

**To all Airlines**

TRANSLATION

(German text prefer)

Ihr Zeichen	Ihre Nachricht	Unser Zeichen	Durchwahl	Datum
		VF52/Alp-NI	1269	23.07.2020

**Information about upcoming amendments of airport fees at Hannover-Langenhagen Airport, effective from January 1<sup>st</sup>, 2021 (amended of landing fees, noise related fees, passenger fees, fees for airship and ballons, parking fees as of promotion for new routes)**

Dear Ladies and Gentlemen,

In the framework of the user consultation on June 24<sup>th</sup>, 2020, we had detailed discussions with airline associations and a number of representatives from the airlines about our amended of airport fees. Minutes were taken from the meeting and an application for amendment of airport fees effective from January 1<sup>st</sup>, 2021 will be handed in at the authority in charge on July 23<sup>rd</sup>, 2020.

We are writing to let you know about the request for amendments effective January 1<sup>st</sup>, 2021 submitted to the approving authority according to § 19b LuftVG (German Aviation Law).

The structure of the applicable fees compared with the year 2020 remains unchanged. The increase of the fees is based on the contractual solution of the framework agreement "Entgeltrahmen-Vereinbarung" between Hannover Airport (HAJ) and the user. From January 1<sup>st</sup>, 2021 all fees will be adjusted with an average of plus 2.15 percent per fee in line with the actual framework agreement. Only the emission-related fee remains unchanged at the request of the airline representatives and the representatives of the associations. This means as a compensation for the unchanged emission-based landing fee the weight based landing fee (for aircrafts over 2.000 kg MTOM) will increase with an extra cent plus € 0,01 (€ 6,96 instead € 6,95) per t of MTOM.

The following amendments were discussed on June 24<sup>th</sup>, 2020 and will be submitted to the authority in charge as follows:

### 1.1 Landing fees

Under Section A, 1.5 (f) and Section A, 2 the mentioned landing fees are to be amended by around + 2.15 per cent to the January 01<sup>st</sup>, 2021.

#### Section A, 1.5 (f) (General Terms)

A landing fee of €25.54 instead of € 25.00 (plus € 0.54) 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 € 83.76 instead of € 82.00 (plus € 1.76) is to be paid.

The fees under Section A, 2.2 for propeller, turbo jet aircrafts and aircrafts with other power unit - certified by ICAO Annex 16 will be changed from January 1<sup>st</sup>, 2021 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 weight accordingly     | € 12.56 |
|   | Non Annex 16   | € 41.20 |
| ▪ | over 750 kg up to 1.200 kg MTOM Annex 16             |         |
|   | Chapter 3, 6, 8, 10,11 or 14 weight accordingly      | € 13.69 |
|   | Non Annex 16   | € 42.81 |
| ▪ | over 1.200 kg up to 2.000 kg MTOM                    |         |
|   | Annex 16 Chapter 3, 6, 8, 10, 11 oder 14 accordingly | € 18.03 |
|   | Non Annex 16   | € 63.70 |

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 Annex 16                    |        |
|   | Chapter 3, 4, 6, 8, 10, 11 and 14 respectively | € 6.96 |
| ▪ | over 2,000 kg MTOM Annex 16                    |        |

## 1.2 Noise-related fees

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 01<sup>st</sup>, 2021, regarding noise related fees and noise categories have been submitted to the authority in charge as follows:

### 1.2.1 Noise categories

The fees under Section 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: unchanged

To rearrange from Category. 2 to Category 4: B190

Category 4: LASmax 76,00 – 77,99 dB (A)

New release: B190, GL7T

To rearrange from Category 4 to Category 5: FA7X

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

New release: FA7X

- 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: unchanged

To rearrange from Category 2 to Category 3: GLEX, GLF6

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

New release: GLEX, GLF6, GL7T

To rearrange from Categorie 3 to Categorie 4: E170, E190

Category 4: LASmax 75,00 – 76,99 dB (A)

New release: E170, E190

To rearrange: unchanged

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

New release: unchanged

To rearrange: Category 5 to Category 6: B733

Category 6: LASmax 79,00 – 80,99 dB (A)

New release: B733

1.2.2 Basic noise-related fees

According to Section A, 3.4, the basic noise related fees will be adjusted with an average of plus 2.15 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 Section A, 3.2.a) per flight occurrence (per landing and per take-off) in the following amounts per noise category:

Category	2020 per flight movement (per landing and take-off)	2021 per flight movement (per landing and take-off)
Category 1	€ 4.45	€ 4.55
Category 2	€ 18.25	€ 18.64
Category 3	€ 34.90	€ 35.65
Category 4	€ 53.90	€ 55.06
Category 5	€ 62.90	€ 64.25
Category 6	€ 65.20	€ 66.60
Category 7	€ 155.80	€ 159.15
Category 8	€ 278.40	€ 284.39
Category 9	€ 351.80	€ 359.36
Category 10	€ 2,369.80	€ 2,420.75
Category 11	€ 6,570.30	€ 6,711.56

1.2.3 Night-time surcharge

Night-time surcharges are based on Section A, No. 3.2 b-d) and are raised per flight movement (per landing and take-off) according to the respective time window. The surcharge for the night-time according Section A, 3.5 is around + 2.15 percent

and has to be amended to the each noise class due to the framework agreement. The structure of night-times is not to change. The night surcharges under Section A, 3.5 are to be amended from January 1<sup>st</sup>, 2021, as follows:

	<b>2020 Night I/III per flight occurrence</b>	<b>2021 Night I/III per flight occurrence</b>	<b>2020 Night II per flight occurrence</b>	<b>2021 Night II per flight occurrence</b>
Category 1	€ 17.38	€ 17.75	€ 24.46	€ 24.99
Category 2	€ 30.11	€ 30.76	€ 45.26	€ 46.23
Category 3	€ 57.59	€ 58.83	€ 86.55	€ 88.41
Category 4	€ 88.94	€ 90.85	€ 133.67	€ 136.54
Category 5	€ 103.79	€ 106.02	€ 155.99	€ 159.34
Category 6	€ 107.58	€ 109.89	€ 161.70	€ 165.18
Category 7	€ 257.07	€ 262.20	€ 386.38	€ 394.69
Category 8	€ 459.36	€ 469.24	€ 690.43	€ 705.27
Category 9	€ 580.47	€ 592.95	€ 872.46	€ 891.22
Category 10	€ 3,910.17	€ 3,994.24	€ 5,877.10	€ 6,003.46
Category 11	€ 10,841.00	€ 11,074.08	€ 16,294.34	€ 16,644.67

In accordance with the framework agreement, Section A, 3.6 is **new** and will be added to the List of Fees from January 01<sup>st</sup>, 2021. From January 01<sup>st</sup>, 2021 the surcharges for night-time according to Section A, 3.2 b-d will be charged for each flight event (per landing and per take-off) according to the respective time window for the aircraft types listed below, which are used to reduce noise at Hannover Langenhagen Airport. A reduction of the night-time surcharge of Section A, 3.5 for selected aircrafts is 10 per cent. Eligible aircraft types are A320 Neo, B737 Max-family, former Bombardier C-Series (Airbus A220). This reduction in the night-time surcharge is intended as a special incentive to these lower-noise aircraft types at Hanover-Langenhagen Airport.

### 1.3 Emission-based landing fee

According to Section A, 4., emission-based landing fee is to be paid. The fee currently approved remains valid - no amendments will apply. No amendments have been filed. This has been agreed at the request of the airline representatives and the associations. As a compensation, the weight-dependent landing fees have been increased by additional € 0.01 as agreed. This change has been noted accordingly in the minutes of the user consultation.

### 1.4 Passenger fees

According to Section 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 2.15 per cent. The division of passenger fees for those traveling inside the EU and those traveling outside the EU will be not change in the structure.

According to Section 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 (Section 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.

The following amendments in the amount are to be made from January 01<sup>st</sup>, 2021 as follow:

The passenger fee is

**€ 5.96 per passenger on board attake-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 inside the EU or a that is by contract bound to the EU (Switzerland, Iceland, Norway)

**€ 6.37 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)

## **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 2019 has resulted in a debit balance between revenue and costs of minus € 145,000. This debit balance results from an increase regarding the increase in personnel costs for own staff and for the staff of the service providers..

Flughafen Hannover-Langenhagen GmbH supports an own share of € 5,628,000 of the total of € 1,013,000 for 2021 from the EUVO Luftsicherheit (Aviation Security) according to the Civil Aviation Security Law. This accounts for roughly 18 per cent of the total cost and has as a result that the users of our airport will incur only roughly 82 per cent 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 up to the July 1<sup>st</sup>, 2021. This step is agreed in the user consultation.

## **1.6 Fees for airships and balloons**

According to Section A, 7, fees for airships and balloons are to be paid. The share of the landing fee which is based on the MTOM of a zeppelin (Section A, 7.2(b)) will be raised by € 0.32 from € 15.00 to € 15.32 per each 1.000 kg or part thereof of the MTOM, effective from January 1<sup>st</sup>, 2021.

Mooring mast fees for airships with a total length of 49.99 m are to be raised by € 4.30, from € 200.00 to € 204.30.

For airships with a total length of between 50.00m and 59.99m, this charge is to be raised by € 5.38 from € 250.00 to € 255.38.

For airships with a total length of over 60.00m the mooring mast fee is to be raised by € 6.45 from € 300.00 to € 306.45.

The take-off fee for balloons is to be raised by € 100.00, from € 2.15 to € 102.15.

## **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 2.15 per cent in accordance with the framework agreement from € 2.20 by € 0,05 to € 2.25 as of 01.01.2021. The minimum price increases from € 4.85 by € 0.10 to € 4.95.

## **1.8 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 535 identified objects) and an estimated cost volume of nearly € 2.1 million this approach appears opportune. In the past the amount of the fees for noise prevention ist € 2.4 million

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.

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

### **1.9. Promotion of new routes**

Terms and frame conditions for new routes will remain unchanged. Only the basic time frame for the definition of a new route has been modified.

According to Section A, 10.2. under conditions for new routes, until now agreed with two years, the new definition from January 01<sup>st</sup>, 2021 is that a new route is a new route, when this route has not be operated in the whole last year prior to the new commencement.

## **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, fees for airship and balloons, parking fees and for promotion of new routes as presented during the user consultation of June 24<sup>th</sup>, 2020.

Yours sincerely,

Flughafen Hannover-Langenhagen GmbH