

To all Airlines
TRANSLATION
(German text prefer)

Ihr Zeichen	Ihre Nachricht	Unser Zeichen	Durchwahl	Datum
		AM52/Alp-NI	1269	20.07.2021

Information about upcoming amendments of airport fees at Hannover-Langenhagen Airport, effective from January 1st, 2022 (amended of landing fees, noise related fees, passenger fees, security fees, fees for airship and ballons as even the parking fees)

Dear Ladies and Gentlemen,

In the framework of the user consultation on June 23rd, 2021 as even on March 29th, 2021 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 1, 2022 was submitted to the competent licensing authority on July 16th, 2021.

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 01.01.2022.

The fee structure valid in the years 2021 will also remain unchanged from 01.01.2022. The adjustment of the individual fee rates will be carried out in accordance with the agreed percentage increase rates stipulated in the framework fee agreement (hereinafter referred to as "ERV") as well as in accordance with the additional information in addendum No. 1 to the ERV.

The average rate of increase is + 2.15 %. Only the emission-based landing fee remains unchanged at the request of the airline representatives and the representatives of the associations. According to the agreement, the FHG can apply the noise surcharges for night-time in accordance with the List of Fees, Part A, 3.5. (Nights I - III) disproportionately and therefore without charge with regard to the + 2.15 % increase over all charges. The fee component for the noise related

fees in the night-time will be increased in accordance with the agreement by +3.0% per noise category to compensate for the non-adjustment of the emission based landing fee, value-neutral and income-neutral.

The following amendments were discussed on June 23rd, 2021 and with the review board as well 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 01st, 2022.

Section A, 1.5 (f) (General Terms)

A landing fee of € 26.10 instead of € 25.54 (plus € 0.56) 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 € 85.60 instead of € 83.76 (plus € 1.84) is to be paid.

Part A, section 2.1 is to be amended as follows:

The landing fee is payable per flight event (landing). Landing also includes the approach with subsequent ground contact and immediately following acceleration and take-off of the aircraft (touch and go) as well as planned low approaches (especially for training purposes) at the airport (low approach / low overflight) without landing or subsequent ground contact. For a low approach or a low overflight, a discount of 50% is granted on the land charges listed in Part A, 2.2.

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, 2022 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 € 12.83
Non Annex 16 € 42.09

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|---|---|---------|
| ▪ | over 750 kg up to 1.200 kg MTOM Annex 16 | |
| | Chapter 3, 6, 8, 10,11 or 14 respectively | € 13.99 |
| | Non Annex 16 | € 43,73 |
| ▪ | over 1.200 kg up to 2.000 kg MTOM | |
| | Annex 16 Chapter 3, 6, 8, 10, 11 oder 14 respectively | € 18.42 |
| | Non Annex 16 | € 65.07 |

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 | € 7.11 |
| ▪ | over 2,000 kg MTOM Annex 16 | |
| | Chapter 2 and Non Annex 16 | € 85.68 |

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. Furthermore, an application is made to extend Part A, 3.1, to include the fee for a low approach / low overflights as of 01.01.2022.

1.2.1 Noise-related fee for a low approach / low overflights

Part A, 3.1 should be given the following changed wording:

According to Part A, Section 1.1, for an aircraft with a maximum take-off mass of more than 2,000 kg, staggered noise-related charges are additionally for each flight event (take-off and / or landing) in the following time classes, Part A, 3.2. a) - d) to be paid. This also applies to a landing with ground contact and immediately following acceleration and take-off of the aircraft (touch and go) as well as for planned approaches (especially for training purposes) to the airport (low approach/low overflight) without landing or subsequent flights ground contact.

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: C650, SH36, PA31, SW3

Category 3: LASmax 74,00 - 75,99 dB (A)

New realise: C27J, RJ70

Category 6: LASmax 80,00 – 81,99 dB (A)

Cancellation: A340

Category 7: LASmax 82,00 - 83,99 dB (A)

Cancellation: A330, MD80, T204

Category 8: LASmax 84,00- 85,99 dB (A)

Cancellation: T154, YK42, YK40

Category 11: LASmax über 90 dB (A)

New release: C5

Cancellation: B742

- 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)

Cancellation: C780

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

Cancellation: A148, DC3

Category 7: LASmax 81,00 – 82,99 dB (A)

Cancellation: MD88, B764

Category 8: LASmax 83,00 – 84,99 dB (A)

Cancellation: A342, A346, A388, MD80, MD81

Category 9: LASmax 85,00 – 86,99 dB (A)

Cancellation: B727, DC87

Category 10: LASmax 87,00 – 88,99 dB (A)

Cancellation: B732, B741, B742, B743

Category 11: LASmax more 89,00 dB (A)

Renamed: E3CF

Cancellation: DC10, DC86, E3 AWACS, BA11, B707

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 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 Part A, 3.2.a) per flight occurrence (per landing and per take-off) in the following amounts per noise category:

Category	2021 per flight movement (per landing and take-off)	2022 per flight movement (per landing and take-off)
Category 1	€ 4.55	€ 4.65
Category 2	€ 18.64	€ 19.04
Category 3	€ 35.65	€ 36.42
Category 4	€ 55.06	€ 56.24
Category 5	€ 64.25	€ 65.63
Category 6	€ 66.60	€ 68.03
Category 7	€ 159.15	€ 162.57
Category 8	€ 284.39	€ 290.50
Category 9	€ 359.36	€ 367.10
Category 10	€ 2,420.75	€ 2,472.80
Category 11	€ 6,711.56	€ 6,855.90

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 +3.00 % instead of +2.15 % per noise class in accordance with the ERV or the agreement reached with the airlines and associations after the consultation. The structure remains unchanged. This higher adjustment is based on the agreement reached with the signatories of the ERV. To compensate for the non-adjustment of the emission-based landing fees, the noise-related fees for nights I - III have been increased by an additional +0.85 percentage points as agreed. This change has been noted accordingly in the minutes of the user consultation. This is also documented by the approval of the BDF on behalf of all airlines and associations with the email dated July 01st, 2021.

	2021 Night I/III per flight occurrence	2022 Night I/III per flight occurrence	2021 Night II per flight occurrence	2022 Night II per flight occurrence
Category 1	€ 17.75	€ 18.28	€ 24.99	€ 25.74
Category 2	€ 30.76	€ 31.68	€ 46.23	€ 47.62
Category 3	€ 58.83	€ 60.59	€ 88.41	€ 91.06
Category 4	€ 90.85	€ 93.58	€ 136.54	€ 140.64
Category 5	€ 106.02	€ 109.20	€ 159.34	€ 164.12
Category 6	€ 109.89	€ 113.19	€ 165.18	€ 170.14
Category 7	€ 262.60	€ 270.48	€ 394.69	€ 406.53
Category 8	€ 469.24	€ 483.32	€ 705.27	€ 726.43
Category 9	€ 592.95	€ 610.74	€ 891.22	€ 917.96
Category 10	€ 3,994.24	€ 4,114.07	€ 6,003.46	€ 6,183.56
Category 11	€ 11,074.08	€ 11,406.30	€ 16,644.67	€ 17,144.01

1.3 Emission-based landing fee

According to Part 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.

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 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 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, 2022 as follow:

The passenger fee is:

€ 6,09 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 inside the EU or a that is by contract bound to the EU (Switzerland, Iceland, Norway)

€ 6.51 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 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 2020 showed a deficit between income and expenditure of minus € 3,525 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 2021, the costs from the EU Aviation Security Regulation and the Aviation Security Act total € 6,737 thousand. Flughafen Hannover-Langenhagen GmbH contributes € 1,213 thousand as a own share. This corresponds to about 18.00% of the total costs. By assuming this own share, only about 82.00% of the total costs are borne by the users.

Overall, the FHG expects a shortfall of around € 2,000 thousand for the year 2021, even with the assumed pay increase.

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 2022. The under-

funding for 2020 according to the agreed fee system has not yet been taken into account. As part of a review board on April 16th, 2021, the FHG agreed with the users that, contrary to the basically existing cash desk function in the remuneration area, the presentation of the underfunding for 2020 in 2022 (approx. € -3.5 million) on it to waive and thus bring about an adjustment of the fees by consensus as of 01.01.2022

Flughafen Hannover-Langenhagen GmbH has therefore applied for the security fees for the assessment base per passenger from € 2.02 by plus € 0.58 to € 2.60 per passenger as of January 1st, 2022, and for the assessment base per VE for the freight charges from € 0.95 by plus € 0.16 to € 1.11 per unit (unit = 100 kg in-bound and outbound).

Together with the airline representatives and the association representatives, a supplementary review board took place in advance on April 16th, 2021, for the user consultation carried out on June 23rd, 2021 and the user consultation carried out on March 29, 2021. Airline representatives, associations and the FHG have discussed the necessity of the adjustment and have jointly agreed on the implementation of the increase.

1.6 Fees for airships and balloons

According to Section A, 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 € 0.33 from € 15.32 to € 15.65 per each 1.000 kg or part thereof of the MTOM, effective from January 1st, 2022.

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

Mooring mast fees for airships with a total length of 49.99 m are to be raised by € 4.40, from € 204.30 to € 208.70.

For airships with a total length of between 50.00 m and 59.99 m, this charge is to be raised by € 5.51 from € 255.38 to € 260.89.

For airships with a total length of over 60.00 m the mooring mast fee is to be raised by € 6.63 from € 306.45 to € 313.08.

The take-off fee for balloons is to be raised by € 102.15, from € 2.20 to € 104.35.

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 2.22 per cent in accordance with the framework agreement from € 2.25 by € 0,05 to € 2.30 as of 01.01.2022. The minimum price increases from € 4.95 by € 0.11 to € 5.06.

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. 351 residential units / identified objects) has been assessed with a roughly estimated cost volume of around € 1.7 million. This is offset by fees still available - already in the past - received in the amount of € 1.9 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 with a small surplus in 2022. The use of the possible surplus will have to be decided in the next user consultation.

Flughafen Hannover-Langenhagen GmbH will leave the noise protection fee unchanged as of January 1st, 2022.

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, security fees, fees for airship and balloons as even the parking fees as presented during the user consultations of June 23rd, 2021 and March 29th, 2021.

Yours sincerely,

Flughafen Hannover-Langenhagen GmbH