

To all airlines

TRANSLATION

(German text prefer - The German version of this letter is valid.)

Ihr Zeichen	Ihre Nachricht	Unser Zeichen	Durchwahl	Datum
		AM52/Alp-NI	1269	20.07.2022

Information about upcoming amendments of airport fees at Hannover-Langenhagen Airport, effective from January 1st, 2023 (amended of landing fees, noise related fees, passenger fees, emission-based fee, fees for airship and ballons as even the parking fees)

Dear Ladies and Gentlemen,

In the framework of the user consultation on June 14th, 2022 as even on July 5th, 2022 we had detailed discussions with airline associations (BDF and BARIG) and a number of representatives from the airlines about our amended of airport fees. The meeting was then minuted and the application to adjust the airport fees as of January 1st, 2023 was submitted to the competent licensing authority on July 14th, 2022.

With this letter we are allowed to inform you about the application according to § 19b LuftVG (German Aviation Law), about the adjustment of the airport charges as of 01.01.2023.

The fee structure valid in the years 2022 will also remain unchanged from 01.01.2023. The adjustment of the individual fee rates will be carried out in accordance with the announced fees in the user consultation on June 14th, 2022. The average rate of increase is + 6.1 per cent.

Only the basic noise related fees will increase about +10.0 per cent and the fee component for the noise related fees in the night-time will be increased by about +15.0 per cent per noise category.

The following amendments were discussed on June 14th, 2022 and on July 5th, 2022 and will be submitted to the authority in charge as follows:

1.1 Landing fees

Under Section A, 1.5 c) and 1.5 f) and Section A, 2.2 the mentioned landing fees are to be amended by around +5.5 per cent to the January 01st, 2023.

Section A, 1.5 f) (General Terms)

A landing fee of € 27.52 instead of € 26.10 (plus € 1.42) is to be paid 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. 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 € 90.27 instead of € 85.60 (plus € 4.67) is to be paid.

The reduction listed under Part A, 1.5 c) for maintenance flights carried out by local aircraft hangers is to be canceled without replacement.

The fees under Part A, 2.2 for propeller, turbo jet aircrafts and aircrafts with other power unit - certified by ICAO Annex 16 will be changed from January 1st, 2023 per landing as follows:

The landing fees based on the weight of the aircraft will be adjusted as follows:

- | | | |
|---|--|---------|
| ▪ | up to 750 kg MTOM Annex 16 | |
| | Chapter 3, 6, 8, 10, 11 or 14 respectively | € 13.53 |
| | Non Annex 16 | € 44.38 |
| ▪ | over 750 kg up to 1.200 kg MTOM Annex 16 | |
| | Chapter 3, 6, 8, 10,11 or 14 respectively | € 14.76 |
| | Non Annex 16 | € 46,11 |
| ▪ | over 1.200 kg up to 2.000 kg MTOM | |
| | Annex 16 Chapter 3, 6, 8, 10, 11 oder 14 respectivey | € 19.42 |
| | Non Annex 16 | € 68.62 |

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:

- | | | |
|---|---|---------|
| ▪ | over 2,000 kg MTOM per 1,000 kg or fraction thereof | |
| | Annex 16 Chapter 3, 4, 6, 8, 10, 11 and 14 respectively | € 7.50 |
| ▪ | over 2,000 kg MTOM Annex 16 | |
| | Chapter 2 and Non Annex 16 | € 90.35 |

1.2 Noise related fees

The structure of the noise-related fees remains unchanged with 11 noise classes for take-off and landing. During the categorization, the aircraft types are further divided into 11 classes based on the noise actually measured on site. The correctness of the classification of the individual aircraft types is subsequently checked annually and changes are implemented according to the measured noise levels.

1.2.1 Noise related fees according to timeframes

1.2.2 Noise categories

The fees under Part A, 3.3, described noise categories (aircraft type definition according to ICAO) should be changed as follow:

- 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:

Category 2: LASmax – 73,99 dB (A)

New release: EC665 (Tiger), NH9

Cancellation: C525

Category 5: LASmax 78,00 - 79,99 dB (A)

New release: B739max. E295

- 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:

Category 2: LASmax – 71,99 dB (A)

New release: EC665, NH9

Cancellation: C525

Category 3: LASmax 72,00 – 74,99 dB (A)

Cancellation: E295

Category 5: LASmax 77,00 – 78,99 dB (A)

Cancellation: B739max

1.2.3 Basic noise-related fees

According to Part A, 3.4, the basic noise related fees will be adjusted with an average of plus 10.0 per cent.

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 valid from January 01, 2023:

Category	2022 per flight move- ment (per land- ing and take-off)	2023 per flight move- ment (per land- ing and take-off)
Category 1	€ 4.65	€ 5.12
Category 2	€ 19.04	€ 20.94
Category 3	€ 36.42	€ 40.06
Category 4	€ 56.24	€ 61.86
Category 5	€ 65,63	€ 72.19
Category 6	€ 68.03	€ 74.83
Category 7	€ 162,57	€ 178.83
Category 8	€ 290.50	€ 319.55
Category 9	€ 367.10	€ 403.81
Category 10	€ 2,472.80	€ 2,720.08
Category 11	€ 6,855.90	€ 7,541.49

1.2.4 Night-time surcharge

The surcharges for night times are billed in accordance with Part A, 3.2 b-d) per flight event (per landing and per take-off) according to the respective time window. The surcharges for night time under Part A, 3.5 should be adjusted in percentage terms by around +15.00 % per noise category. The structure remains unchanged.

The requested surcharges for night times according to part A, 3.5 are to be adjusted as follow from January 1st, 2023:

	2022 Night I/III per flight occurrence	2023 Night I/III per flight occurrence	2022 Night II per flight occurrence	2023 Night II per flight occurrence
Category 1	€ 18.28	€ 21.02	€ 25.74	€ 29.60
Category 2	€ 31.68	€ 36.43	€ 47.62	€ 54.76
Category 3	€ 60.59	€ 69.67	€ 91.06	€ 104.72
Category 4	€ 93.58	€ 107.62	€ 140.64	€ 161.74
Category 5	€ 109.20	€ 125.58	€ 164.12	€ 188.74
Category 6	€ 113.19	€ 130.17	€ 170.14	€ 195.64
Category 7	€ 270.48	€ 311.05	€ 406.53	€ 467.51
Category 8	€ 483.32	€ 555.82	€ 726.43	€ 835.39
Category 9	€ 610.74	€ 702.35	€ 917.96	€ 1,055.65
Category 10	€ 4,114.07	€ 4,731.18	€ 6,183.56	€ 7,111.09
Category 11	€ 11,406.30	€ 13,117.25	€ 17,144.01	€ 19,715.61

1.3 Emission-based landing fee

According to [Part A, 4](#), emission-based landing fee is to be paid. According to the consultation, the previously approved fee rate will be adjusted with an average of plus 5.67 per cent (€ 0,17) from € 3,00 to € 3,17 per unit.

1.4 Passenger fees

According to [Part A, 5](#), a passenger fee is to be paid. The structure of the passenger fees will be unchanged. The passenger fees will be charged on the basis of the number of passengers on board upon each landing and take-off. The amount of the fee is roughly to be raised by 5.42 per cent for flights for those traveling inside the EU and for those traveling outside the EU the charge will be raised by 5.68 per cent.

According to [Part A, 5.1](#), the passenger fee for all commercial air traffic, military traffic (traffic types 91, 92, 93), for civil troop charters (traffic type 35) and business air transport ([Part A, 1.6](#)) as well as government flights (traffic type 73) is to be 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.

The following amendments in the amount are to be made from January 01st, 2023 as follow:

The passenger fee is:

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

**€ 6,42 per passenger on board at take-off and
per passenger on board at landing**

- if 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)

**€ 6.88 per passenger on board at take-off and
per passenger on board at landing**

1.5 Security fees

As agreed, the precalculated security fee set in the current year for the following year will be finalized after the end of the respective calendar year and the excess and deficit will be compensated for in the year after next.

The security fee is viewed as an overall system and includes cost components that are exclusively assigned to passenger traffic as well as mixed and pure freight traffic.

The final invoice for 2021 showed a deficit between income and expenditure of minus € 2,825 thousand. This shortfall is mainly due to the service provider's increase in personnel costs and the lack of revenue due to the decline in traffic caused by the corona pandemic. Extensive measures to reduce costs were introduced (e.g. reduction in the number of staff and opening times in the personnel and goods controls and the boarding pass control) in order to react to the changed traffic situation. The loss of revenue could not be compensated by the cost-saving measures listed

Derived from the scenario for 2023, the costs from the EU Aviation Security Regulation and the Aviation Security Act total € 8,993 thousand. Flughafen Hannover-Langenhagen GmbH contributes € 1,513 thousand as a own share. This corresponds to about 19.70% of the total costs. By assuming this own share, only about 80.30% of the total costs are borne by the users.

With the adjustment of the security fees as of January 1, 2022, coverage of the expected current annual costs in the fee area is to be realized in 2023.

Flughafen Hannover-Langenhagen GmbH hasn't therefore applied for an increase of the security fees. The fees will be valid unchanged with € 2.60 per passenger as of January 1st, 2023, and with € 1.11 per fraction of a traffic unit (unit = for every 100 kg payload inbound and outbound or fraction thereof).

1.6 Fees for airships and balloons

According to Section A, Section A, 7, fees for airships and balloons are to be paid.

The anchor mast fee according Part A, 7.2 a) will adapted as follow:

Mooring mast fees for airships with a total length of 49.99 m are to be raised by € 11.38 from € 208.70 to € 220.08.

For airships with a total length of between 50.00 m and 59.99 m, this charge is to be raised by € 14.25 from € 260.89 to € 275.14.

For airships with a total length of over 60.00 m the mooring mast fee is to be raised by € 17.10 from € 313.08 to € 330.18.

The share of the landing fee which is based on the MTOM of a zeppelin (Section A, 7.2(b)) will be raised by € 0.85 from € 15.65 to € 16.50 per each 1.000 kg or part thereof of the MTOM, effective from January 1st, 2023.

According to Part A, 7.3 the take-off fee for balloons is to be raised by € 5.69 from € 104.35 to € 110.04.

1.7 Parking fees

According to Section A, 8, the parking fees have to be paid. The structure will be unchanged. In the case of parking fees, the tonnage and time-related fees will be increased by 5.65 per cent in accordance with the framework agreement from € 2.30 by € 0,13 to € 2.43 as of 01.01.2023. The minimum price increases from € 5.06 by € 0.28 to € 5.34.

1.8 Fees for noise prevention

As agreed, the provisional final invoice for the statutory noise abatement fee will be presented at the user consultation meeting at regular intervals. The claims determined in 2010 after the introduction of the Aircraft Noise Protection Act apply until 2020. Due to the legal implementation of the Noise Protection Act in Lower Saxony, it is up to those affected to assert their claims. The lower building authority is responsible for processing applications for noise protection.

The receipt of applications for open claims that have not yet been finally assessed and settled (approx. 247 residential units / identified objects) has been assessed with a roughly estimated cost volume of around € 1.4 million. This is offset by fees still available - already in the past - received in the amount of € 1.4 million. This means that sufficient liquid funds are still available to cover the financial needs of

the residents. As part of the user consultation, the airport reported on the development of claims (applications received and payments made) for the statutory noise protection program and assessed them accordingly (see above). In all likelihood there will be a final calculation in 2023.

Flughafen Hannover-Langenhagen GmbH will leave the noise protection fee unchanged as of January 1st, 2023.

1.9. Promotion of new routes

Terms and frame conditions for new routes will remain unchanged.

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, passenger fees, emission-based fee, fees for airship and balloons as even the parking fees as presented during the user consultations of June 14th, 2022 and July 05th, 2022.

Yours sincerely,

Flughafen Hannover-Langenhagen GmbH