

Information about upcoming amendments of airport fees at Hannover-Langenhagen Airport, effective from January 1st, 2025 (amended of landing fees, noise related fees, passenger fees, emission-based fee, fees for airship and balloons as even the parking fees)

In the framework of the user consultation on June 05th, 2024 and according to Art. 19b Air Traffic Act (LuftVG) we had detailed discussions with airline associations (BDF) and a number of representatives from the airlines about our amended of airport fees.

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 01.01.2025.

The fee structure valid in the years 2024 will also remain unchanged from 01.01.2025.

The following amendments were discussed on June 05th, 2024 and will be submitted for approval to the authority in charge as follows:

1.1 Landing fees

Part A, Section 1.5 e) (General Terms):

A landing fee of € 29.71 instead of € 28.90 (plus € 0.81) 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 € 97.43 instead of € 94.78 (plus € 2.65) is to be paid. The mentioned landing fees are to be amended by around +2.8 per cent to the January 01st, 2025.

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 adjusted from January 1st, 2025 per landing by around 2,8 % 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 € 14.54
Non Annex 16 € 47.68
- over 750 kg up to 1.200 kg MTOM Annex 16
Chapter 3, 6, 8, 10,11 or 14 respectively € 15.85
Non Annex 16 € 49.53
- over 1.200 kg up to 2.000 kg MTOM
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:

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

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 3 (landing): LASmax 74,00 up to 75,99 dB (A)

new release: GL5T, GLEX

Category 4 (landing): LASmax 76,00 up to 77,99 dB (A)

new release: C560

Category 5 (landing): LASmax 78,00 up to 79,99 dB (A)

new release: C56X

Category 6 (landing): LASmax 80,00 up to 81,99 dB (A)

New release: E190, E195

Category 7 (landing): LASmax 82,00 up to 83,99 dB (A)

New release: A332, A333, LP3, P180, MD82

- 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 (take-off): LASmax up to 71,99 dB (A)

New release: BCS1, BCS3

Category 3 (take-off): LASmax 72,00 up to 74,99 dB (A)

New release: A20N, GALX

Category 4 (take-off): LASmax 75,00 up to 76,99 dB (A)

New release: A319, CRJ9, E295

Category 5 (take-off): LASmax 77,00 up to 78,99 dB (A)

New release: B734, E190, E195, LP3

Category 6 (take-off): LASmax 79,00 up to 80,99 dB (A)

New release: A332

Category 9 (take-off): LASmax 85,00 up to 86,99 dB (A)

New release: MD82

1.2.3 Basic noise-related fees

According to Part A, Section 3.3, the basic noise related fees will be adjusted with an average of plus 3.4 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, Section 3.2.a) per flight occurrence (per landing and per take-off) in the following amounts per noise category valid from January 01st, 2025:

Category	Fee 04/2024 per flight movement (per landing and take-off)	Fee 01/2025 per flight movement (per landing and take-off)
Category 1	€ 5.29	€ 5.47
Category 2	€ 22.21	€ 22.85
Category 3	€ 41.26	€ 42.66
Category 4	€ 63.72	€ 65.89
Category 5	€ 74.36	€ 76.89
Category 6	€ 77.08	€ 79.74
Category 7	€ 184.19	€ 190.45
Category 8	€ 329.14	€ 340.33
Category 9	€ 415.92	€ 430.06
Category 10	€ 2,801.68	€ 2,896.94
Category 11	€ 7,767.73	€ 8,031.83

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 January 1st, 2025:

Category	Surcharge 04/2024 Night I/III per flight occurrence	Surcharge 01.01.2025 Night I/III per flight occurrence	Surcharge 04/2024 Night II per flight occurrence	Surcharge 01.01.2025 Night II per flight occurrence
Category 1	€ 23.12	€ 25.43	€ 32.56	€ 35.82
Category 2	€ 40.07	€ 44.08	€ 60.24	€ 66.26
Category 3	€ 76.64	€ 84.30	€ 115.19	€ 126.71
Category 4	€ 118.38	€ 130.22	€ 177.91	€ 195.70
Category 5	€ 138.14	€ 151.95	€ 207.61	€ 228.37
Category 6	€ 143.19	€ 157.51	€ 215.20	€ 236.72
Category 7	€ 342.16	€ 376.38	€ 514.26	€ 565.69
Category 8	€ 611.40	€ 672.54	€ 918.93	€ 1,010.82
Category 9	€ 772.59	€ 849.85	€ 1,161.22	€ 1,277.34
Category 10	€ 5,204.30	€ 5,724.73	€ 7,822.20	€ 8,604.42
Category 11	€ 14,428.98	€ 15,871.68	€ 21,687.17	€ 23,855.89

According to the [Part A, Section 3.6](#), the discount for modern aircraft (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, Section 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 € 0.35) from € 3.49 to € 3.84 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 +3.4% for EU destinations and for non-EU destinations.

The division of passenger charges into charges for passengers traveling within the EU and non-EU passengers will remain unchanged. The 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.

The following amendments in the amount are to be made from January 01st, 2025 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)

**€ 6.77 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)

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

1.5 Security fees

According to Part A, Section 6 and 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 underrecovery 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.

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 2023 showed a shortfall between income and expenses of minus € 3,700 thousand. This shortfall is mainly due to the increase in the service provider's personnel costs. Opening hours are planned in line with demand and are geared towards providing services as efficiently as possible, taking into account operational requirements. For the year 2024, a pre-calculated shortfall in the amount of € 8,500 thousand, taking into account the losses carried forward from 2022 and 2023. This has been implemented as agreed at the request of the airlines.

Derived from the scenario for the year 2025, the costs from the EU Aviation Security Regulation and the Aviation Security Act total € 10,523 thousand, of which Flughafen Hannover-Langenhagen GmbH bears € 2,315 thousand as its own share for the non-aviation area. This corresponds to approximately 21.30 % of the total costs. By assuming this own share, around 78.70 % of the total costs are borne by the users. In addition, there is the shortfall from 2024 of around € 8,469 thousand, which will be carried forward to 2025 (n+1). From today's perspective, FHG will already be able to reduce a small amount of the accumulated losses from previous years in 2025 with the planned fee amount and the resulting fee volume through a calculated surplus (pre-calculated status: 05.06.24) in the amount of € 398 thousand.

		IST 2022 (in K €)	IST 2023 (in K€)	FC 2024 (in K€)	PLAN 2025 (in K€)
Revenue		5.540	6.297	7.269	8.606
Personnel Expenditure	FHG	2.328	2.885	3.106	3.137
	Service provider	4.706	4.996	5.655	6.182
Operating and maintenance costs		71	96	96	97
Equipment and room rentals		425	542	542	569
Capital costs	depreciation	273	299	299	275
	Insurance rate	209	225	225	203
Other costs		103	46	46	60
Costs		8.115	9.089	9.969	10.523

Cost sharing FHG	1.890	1.934	2.124	2.315
Transferred cost coverage from previous years	-3.524	-2.826	-7.893	-8.469
Cost amount	9.749	9.981	15.738	16.677
Contribution margin each running year without carryovers	-685	-858	-576	398
Contribution margin accumulated	-4.209	-3.684	-8.469	-8.071
Fee per passenger on board at take-off / 100 kg freight+mail in+out	2,60 € / 1,11 €	2,60 € / 1,11 €	2,60 € / 1,11 €	2,85 € / 1,20 €

Flughafen Hannover-Langenhagen GmbH will therefore adjust the security charges as follows as of 01.01.2025. The security charges for the assessment basis per passenger on board at take-off will increase from € 2.60 by € 0.25 to € 2.85 and for the assessment basis per VE for freight charges from € 1.11 by € 0.09 to € 1.20 per VE. (VE = per 100 kg of air freight or part thereof on arrival and departure).

1.6 Fees for airships and balloons

According to Part 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 January 01st, 2025.

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 € 11.55 from € 231.08 to € 242.63. For airships with a total length of between 50.00 m and 59.99 m, this charge is to be raised by € 14.45 from € 288.90 to € 303.35. For airships with a total length of over 60.00 m the mooring mast fee is to be raised by € 17.33 from € 346.69 to € 364.02.

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 € 0.87 from € 17.33 to € 18.20 per each 1.000 kg or part thereof of the MTOM, effective from January 1st, 2025.

According to Part A, Section 7.3 the take-off fee for balloons is to be raised by € 5.78 from € 115.54 to € 121.32.

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 unchanged as well it amounts € 2.51 as of 01.01.2025. The minimum price is unchanged by € 5.50.

1.8 Fees for noise prevention

According to Part A Section 9 it is agreed, that 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 "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. 197 residential units / identified objects) has been assessed with a roughly estimated cost volume of around € 1.3 million. This is offset by fees still available - already in the past - received in the amount of € 0.6 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 € 0.7 million. This is the result of an assessment of the approximately 197 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 2026 or 2027 with an open result.

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 terms and conditions of the new line funding program Part A, Section 10.3.1 are as follows:

Abstract Part A Section: 10.3.1 (translation):

General new route funding program	New routes up to 4,499 km flight distance (Routes that were not flown in the entire previous calendar year)	New routes from 4,500 km flight distance (Routes that were not flown in the entire previous calendar year)
Type of funding	Reimbursement of fees paid when the funding conditions are met	
Affected fees	Landing fees, noise related fees, passenger- and parking fees (§19b Traffic Act (LuftVG) fees)	
Reservation of eligibility for funding	<ul style="list-style-type: none"> - Existing route must not have been flown during the entire past calendar year - Existing conditions and exclusion criteria remain unchanged (see current List of Fees 2024) 	
Maximum funding period	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 €

The Promotion program for new routes is valid from 01.01.2025.

In addition 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 2023. Furthermore, the promotion also applies to all routes to Poland, as not a single airport in Poland is currently served by direct flights from Hanover. Based on historical data, Poland 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 01.01. up to 31.12.2025. 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 line funding program and the additional funding program “HAJlights” are as follows:

Abstract Part A Section: 10.3.2 (translation): Additional limited support program “HAJlights” from 01.01.2025

HAJlights 2025 Special funding for routes or the destination Poland in 2025	<u>Top 10 unserved destinations for 2025:</u> <u>Lisbon, Madrid, Venice, Budapest, Bologna, Porto, Manchester, Nice, Bilbao, Milan (MXP/LIN)</u>	<u>All commercial airports in the destination country Poland</u>
Type of funding	Refund of fees paid if the funding conditions for the above-mentioned goals/destination country are achieved	
Affected fees	Landing fees, noise related fees, passenger- and parking fees	
Reservation of eligibility for funding	<ul style="list-style-type: none"> - The route must be taken to the above-mentioned destinations or destination country in 2025 - Existing conditions and exclusion criteria remain unchanged (see current List of Fees 2024) 	
Maximum funding period	The route must be recorded between January 1st, 2025 and December 31st, 2025. The airline that serves the route first receives special funding per destination (application required)	
Reimbursement of fees per departing passenger	<ul style="list-style-type: none"> 1. year: 5,00 € 2. year: 5,00 € 3. year: 5,00 € 	

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 Air Traffic Act (LuftVG), Flughafen Hannover-Langenhagen GmbH will apply by 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 June 5th, 2024.