

**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	1269	15.11.2023

**Information about upcoming amendments of airport fees at Hannover-Langenhagen Airport, effective from April 1<sup>st</sup>, 2024 (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 October 10<sup>th</sup>, 2023 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 April 1<sup>st</sup>, 2024 was submitted to the competent licensing authority on November 10<sup>th</sup>, 2023.

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 01.04.2024.

The fee structure valid in the years 2024 will also remain unchanged from 01.04.2024. The adjustment of the individual fee rates will be carried out in accordance with the announced fees in the user consultation on October 10<sup>th</sup>, 2023.

The basic noise related fees will increase about +3.0 per cent (exception categorie 2 plus 6%) and the fee component for the noise related fees in the night-time will be increased by about +10.0 per cent per noise category.

The following amendments were discussed on October 10<sup>th</sup>, 2023 and are submitted for approval to the authority in charge as follows:

## 1.1 Landing fees

List of Fees Part A, Section 2.2 the mentioned landing fees are to be amended by around +3.0 per cent valid from April 01<sup>st</sup>, 2024.

Section A, 1.5 e) (General Terms):

A landing fee of € 28.90 instead of € 27.52 (plus € 1.38) 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 € 94.78 instead of € 90.27 (plus € 4.51) is to be paid. The mentioned landing fees are to be amended by around +5.0 per cent to the April 01<sup>st</sup>, 2024

Flughafen Hannover-Langenhagen GmbH intends to provide incentives for environmentally friendly flying and to support these developments towards sustainable air traffic accordingly. The following wording is to be included as Part A, Section 1.5 (g) in the 2024 List of Fees:

Part A, 1.5 (g) Promotion of the use of an electric aircraft or an aircraft powered by green hydrogen:

Flughafen Hannover-Langenhagen GmbH will only grant a discount of 100% on the landing charges listed under 2.2 for the use of an exclusively electric or green hydrogen-powered passenger aircraft in regular flight services and for general aviation flights to and from Hanover upon application and proof by the aircraft operator. A minimum number of flight movements is not required for the granting of this subsidy. The burden of proof and application lies with the aircraft operator.

The fees under Part A, Section 2.2 for propeller, turbo jet aircrafts and aircrafts with other power unit - certified by ICAO Annex 16 will be changed from April 1<sup>st</sup>, 2024 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 € 14.14  
Non Annex 16 € 46.38

▪	over 750 kg up to 1.200 kg MTOM Annex 16	
	Chapter 3, 6, 8, 10,11 or 14 respectively	€ 15.42
	Non Annex 16	€ 48.18
▪	over 1.200 kg up to 2.000 kg MTOM	
	Annex 16 Chapter 3, 6, 8, 10, 11 oder 14 respectively	€ 20.29
	Non Annex 16	€ 71.71

The mentioned landing fees are to be amended by around +4.5 per cent.

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	€ 7.73
	Non Annex 16	€ 93.95

## 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, Section 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: BE4W, C700, GA5C, KA32

- 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: BE4W, C700, KA32

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

Cancellation: GA5C

**1.2.3 Basic noise-related fees**

According to Part A, Section 3.4, the basic noise related fees will be adjusted with an average of plus 3.0 per cent. Only the basic charge for noise category 2 will be increased by around +6.0%.

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, Section 3.2.a per flight occurrence (per landing and per take-off) in the following amounts per noise category valid from April 01<sup>st</sup>, 2024:

Category	Fee 2023 per flight movement (per landing and take-off)	Fee valid from 01.04.2024 per flight movement (per landing and take-off)
Category 1	€ 5.12	€ 5.29
Category 2	€ 20.94	€ 22.21
Category 3	€ 40.06	€ 41.26
Category 4	€ 61.86	€ 63.72
Category 5	€ 72.19	€ 74.36
Category 6	€ 74.83	€ 77.08
Category 7	€ 178.83	€ 184.19
Category 8	€ 319.55	€ 329.14
Category 9	€ 403.81	€ 415.92
Category 10	€ 2,720.08	€ 2,801.68
Category 11	€ 7,541.49	€ 7,767.73

**1.2.4 Night-time surcharge**

The surcharges for night times are billed in accordance with Part A, Section 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, Section 3.5 should be adjusted in percentage terms by around +10.0 % per noise category. The structure remains unchanged.

The requested surcharges for night times according to Part A, Section 3.5 are to be adjusted as follow from April 1<sup>st</sup>, 2024:

	2023 Night I/III per flight occurrence	Fee valid from 01.04.2024 Night I/III per flight occurrence	2023 Night II per flight occurrence	Fee valid from 01.04.2024 Night II per flight occurrence
Category 1	€ 21.02	€ 23.12	€ 29.60	€ 32.56
Category 2	€ 36.43	€ 40.07	€ 54.76	€ 60.24
Category 3	€ 69.67	€ 76.64	€ 104.72	€ 115.19
Category 4	€ 107.62	€ 118.38	€ 161.74	€ 177.91
Category 5	€ 125.58	€ 138.14	€ 188.74	€ 207.61
Category 6	€ 130.17	€ 134.19	€ 195.64	€ 215.20
Category 7	€ 311.05	€ 342.16	€ 467.51	€ 514.26
Category 8	€ 555.82	€ 611.40	€ 835.39	€ 918.93
Category 9	€ 702.35	€ 772.59	€ 1,055.65	€ 1,161.22
Category 10	€ 4,731.18	€ 5,204.30	€ 7,111.09	€ 7,822.20
Category 11	€ 13,117.25	€ 14,428,98	€ 19,715.61	€ 21,687,17

According to the Part A, Section 3.6, the discount for modern aircrafts (B737Max, A220 and A320Neo) is to remain in place in the new List of Fees as an incentive for airlines to invest in quieter aircraft.

### 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 10.00 per cent (plus € 0,32) from € 3,17 to € 3,49 per unit.

### 1.4 Passenger fees

According to Part A, Section 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 charges will be increased by an average of +2.0% for EU destinations and by an average of +4.0% for non-EU destinations. As a result, the non-EU/EU spread will increase slightly from 7.1% to around 9.3%. The division of passenger charges into charges for passengers traveling within the EU and non-EU passengers will remain unchanged. The further spread and disproportionate increase in non-EU fees is due to the more causal allocation of costs (costs of passenger facilities) in the remuneration report for 2024.

According to Part A, 5.1, the passenger fee for all commercial air traffic (traffic types 11 - 59), military traffic (traffic types 91, 92, 93), for civil troop charters (traffic type 35) and business air transport (Part A, Section 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 April 01<sup>st</sup>, 2024 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)

**€ 6.55 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)

**€ 7.16 per passenger on board at take-off and  
per passenger on board at landing**

## 1.5 Security fees

As agreed in the user consultation the wish of the users was that the pre-calculated security fees determined in the current year for the following year be finally calculated after the end of the respective calendar year. The result is, that over- and under-recovery be balanced in the following year (n+1) or taken into account within the fee as part of the cash register function. FHG meets this requirement. Previously, the over- and under-recovery was always offset in the year after next (n+2).

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

The final calculation for the year 2022 showed a deficit between income and expenditure of minus € 4,209 thousand. This shortfall is mainly due to the increase in the service provider's personnel costs and the traffic-related extension of PwK's opening hours. Opening hours are planned in line with demand and are geared towards providing services as efficiently as possible, taking into account operational requirements.

Derived from the scenario for 2024, the costs from the EU Aviation Security Regulation and the Aviation Security Act total € 11,065 thousand. Flughafen Hannover-Langenhagen GmbH contributes € 1,890 thousand as a own share. This corresponds to about 23.3% of the total costs. By assuming this own share, only about 76.7% of the total costs are borne by the users.

From today's perspective, FHG will already be able to reduce a small amount of the accumulated losses from previous years in 2023 with the planned fee amount and the resulting fee volume through a calculated surplus (pre-calculated status: 10.10.23) of € 285 thousand. This positive trend will continue in 2024.

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 April 1<sup>st</sup>, 2024, 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 7, fees for airships and balloons are to be paid. The mentioned landing fees for airships and balloons are to be amended by around +5.0 per cent to the April 01st, 2024.

The anchor mast fee according Part A, Section 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 € 11.00 from € 220.08 to € 231.08.

For airships with a total length of between 50.00 m and 59.99 m, this charge is to be raised by € 13.76 from € 275.14 to € 288.90.

For airships with a total length of over 60.00 m the mooring mast fee is to be raised by € 16.51 from € 330.18 to € 346.69.

The share of the landing fee which is based on the MTOM of a zeppelin (Part A, Section 7.2(b)) will be raised by € 0.83 from € 16.50 to € 17.33 per each 1.000 kg or part thereof of the MTOM, effective from April 1<sup>st</sup>, 2024.

According to Part A, Section 7.3 the take-off fee for balloons is to be raised by € 5.50 from € 110.04 to € 115.54.

## **1.7 Parking fees**

According to Part A, Section 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 3.3 per cent in accordance with the framework agreement from € 2.43 by € 0,08 to € 2.51 as of 01.04.2024. The minimum price increases from € 5.34 by € 0.16 to € 5.50.

## **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 Saxo-

ny, it is up to those affected to assert their claims. The "Untere Baubehörde" 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. 221 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 € 0.9 million. This means that sufficient liquid funds are not anymore able to cover the financial needs of the residents. In terms, there is a shortfall of around € 0.5 thousand. This is the result of an assessment of the approximately 221 existing reimbursement applications with an average claim of € 6.3 thousand per residential unit. 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 2024 or 2025 with an open result.

Flughafen Hannover-Langenhagen GmbH will leave the noise protection fee unchanged as of April 1<sup>st</sup>, 2024.

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

The new route funding program contained in the fee schedule under Part A, Section 10 is to be amended as follows. The previous new route funding program is to be replaced with effect from 01.04.2024 and will be replaced by a modified program. The mode of operation of the new program is much simpler and more transparent than the rather complex 60/40/20 previous program. As a structural change, the new funding program provides for an incentive per departing passenger.

The general conditions for granting new route subsidies remain unchanged from the previous 60/40/20 program.

In addition to the structural changes to the new route promotion just presented, Flughafen Hannover-Langenhagen GmbH will also launch a temporary additional promotion program "HAJlights" in Part A, Section 10.3.2. This program only applies to the "TOP 10 unserved routes", which were determined on the basis of market research activities as part of the analysis of transfer traffic (based on PTMs). The data basis for this is traffic 2022.

Furthermore, the promotion also applies to all routes to Italy, as not a single airport in Italy is currently served by direct flights from Hanover. Based on historical data, Italy is therefore the top destination country not served.

The additional promotion program is accordingly limited to the TOP 10 unserved destinations and the top unserved destination country. An additional condition for granting the additional subsidy of € 5 per departing passenger in years one, two and three from the start of the route is that the new route must be launched in the period 01.04. up to 31.12.2024. All other conditions of the general new route funding program also apply to the additional funding. The special funding serves as an instrument for pursuing public or general interests in the timely development of new routes that meet the mobility requirements of the population and economy of Lower



Saxony. The terms and conditions of the new new line funding program and the additional funding program "HAJlights" are as follows:

	<b>Incentive for new routes with flight route up to 4,499 km</b> (Routes that were not flown in the entire previous calendar year)	<b>Incentive for new routes with flight route as of 4,500 km</b> (Routes that were not flown in the entire previous calendar year)
Kind of incentive	Refund of fees paid if the incentive conditions are met	
Conditions of incentive	<ul style="list-style-type: none"> <li>• The incentive route is not flown in the entire previous calendar year</li> <li>• Existing conditions and exclusion criteria remain unchanged (see List of Fees 2023)</li> </ul>	
Maximum period for incentive	3 years	3 years
Reimbursement of fees per departing passenger	1. year: € 15.00 2. year: € 10.00 3. year: € 5.00	1. year: € 20.00 2. year: € 15.00 3. year: € 10.00

Promotion program for new routes valid from 01.04.2024

<b>Special incentive for destinations /destination country Italy in the year 2024</b>	<b>TOP 10 unattended destinations:</b> Lisbon (LIS), Madrid (MAD), Dublin (DUB), Stockholm (ARN), Budapest (BUD), Tel Aviv (TLV), Porto (OPD), Beirut (BEY), Nizza (NCE), Manchester (MAN)	<b><u>All commercial airports in the destination country Italy</u></b>
Kind of incentive	Refund of fees paid if the incentive conditions are met in relation to the destination/ destination country	
Conditions of incentive	<ul style="list-style-type: none"> <li>• The incentive route is not flown in the entire previous calendar year</li> <li>• Existing conditions and exclusion criteria remain unchanged (see List of Fees 2023)</li> </ul>	
Maximum period for incentive	Routes must be taken up in the period 01.04.2023-31.12.2023. The airline that serves the route first will receive special incentive for each destination (application required)	
Reimbursement of fees per departing passenger	1. year: € 5.00 2. year: € 5.00 3. year: € 5.00	

Additional limited support program "HAJlights" from 01.04.2024-31.12.2024

With this program, FHG actively supports the airlines in the development of a new route portfolio and at the same time promotes a possible expansion of the route portfolio from Hanover.

Subsidies from the new route program have a revenue-reducing effect on the income from §19b LuftVG charges. The aim of the funding is to quickly attract additional passengers, which can have a positive effect on future fee adjustments and the increase in the coverage ratio in the paragraph 19b LuftVG fee area in terms of location costs.

## **2. Application**

According to §19b LuftVG, Flughafen Hannover-Langenhagen GmbH has applied with the State Ministry for the Economy, Construction, 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 consultation of October 10<sup>th</sup>, 2023.

Yours sincerely,

Flughafen Hannover-Langenhagen GmbH