

## To all Airlines

Ihr Zeichen      Ihre Nachricht      Unser Zeichen      Durchwahl      Datum  
VF52/Alp      1269      08.07.2019

Flughafen Hannover-  
Langenhagen GmbH  
Petzelstraße 84  
30855 Langenhagen / Germany  
Tel +49 (0)511 977-0  
Fax +49 (0)511 977-1898  
[www.hannover-airport.de](http://www.hannover-airport.de)

### **Information about upcoming amendments of airport fees at Hannover-Langenhagen Airport, effective from January 1, 2020 (amended landing, passenger, parking, noise protection, and security fees)**

Dear Ladies and Gentlemen,

In the framework of the a user consultation on June 24, 2019, we had detailed discussions with airline associations and a number of representatives from the airlines about our amended airport fees. Minutes were taken from the meeting and an application for amendment of airport fees effective from January 1, 2020 will be handed in at the authority in charge on July 8, 2019.

We are writing to let you know about the request for amendments effective January 1, 2020 submitted to the approving authority according to § 19b LuftVG (German Aviation Law):

#### **1.1 Landing fees, noise-related fees landing fees, emission-based landing fees, parking fees**

The fees applicable in 2019, are to be amended partially from January 1, 2020. Landing fees for aircraft below 2,000 kg MTOM, landing fees and fixed noise-dependent fees for full-day surcharges will not be changed compared to 2019. The average fee rise per take-off and landing for the noise categories Night I, II, III are to be raised by roughly 10.0% and 10.2% depending on the aircraft's noise category.

Parking fees as well as emission-dependent landing fees will not change in terms of amount and structure. The structure of passenger fees will change and the amount will be amended as discussed.

Vorsitzender des Aufsichtsrats /  
*Chairman of the supervisory board*  
Bürgermeister  
Klaus Dieter Scholz

Geschäftsführer /  
*Chief Executive Officer*  
Dr. Raoul Hille

Registergericht / *Register court*  
Amtsgericht Hannover, HRB 4704

Steuernummer / *Tax number*  
27/200/03802

USt.-ID-Nr. / *VAT Reg. No.*  
DE 115 824 970

Sparkasse Hannover  
BIC: SPKHDE2HXXX  
IBAN: DE19 2505 0180 0044 0001 23

Norddeutsche Landesbank Hannover  
BIC: NOLADE2HXXX  
IBAN: DE77 2505 0000 0101 0275 06

Commerzbank AG  
BIC: COBADEFFXXX  
IBAN: DE94 2504 0066 0149 8997 00

Postbank AG  
BIC: PBNKDEFFXXX  
IBAN: DE56 2501 0030 0004 9713 09



The following amendments were discussed on June 24, 2019 and will be submitted to the authority in charge as follows:

### 1.1.1 Landing fees

Under Section A, No. 1.5 (f) (General Terms), the following terms are to be amended:

A landing fee of €82.00 instead of €80.00 (plus €2.00) is to be paid for flights with historical aircraft, built in 1960, MTOW above 2,000 kg which conduct flights as sightseeing flights (transport mode 54) and as private flights (transport mode 81), and which do not have a noise certificate as listed in annex 16.

The fees under Section A, No. 2.2, 3, and 4 are not applicable nor subject to being charged. No. 5 (passenger fees) will be invoiced according to the published rates.

### 1.1.2 Noise-related fees

The noise-dependent fees from Section A, No. 3.2 to 3.4 are to be amended as follows:

The structure of noise-dependent fees for take-off and landing remains unamended, comprising 11 noise categories.

For categorizing, aircraft types will continue to be listed in 11 categories on the basis of the actual noise they emit at the airport. The correctness of this categorization of each of the aircraft types is reviewed annually. Possible amendments are made on the basis of the noise level measured.

The amendments, effective from January 1, 2020, regarding noise-dependent fees and noise categories have been submitted to the authority in charge as follows:

#### a) Noise categories (aircraft type according to ICAO)

On the basis of noise measuring in the past 3 years, we request to assign the following aircraft into the 11 noise categories:

For landing:

For **landing (measure point 2)**, the assignment of jet engine aircraft, propeller-driven aircraft, and helicopters certified by ICAO annex 16 is as follows:

**Category 1 (landing):**

Principally aircraft with a

Weight over 2,0 t up to 5,7 t MTOM

(unless noise-related reasons

Lead to another classification)

**Category 2 (landing):**

**LASmax bis 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

B190, BE40

C25B

C525, C551

C680, C750

CN35

E120, E135, E145

F27

GLF5, GLF6

GL5T

GLEX

**GYRO (moved into Category 1)**

H60

HA4T

SW4

SF34

SB20

**Category 3 (landing):**

**LASmax 74,00 bis 75,99 dB (A)**

(usually jets chapter 3 and 4 as well as propeller  
aircraft with MTOM > 23 t, unless noise-  
related reason lead to another classification)

B350

B712

C25A, C25C

**C208 (moved into Category 1)**

C550, C560

CL60, CL30

D228

DH8D, DH8A

E55P

F2TH

F900

GALX

J328

**Category 4 (landing):**

**LASmax 76,00 bis 77,99 dB (A)**

A359 (replaced from Cat. 7)

ASTR

ATP, AT42, AT43, AT72

BCS1, **BCS3 (newly added)**

C56X

CRJ1, CRJ2

CRJ7, CRJ9

CRJ1000

GLF4

FA7X

F70

G150

H25B

MD90

**Category 5 (landing):**

**LASmax 78,00 bis 79,99 dB (A)**

A318, A319, A320 neo, A321 neo,

B461, B462, B463

B736, B737, B738max

B787

**Category 6 (landing):**

**LASmax 80,00 bis 81,99 dB (A)**

A320, A321

A332, A333

A340, A343, A345

AN26

D328  
E170, E190  
FA10, FA20, FA50  
F50, F100  
H25C  
RJ85  
RJ1H

SU95

**Category (landing) 7:**

**LASmax 82.00 bis 83.99 dB (A)**

A310

A330

**A359 (moved in Category 4)**

B733, B734, B735

B753

B762, B763

B772, B773, B77W

C130

MD80, MD83

T204

B738, B739

B752

B77L

C160

MD82, MD87

P180

**Category 8 (landing):**

**LASmax 84.00 bis 85.99 dB (A)**

A30B, A306

B748

T154

YK42

YK40

**Category 9 (landing):**

**LASmax 86.00 bis 87.99 dB (A)**

A400

B74D, B744

**IL76 re-engined (newly added to Category 9)**

IL96

MD11

**Category 10 (landing):**

**LASmax 88.00 bis 89.99 dB (A)**

L101

**IL76 (no longer in use)**

AN12

C17

**Category (landing) 11:**

**LASmax über 90.00 dB (A)**

B742

A124

B74S

**VC10 (no longer in use)**

EUFI

E3CF

**For Take-off:**

For **take-off (measure point 9)**, the assignment of jet engine aircraft, propeller-driven aircraft, and helicopters certified by ICAO annex 16 is as follows:

**Category 1 (take-off):**

Principally aircraft with a

Weight over 2,0 t up to 5,7 t MTOM

(unless noise-related reasons

Lead to another classification)

**Category 2 (take-off):**

**LASmax bis 71,99 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

AT42, AT43, AT72, ATP

B190

BE40

C25A, C25B, C25C, C525

C550, C560, C56X, C680

C750, C780, CN35, CL60

CRJ1, CRJ2

CRJ1000

D228, D328

DH8A, DH8D

E120, E135, E55P, E145

F2TH, FA10

F27, F50

G150, GALX, GLEX, GLF6

H25B, H60

PA31

RJ70

SB20, SW3, SF34, SH36

**Category 3 (take-off):**

**LASmax 72,00 bis 74,99 dB (A)**

(usually jets chapter 3 and 4 as well as propeller  
aircraft with MTOM > 23 t, unless noise-  
related reason lead to another classification)

A148

ASTR

BCS1, **BCS3 (newly added to Category 3)**

B350

B461, B462, B463

B712

**G208 (moved in Category 1)** C650

CL30

CRJ7, CRJ9

DC3

E170, E190

FA50, FA7X, FA20

F70, F100

GL5T, GLF4, GLF5

HA4T, H25C

J328

P180

**Category 4 (take-off):**

**LASmax 75,00 bis 76,99 dB (A)**

A318, A320neo

**A359 (newly added to Category 4)**

A400

B736

B787

C27J

F900

MD90

RJ1H

RJ85  
SW4

**Category 5 (take-off):**

**LASmax 77,00 bis 78,99 dB (A)**

A319, A321 neo  
A320  
B733  
B735  
B737, B738max  
C130, C160  
SU95

**Category 6 (take-off):**

**LASmax 79,00 bis 80,99 dB (A)**

A321  
B734  
B738  
B739  
B752, B753

**Category 7 (take-off):**

**LASmax 81,00 bis 82,99 dB (A)**

A306  
A30B  
A310  
A332, A333  
AN26  
B762, B763, B764  
B773, B77L, B77W, B772  
MD88

**IL76 re-engined (newly added to Category 7)**

**Category 8 (take-off):**

**LASmax 83,00 bis 84,99 dB (A)**

A342, A343  
A345, A346  
A388  
B748  
~~IL76 re-engined (moved in Category 7)~~  
MD11  
MD80, MD81, MD82  
MD83, MD87

**Category 9 (take-off):**

**LASmax 85,00 bis 86,99 dB (A)**

B727  
B744  
C17  
DC87  
L101

**Category 11 (take-off):**

**LASmax über 89,00 dB(A)**

A124  
BA11  
B707  
C5  
DC10, DC86  
E3 AWACS  
EUF1

~~IL76 (no longer in use)~~

~~VC10 (no longer in use)~~

**Category 10 (take-off):**

**LASmax 87,00 bis 88,99 dB(A)**

AN12  
B732  
B741, B742, B743  
B74D, B74S  
IL96

**b) Basic noise-related fees**

According to Section A, No. 3.4, surcharges for full-day basic fees for noise emissions are to remain unchanged.

### c) Night-time surcharge

Night-time surcharges are based on Section A, No. 3.2 b-d and are raised per flight movement (per take-off and per landing) according to the individual time slot. Surcharges are to rise by roughly 10.0% and 10.2% depending on the noise class. The structure of night times is not to change.

The night surcharges under Section A, No. 3.5 are to be amended from January 1, 2020, as follows:

	<b>2019 Night I/III</b> per flight movement (per landing and/or take-off)	<b>2020 Night I/III</b> per flight movement (per landing and take-off)	<b>2019 Night II</b> per flight movement (per landing and/or take- off)	<b>2020 Night II</b> per flight move- ment (per landing and take-off)
Category 1	€15.80	€17.38	€22.20	€24.46
Category 2	€27.38	€30.11	€41.06	€45.26
Category 3	€52.35	€57.59	€78.53	€86.55
Category 4	€80.65	€88.94	€121.28	€133.67
Category 5	€94.35	€103.79	€141.53	€155.99
Category 6	€97.80	€107.58	€146.70	€161.70
Category 7	€233.70	€257.07	€350.55	€386.38
Category 8	€417.60	€459.36	€626.40	€690.43
Category 9	€527.70	€580.47	€791.55	€872.46
Category 10	€3,554.70	€3,910.17	€5,332.05	€5,877.10
Category 11	€9,885.45	€10,841.00	€14,783.18	€16,294.34

### 1.1.3 Emission-based landing fees

According to Section A, No. 4, emission-based landing fees are to be raised. The fees currently approved continue to be valid until January 1, 2020 - no amendments have been filed.

### 1.1.4 Parking fees

According to Section A, No. 8, parking fees are raised. The structure and amount is not to be amended beyond January 1, 2020.

## 1.2 Fees for airships and balloons

According to Section A, No.7, fees for airships and balloons are to be raised. The share of the landing fee which is based on the MTOW of a zeppelin (Section A, No. 7.2(d)) will be raised by €7.00 from €8.00 to €15.00 per each 1.000 kg or part thereof of the MTOM, effective from January 1, 2020.

Mooring mast fees for airships with a total length of 49.99m are to be raised by €95.00, from €105.00 to €200.00.

For airships with a total length of between 50.00m and 59.99m, this charge is to be raised by €120.00 from €130.00 to €250.00.

For airships with a total length of over 60.00m the mooring mast fee is to be raised by €145.00, from €155.00 to €300.00.

The take-off fee for balloons is to be raised by €55.00, from €45.00 to €100.00.

## 1.3 Passenger fees

The passenger fee will be charged separately on the basis of the number of passengers on board upon each landing and take-off. The amount of the fee is to be raised by 3.3%. The division of passenger fees for those traveling inside the EU and those traveling outside the EU will remain unchanged.

According to Section A, No. 5.1, the passenger fee for commercial flights, military flights (modes of transport 91, 92, 93), for civil troop charters (mode of transport 35) and business flights (Section A, No. 1.6) as well as government flights (mode of transport 73) is to be calculated on the basis of the number of passengers on board.

The following addition serves the purpose of clarification:

Barring the crew on duty, all passengers on board are included into the formula (this includes employees of the operating or of any other airline as well as any other person who is carried for free or for a reduced airfare, who are onboard the aircraft upon take-off and/or landing).

The following amendments in terms of structure and amount are to be made:

The passenger fee is

**€5.83 per passenger onboard upon take-off or landing, if**

- the previous take-off or the subsequent landing of the aircraft in question takes place at an airport within the EU or within countries, which are by international treaties, of equal status to the EU (Switzerland, Iceland, Norway)

**€6.24 per passenger onboard upon take-off or landing, if**



- the previous take-off or the subsequent landing of the aircraft in question takes place at an airport outside the EU or outside countries, which are by international treaties, of equal status to the EU (Switzerland, Iceland, Norway)

#### 1.4 Promotion of new routes

The existing promotion scheme for new routes has proven itself. An incentive for long-haul flights is to be added to the scheme. The new subdivision of routes will be as follows: distances of up to 4,499km (all currently subsidized routes will belong to this category) and distances of more than 4,500km.

For distances of up to 4,499km, the time limit of three years will remain unchanged. Basic terms and frame conditions will remain unchanged. Only flight movements within category Night II (12 a.m. until 4.59 a.m. local time) are to be excluded from the scheme.

Terms and frame conditions for distances over 4,500km (intercontinental routes) are added to the scheme. In order to create an incentive for long-haul flights, the time limit for the promotion of intercontinental flights has been extended to 4 years. Flight movements within category Night II (12 a.m. until 4.59 a.m. local time) are to be excluded from the scheme as well.

The airport grants the following refund on landing fees, noise-dependent landing fees, passengers and parking fees for operations, excluding flights between 12 a.m. and 4.59 a.m. local time(category Night II):

a) For continental routes (distance up to 4,499€)

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

b) For intercontinental routes (distance of more than 4,500€)

- Year 1 of commencement: **80 %**
- Year 2 of commencement: **60 %**
- Year 3 of commencement: **40 %**
- Year 4 of commencement: **20 %**

## 1.5 Security fees

As discussed, the pre-calculated security fee, which is determined for the subsequent year in the current year, is accounted after finalizing the calendar year, and balanced with the surpluses and shortfalls.

The final account for the year 2018 has resulted in a debit balance between revenue and costs of €83 for the first time. This debit balance results from a slight reduction of check point hours during the renovation of the terminal building and from increased revenue in 2018 due to an increase in passengers. Contrary effects include the adjustment of personell costs for service providers and for the FHG.

Flughafen Hannover-Langenhagen GmbH supports an own share of €1,568 of the total of € 8,254 for 2020 from the EUVO Luftsicherheit (Aviation Security) according to the Civil Aviation Security Law. This accounts for roughly 19.0% of the total cost and has as a result that the users of our airport will incur only roughly 81% of the total amount.

Flughafen Hannover-Langenhagen GmbH does not intend to amend the security fees for the assessment basis 'passenger' of €2.02 per passenger aboard upon take-off, and for the assessment basis for traffic units 'cargo' of €0.95 per 100 kg inbound and outbound. This step is considered to be fair due to uncertainties regarding the effort in the subsequent years due to the re-development and future staffing of PwKs.

## 1.6 Fees for noise prevention.

As discussed, the final account for the mandatory fee for noise prevention is presented in the meeting of the user consultation. The claims after the introduction of the law on aircraft noise prevention in 2010, remain valid until 2020. Because of the legal implementation of this law in Lower Saxony, it is the duty of those affected to assert their claim. The lower building control authority is in charge of matters of noise prevention.

Receipt of applications is still low and precise predictions regarding the actually expected number of claims can hardly be made. Experience, so far, has shown that processing these claims takes a lot of time and the outflow of funds was negligible. On the basis of these data and the resulting development of costs, which is hard to predict, the airport has decided to temporarily keep the fee for noise prevention at €0.00 per novice. In spite of existing claims (roughly 222 identified objects) and an estimated cost volume of nearly €0.7m, this approach appears opportune. In the framework of the user consultation, the airport will disclose the development of claims received (claims and payments made) regarding the mandatory noise prevention scheme. The outcome will be assessed accordingly. Should, against all expectations, the outflow of funds increase, the fee will be increased as needed upon the next user consultation.

Flughafen Hannover-Langenhagen GmbH leaves the fee for noise prevention untouched.

## 2. APPLICATION

***According to §19b LuftVG, Flughafen Hannover-Langenhagen GmbH has applied with the State Ministry for the Economy, Labor, Infrastructure and Digitalization for the aforementioned amendments on landing fees, noise-related fees, as well as for***

***amendments on the fees for airships and balloons, the structural amendments and those in terms of price regarding passenger-related fees and amendments on the promotion of new routes as presented during the user consultation of June 24, 2019.***

Yours sincerely,

Flughafen Hannover-Langenhagen GmbH