions

Entitlement for the incentive for new routes exist only for New routes operated to/from Hannover Airport. The definition of the new route is:

- New routes which have not been operated in the whole past calendar year prior to the new route commencement (based on the city code).
- New routes which are operated at least once a week for at least one flight plan period (at least 20 weeks without interruption).
- The basis for determining the claim is the number of passengers recorded in the airport operator's traffic statistics.
- A seasonal interruption of routes (summer operation only) during the winter timetable is not considered a route discontinuation, as long as the route is operated again in the following summer timetable period.
- The incentive for new routes is limited to a maximum of 3 years from the date of route recording.
- Flight events outside the night II (00:00 hours to 04:59 hours local time).

10.3 Incentive

The airport operator shall grant the aircraft operator or the airline following support upon application:

10.3.1 Passenger flights

The incentives for new continental routes in passenger traffic (traffic types 11, 21) are as follow:

- Year 1 after new route commencement: **€ 15.00 per departing passenger**
- Year 2 after new route commencement: **€ 10.00 per departing passenger**
- Year 3 after new route commencement: **€ 5.00 per departing passenger**

The incentives for new intercontinental routes in passenger traffic (traffic types 11, 21) are as follow:

- Year 1 after new route commencement: **€ 20.00 per departing passenger**
- Year 2 after new route commencement: **€ 15.00 per departing passenger**
- Year 3 after new route commencement: **€ 10.00 per departing passenger**

10.3.2 Additional temporary special funding program to sub-point 10.3.1 "HAJlights"

In addition to Part A, Section 10.3.1, the airport operator shall grant a temporary special subsidy for new routes in the calendar year 2025 to the following selected destinations or destination countries:

- Lisbon (LIS)
- Madrid (MAD)
- Venedig (VCE)
- Bologna (BLQ)
- Budapest (BUD)
- Bilbao (BIO)
- Porto (OPD)
- Milan (MXP/LIN)
- Nice (NCE)
- Manchester (MAN)
- and on all regular routes to Poland (ICAO airport code: EP XX)

The incentives for additionally limited special promotion program are as follow:

- Year 1 after new route commencement: **€ 5.00 per departing passenger**
- Year 2 after new route commencement: **€ 5.00 per departing passenger**
- Year 3 after new route commencement: **€ 5.00 per departing passenger**

The selection of the destinations or the target country is based on the highest-volume switching markets determined as part of market research, which are currently not served directly from Hanover (HAJ).

In order for this special funding to be granted, it is mandatory to establish a regular flight connection to the named destinations or destination country in the calendar year 2025.

10.4 Granting the Promotion

The following implementation regulations apply to both the regular and the special promotion program for new routes.

After the start of the new flight route, a refund of the above-mentioned fees will be made after 12 months if the requirement criteria have been met during the previous 12 months.

Any aircraft operator or airline that establishes new flight connections as an operating carrier and act as the main invoice recipient is entitled to a refund.

A written agreement must be concluded between the airport operator and the aircraft operator or airline regarding the use of the special regulation. The existing entitlement to support on new flight routes is determined by mutual agreement between the respective airline and the airport. The aircraft operator or the airline must provide the airport operator with proof of entitlement to this in an appropriate form. Funding may only be refused in case of important reason. Important reasons include, in particular, capacity bottlenecks and misuse of the subsidy scheme.

A written application using the application form of Hannover Airport is mandatory and must be confirmed by the airport operator. The airline that first submits a corresponding application and commence the route accordingly first is entitled to the incentive for the new routes including special promotion program.

PART B
Fees for Centralized Infra-
structure and Other Fees



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 centralized infrastructure
- Check-in counter fees
- Late night check-in counter fees
- CUTE fee
- PRM 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
- e) any other natural or legal entities who makes use of individual services of Flughafen Hannover-Langenhagen GmbH (also independently of a flight event).

As far as the airline companies and natural or legal entities are liable for the fees according to the letters a, b, c, d and e 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.

The PRM-fee (part B, 6.) is an 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 per email to: 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 fulfill 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. The place of jurisdiction is Hannover.

2. FEES FOR CENTRALIZED 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 2018 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.), 2.2.8 (e) (transport, counter for oversized baggage, baggage handling area), 3.1.1 (a), 3.1.2 (one separation criteria incl.), 3.1.4 (a, b), 3.1.6 (only baggage sorting area), 3.1.7, 3.1.8 (only baggage sorting area), 3.4.1 (2) (a, b), 3.6.1 (3) (passenger boarding bridges/jetways).

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 per flight (landing and take-off)

IATA-Code	ICAO-Code	Aircraft type	Fee
Aircrafts up to 20 seats		Minimum charge	€ 143.00
142	B462	BAe 146-200	€ 503.40
143	B463	BAe 146-300	€ 503.40
221	BCS1	Airbus A220-100	€ 571.00
223	BCS3	Airbus A220-300	€ 712.10
290	E290	Embraer E190-E2	€ 503.40
295	E295	Embraer E195-E2	€ 503.40
312	A310	Airbus 310-200	€ 1,043.80
313	A310	Airbus 310-300	€ 1,043.80
318	A318	Airbus 318	€ 589.50
319	A319	Airbus 319	€ 712.10
320	A320	Airbus 320-100/200	€ 798.30
32A	A320	Airbus 320-200 (sharklets)	€ 798.30
32N	A20N	Airbus 320 neo	€ 798.30
321	A321	Airbus 321-100/200	€ 908.80
32B	A321	Airbus 321-200 (sharklets)	€ 908.80
32Q	A21N	A321 neo	€ 908.80
332	A332	Airbus 330-200	€ 1,585.40

IATA-Code	ICAO-Code	Aircraft type	Fee
333	A333	Airbus 330-300	€ 1,718.10
338	A338	Airbus 330-800	€ 1,585.40
339	A339	Airbus 330-900	€ 1,718.10
343	A343	Airbus 340-300	€ 1,316.50
345	A345	Airbus 340-500	€ 1,414.80
346	A346	Airbus 340-600	€ 1,621.00
359	A359	Airbus 350-900	€ 1,718.10
717	B712	Boeing 717	€ 521.90
733	B733	Boeing 737-300	€ 638.50
734	B734	Boeing 737-400	€ 847.40
735	B735	Boeing 737-500	€ 589.50
736	B736	Boeing 737-600	€ 571.00
738	B738	Boeing 737-800	€ 847.40
739	B739	Boeing 737-900 / Boeing 737-900ER	€ 908.80
73G	B737	Boeing 737-700 / Boeing 737-700ER	€ 638.50
73H	B738	Boeing 737-800 (Winglets)	€ 847.40
73W	B737	Boeing 737-700 (Winglets)	€ 638.50
744	B744	Boeing 747-400 / Boeing 747-400ER	€ 1,719.30
752	B752	Boeing 757-200	€ 835.10
753	B753	Boeing 757-300	€ 1,062.30
762	B762	Boeing 767-200 / Boeing 767-200ER	€ 982.30
763	B763	Boeing 767-300	€ 1,093.10
772	B772	Boeing 777-200 / Boeing 777-200ER	€ 1,166.70
77W	B77W	Boeing 777-300ER	€ 1,535.20
788	B788	Boeing 787-8	€ 1,031.40
789	B789	Boeing 787-9	€ 1,164.20
7M8	B38M	Boeing 737 Max 8	€ 874.10
7M9	B39M	Boeing 737 Max 9	€ 908.80
A4M	A400	Airbus A400M Atlas	€ 540.30
AR1	RJ1H	Avro RJ100	€ 497.40
AR8	RJ85	Avro RJ85	€ 485.20
AT5	AT45	Aerospatiale/Alenia ATR 42-500	€ 294.70
AT7	AT72	Aerospatiale/Alenia ATR 72-201/-202	€ 417.50
C295	CS9	CASA /Airbus Military C 295 Persuader	€ 454.30
C7A	C17	Boeing C-17 Globemaster III	€ 712.10
CR1	CRJ1	Canadair Regional Jet 100	€ 294.70
CR2	CRJ2	Canadair Regional Jet 200	€ 294.70
CR7	CRJ7	Canadair Regional Jet 700 Regional Jet 550	€ 405.30
CR9	CRJ9	Canadair Regional Jet 900	€ 448.30
CRK	CRJX	Canadair Regional Jet 1000	€ 508.40
D38	D328	Fairchild Dornier Do.328	€ 202.70
DH4	DH8D	De Havilland Canada DHC-8-400 Dash 8Q	€ 454.30
E70	E170	170 ERJ-170-100	€ 448.30
E75	E170	175 ERJ-170-200 (short wing)	€ 448.30
E90	E190	Embraer 190 / Lineage 1000	€ 508.40
E95	E195	Embraer 195 ERJ-190-200	€ 540.30
EM2	E120	Embraer EMB-120 Brasilia	€ 190.30
ER3	E135	Embraer RJ135	€ 227.20
ER4	E145	Embraer RJ145	€ 294.70
F50	F50	Fokker 50	€ 294.70

IATA-Code	ICAO-Code	Aircraft type	Fee
F70	F70	Fokker 70	€ 405.30
100	F100	Fokker 100	€ 503.40
FRJ	J328	Fairchild Dornier 328JET	€ 202.70
LOH	C130	Lockheed L-182/282/382 Hercules KC-130	€ 362.30
M82	MD82	McDonnell Douglas MD-82	€ 749.00
M83	MD83	McDonnell Douglas MD-83	€ 798.30
M87	MD87	McDonnell Douglas MD-87	€ 606.80
S20	SB20	Saab 2000	€ 294.70
SF3	SF34	Saab SF340A/B	€ 208.80
SU9	SU95	Sukhoi Superjet 100-95	€ 503.40
SW3	SW3	SA-226T/TB Merlin 3	€ 143.00
SWM	SW4	Fairchild Swearingen Metroliner	€ 143.00

2.2.2 The fee for cargo and mail flights per flight (landing and take-off)

REF. NO.	Type of service	Unit for calculation	Fee
010	Group 1 aircraft up to 25 t MTOM	per flight	€ 99.50
011	Group 2 aircraft up to 50 t MTOM	per flight	€ 138.08
012	Group 3 aircraft up to 100 t MTOM	per flight	€ 171.30
013	Group 4 aircraft with more than 100 t MTOM	per flight	€ 211.40

2.2.3 The fee for non-commercial traffic, factory and taxi traffic, sightseeing such as health and ambulance transport flights per flight (landing and take-off)

In the non-commercial traffic, in business air transport and taxi flights, sightseeing such as health and ambulance transport flights a fee is calculated as follows:

REF. NO	Type of service	Unit for calculation	Fee
201	Group 1 aircraft up to 750 kg MTOM	per flight	€ 6.95
202	Group 2 aircraft up to 2,0 t MTOM	per flight	€ 17.35
203	Group 3 aircraft up to 5,7 t MTOM	per flight	€ 28.90
204	Group 4 aircraft up to 50,0 t MTOM	per flight	€ 60.50

Pre-condition for the fees under 2.2.3 is that the handling (passenger and/or ground handling) does not take place via terminal A, B, C or D.

- For aircraft types with a MTOM of more than 50,0 t that do not use the infrastructure of the terminals A-D for a passenger and/or ground handling, the fees in accordance with part B, 2.2.2 are charged at 100 percent.

2.2.4 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, A350, 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.
- The surcharge for the central infrastructure mentioned under part B, 2.2.4, paragraph 1 is calculated based on the on- and/or off-block times. The times required for this are recorded and stored centrally in the flight plan management system (FARMS). These times of the airport operator are the exclusive basis for billing the relevant fees.

Time of on-block registration upon arrival:

Aircraft arrives at the designated parking/handling position. The wheels are stationary / the aircraft is stationary.

Time of off-block recording upon departure:

Aircraft leaves the parking/handling position. The wheels are moving / the aircraft is rolling away.

- The fees for the central infrastructure mentioned under part B, 2.2.3 in the weight range up to 50 t MTOM apply to handling in the noncommercial flights, business air transport and taxi flights, sightseeing such as health and ambulance transport flights up to a ground time (on-block/off-block) of 90 minutes. If the ground time is more than 90 minutes a surcharge of 25 percent will be charged to the fees for the central infrastructure.
- For the handling of non-scheduled flight events in the context of the centralized infrastructure, in which the Hannover Airport is used as alternate airport (traffic type 12) a surcharge of 50 percent on the fees according to part B, 2.2.1 and 2.2.2 will be levied.
- In case of linked passenger and mail flights, the fee for centralized 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 centralized infrastructure equipment, only the fee for cargo aircrafts according to part B, 2.2.2 will be charged. For cargo aircrafts approaching the airport for a technical landing, the fee for the cargo and mail flights to part B, 2.2.2 applies unchanged.
- For cargo aircrafts having a technical landing at Hannover Airport, the fee for cargo and mail aircrafts according to part B, 2.2.2 applies unchanged.
- No infrastructure fee is charged for touch and go movements.

2.2.5 Variable fee for central infrastructure

2.2.5.1 General

In addition to the usage fees for the central infrastructure listed in Part B, Section 2.2.1/2.2.2/2.2.3, a variable fee must be paid for the maintenance and operation of the central infrastructure before the take-off.

2.2.5.2 Assessment basis

The variable fee for central infrastructure amounts

- for all commercial traffic, military traffic (traffic types 91, 92, 93), for civilian troop charters (traffic type 35) and for business air transport (part A, 1.6) as well as for government flights (traffic type 73) to the number of passengers on board at take-off and landing and amounts:

€ 0.18 per passenger on board at take-off and per passenger on board at landing

- 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 (per started 100 kg at arrival and departure) and amounts:

€ 0.18 per started 100 kg air freight at arrival and departure

2.3. Additional charges of centralized infrastructure

2.3.1 Only one separation criteria is included according to the airline's instructions in baggage sorting according to IATA SGHA version 2018, under section 3.1.4 in connection with the section 3.1.4 (a/b) and the fee mentioned in part B, 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 2018, under section 2.2.7(d)) has to be paid in addition due to the ref. no. 016.

REF. NO.	Type of service	Unit for calculation	Fee
015	Additional baggage sorting according to 2.3.1	per process	€ 30.51
016	Collection of baggage according to digit 2.3.2	per baggage piece	€ 2.44
017	Baggage handling for cancelled flights after starting check-in incl. baggage return	per handling/flight number	€ 82.62
018	Baggage tags in case of manual check-in	per process	€ 46.53
022	Transport of rush baggage between terminals landside incl. up to maximum 30 pieces of baggage	per process	€ 51.70
023	Additional to ref. no. 022 as of 31 st piece of baggage	per baggage	€ 1.55
027	Baggage Tracking (Outbound) (BRS) performance until the luggage transfer (BVD)	per departing passenger	€ 0.30

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.

2.3.3 No-read baggage

2.3.3.1 General

If bags are transferred to the baggage belt for no-read baggage items during check-in, the airport operator processes these items of baggage as part of the central infrastructure. Illegibility can be due to the failure of the Sita system, missing BSM messages, an incorrect baggage labels from airlines, the illegibility of barcodes or departures that were not properly coordinated via Fluko. In such cases, the airport operator takes over the manual post processing and feeding/transporting of the already checked-in baggage onto the sorting carousel. This additional processing is not covered by the fee for the central infrastructure Part B, Section 2.2.1/2.2.2/2.2.3/2.2.5. Per departure an additional invoicing for the special service fees listed below will apply.

The scope of services for processing of no-read baggage in the event of unreadability of baggage labels:

- Provision of personnel for baggage acceptance in the baggage sorting room at the sorting belt no-read
- Sorting, assigning and transporting the no-read baggage to the respective flight
- Labeling of no-read baggage

2.3.3.2 Assessment basis

The processing fee for handling of no-read baggage is:

REF. NO.	Type of service	Unit for calculation	Fee
051	Group I aircraft up to 55 seats (no-read baggage pieces: 10 per departure including)	per process (flight number)	30,00 €
052	Group II aircraft with 56 - 130 seats (no-read baggage pieces: 15 per departure including)	per process (flight number)	45,00 €
053	Group III aircraft with 131 - 229 seats (no-read baggage pieces: 20 per departure including)	per process (flight number)	60,00 €
054	Group IV aircraft with 230 - 400 seats (no-read baggage pieces: 25 per departure including)	per process (flight number)	75,00 €

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

Fee for use of check-in-counters amount:

REF. NO.	Type of service	Unit for calculation	Fee
120	Group I aircraft up to 55 seats	per process	€ 17.68
121	Group II aircraft with 56 - 130 seats	per process	€ 29.47
122	Group III aircraft with 131 - 229 seats	per process	€ 49.43
123	Group IV aircraft with 230 - 400 seats	per process	€ 58.53
124	Group V aircraft with more than 400 seats	per process	€ 70.62

3.3. Special services check-in counter

The usage fee for the check-in counter for non-flight-related events amount:

REF. NO.	Type of service	Unit for calculation	Fee
179	Daily rent of check-in-counters for other purposes	per each counter and per day	€ 715.00

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 (provision without staff)

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:

REF. NO.	Type of service	Unit for calculation	Fee
131	Group I aircraft up to 55 seats	per process (flight number)	€ 55.25
132	Group II aircraft with 56 - 130 seats	per process (flight number)	€ 62.75
133	Group III aircraft with 131 - 229 seats	per process (flight number)	€ 86.25
134	Group IV aircraft with 230 - 400 seats	per process (flight number)	€ 102.00
135	Group V aircraft with more than 400 seats	per process (flight number)	€ 118.25

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:

REF. NO.	Type of service	Unit for calculation	Fee
025	Cute fee	per departing passenger	€ 0.29

* 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 2018: 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 of a sensory organ
- 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.

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 amounts:

REF. NO.	Type of service	Unit for calculations	Fee
026	PRM-fee	per departing passenger	€ 1.20

*) 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 minutes 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 website of Hannover Airport.

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 2018: 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)

AIRCRAFT CATEGORY	type definition
Category 1	BA 31, E120, E135, D228, SF34, SH36, BE3B, BE40, C500-C650 and comparable aircrafts
Category 2	E145, DH8D, SB20, ATR42, ATR72, F50, CRJ1-7, D328, F2TH, C680 and comparable aircrafts
Category 3	A220, A318, A319, A320, A321, B737, C130, CR9, CS100, CS300, E170, E190, E195, F100, MD80 (all types), MD90, RJ70, RJ1H, SU95
Category 4	A300, A310, A400M, B739, B752, B753, B762, B763, C17, DC10, DC103, IL76, T204
Category 5	A330, A340, A346, A350, AN124, B742, B744, B747-8, B764, B772, B773, B787, IL96, MD11

7.4 Assessment basis de-icing fees

REF. NO.	Type of service	Unit for calculation	Fee
030	Category 1	per process	€ 420.86
031	Category 2	per process	€ 613.98
032	Category 3	per process	€ 872.93
033	Category 4	per process	€ 1,260.31
034	Category 5	per process	€ 1,647.69
035	Hot water	per litre	€ 0.21
036	De-icing fluid type I	per litre	€ 5.56
037	De-icing fluid type IV	per litre	€ 5.15

7.5 Provision fee de-icing

7.5.1 General

In addition to the operation-related de-icing fees listed in part B, 7.3 and 7.4, an additional fee for the provision and operation of aircraft de-icing equipment and system before take-off is to be pay **throughout the year**.

7.5.2 Assessment basis

The throughout the year provision fee de-icing amounts

- for all commercial traffic, military traffic (traffic types 91, 92, 93), for civilian troop charters (traffic type 35) and for business air transport (part A, 1.6) as well as for government flights (traffic type 73) to the number of passengers on board at take-off and landing and amounts:

€ 0.15 per passenger on board at take-off and per passenger on board at landing

- 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 (per started 100 kg at arrival and departure) and amounts:

€ 0.15 per started 100 kg air freight at arrival and departure

7.6 Invoicing process

7.6.1 The charges listed in part B, items 7.3 and 7.4 apply exclusively to airport credit customers. If you pay cash for the de-icing process, a flat rate will be charged. A retrospective refund will not be made in this case.

7.6.2 In case of a cancellation of a de-icing process registered in the icehouse in accordance with 7.1, a call-out fee of 75% of the corresponding category in accordance with 7.3 and 7.4 will be charged.

7.7 De-Icing Audits

For members of the IATA De-Icing / Anti-Icing Quality Control Pool (DAQCP) who want to carry out their own audits in addition to the audits carried out by the audit pool, a fee of € 300.00 per audit is applied. The audit can be used for a maximum of 4 hours. Each additional hour used will be invoicing depending on the involvement of the staff. Your request for an audit have to be send in advance in writing to Christopher Selle (c.selle@hannover-airport.de).

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).