



Hamburg Airport

Airport Charges

Part I

Effective March 1st 2020

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Translation from German, only the German version is relevant.

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Chapter I Airport Usage Regulations (Excerpts)

- 1.1 All usage of the Airport, including but not limited to entering or traversing the Airport with or without aircraft, vehicles or other equipment, is subject to these usage regulations and to all stipulations and instructions issued by the Airport operator for the purpose of implementing these regulations.
- 1.2 Usage of the Airport is permitted subject to payment of the appropriate charges as specified in the regulations for Airport Charges. The Airport's terms of payment as constituted at the time of usage shall also apply (cf. Appendix 6). The utilisation restrictions imposed in the Authorisation to Operate an Airport, as published in the edition of the Aeronautical Information Publication (AIP) for Germany ("Luftfahrthandbuch Deutschland") current at the time of usage, including maps, must be observed.
- 1.3 The aircraft operators are responsible to provide the Airport with all documents necessary for the assessment of utilisation entitlement and for the calculation of charges.
- 1.4 All agreements, licenses and permissions required by these usage regulations must be obtained prior to usage of the Airport.

Chapter II General Terms and Conditions

- 1 An emergency landing resulting from technical problems or failures encountered on an aircraft, or from a threatened or real act of violence or due to medical emergencies on board passengers shall not be subject to landing, take-off or passenger charges, provided the Airport was not the scheduled destination of the flight in question. A diverted landing shall not be considered to be an emergency landing.
- 2 The following are jointly and severally liable for all debts incurred in respect of these regulations:
 - the airline under whose Airline Code and Flight Number the respective flight takes place;
 - the airlines under whose Airline Codes and Flight Numbers the respective flight takes place (Codesharing);
 - the aircraft operator;
 - the natural or legal person having usage of the aircraft whilst not the aircraft's operator or owner, such as a lessee or person renting the aircraft.
 - The owner of the aircraft

- 3 Charges shall be paid in euros before take-off. Charges may be paid after usage subject to prior agreement and the provision of a security deposit in the form of cash or an unrestricted bank guarantee issued by a major bank resident in Germany. The Airport will levy late payment interest at a level of 3% over the current base rate, subject to a minimum of 8%, on all late settlements.
- 4 All charges count as charges ("Entgelte") in respect of §10 Paragraph 1 of the Value Added Tax Act ("Umsatzsteuergesetz"). The Airport user (debtor) is therefore liable for value added tax if and when the services provided are subject to value added tax.
- 5 For the accounting time counts the local time at Hamburg Airport (HAM, EDDH)

Chapter III Regulations for Airport Charges

1 Landing and Take-off Charges

- 1.1 Every landing and take-off at Hamburg Airport is subject to a charge (landing charge or take-off charge, respectively). Charges, payable to the Airport operator, are calculated with respect to specified time periods.
- 1.2 Landing and take-off charges are also payable in the case of touch-and-go manoeuvres.
- 1.3 Landing and take-off charges are calculated on the basis of the Maximum Take-Off Mass (MTOM) as specified in the licensing documents of the aircraft in use, regardless of the actual operating criteria. The MTOM shall be provided by presentation of the Airplane Flight Manual (AFM) – Basic Manual Section for Weight Limitations or by the noise emission certification of the aircraft. Until this document is presented, the highest known MTOM for the make and model of aircraft in operation shall be used. Retroactive reimbursements will not be issued.

- 1.4 The MTOM-based component of the landing and take-off charges for powered aircraft is as follows:

	EUR per landing and per take-off
<u>Jet turbine aircraft</u> per 1,000 kg (or part thereof) MTOM	2,92
<u>Aircraft with other power unit</u> up to 1,200 kg MTOM	9,70
from 1,200 kg to 2,000 kg MTOM	17,58
over 2,000 kg MTOM (per 1,000 kg or part thereof)	2,92

- 1.5 A noise surcharge will be levied on all landings and take-offs of aircraft exceeding 2,000 kg MTOM. The noise surcharge is graduated according to noise emission classes. The noise emission classes are based on average noise emission levels per aircraft type and series, as measured in Hamburg.

Noise classes

1	2	3	4	5	6	7
bis 71,9 dB(A)	72,0 bis 74,9 dB(A)	75,0 bis 77,9 dB(A)	78,0 bis 80,9 dB(A)	81,0 bis 83,9 dB(A)	84,0 bis 86,9 dB(A)	ab 87,0 dB(A)
11,48 €	27,13 €	60,52 5 €	127,30 €	377,73 €	1.273,02 €	3.839,94 €
AC68	A320neo	A3181	A300F	A3002	A3004	AN12
AC69	ACJ	A3191	A300S	A3006	B7272	AN4R
AC6T	AT72	AJ25	A3201	A3102	FK28	B7471
AN2	AT722	B7376	A3202	A3103	IL96	B7472
AT42	AT725	BA461	A3211	A3302	MD11	B7473
AT423	B737Maxx	BA462	A3212	A3402	MD81	B747S
AT424	BD70	BA463	A3303	A3403	MD82	C141
AT425	BE39	BE40	A3406	A3405	MD83	DC103
ATP	BE55	BJ40	AN74	AN26	MD88	DC93
BA31	BE60	C337	B7373	B7372	TU54	G2
BA41	BN2	C560	B7375	B7374		G3
BE02	C414	C650	B7377	B7474		IL62
BE10	C525	CRJ9	B7378	B7673		IL76
BE20	C551	DA10	B7572	B7773		YK42
BE30	CJ1	DA20	B7573	C130		
BE3B	CJ2	DA90	B757F	MD87		

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bis 71,9 dB(A)	72,0 bis 74,9 dB(A)	75,0 bis 77,9 dB(A)	78,0 bis 80,9 dB(A)	81,0 bis 83,9 dB(A)	84,0 bis 86,9 dB(A)	ab 87,0 dB(A)
11,48 €	27,13 €	60,52 5 €	127,30 €	377,73 €	1.273,02 €	3.839,94 €
BE58	CJ3	DC3	B7672	YK40		
BE90	CL30	E170	B7772			
BE99	CRJ7	E175	BBJ			
C303	D328J	E190	BH06			
C310	E145	E195	DA50			
C340	EC55	FK10	MD93			
C404	G5	FK27	ND16			
C421	GL5T	FK70	P180			
C425	L410	G100	UH1			
C441	LR31	G4				
C500	LR35	GALX				
C501	LR55	H25B				
C550	ND26	HS25				
C56X	PA60	HS74				
C680	S601	MD90				
C750	TB850	RJ1				
CL60		RJ7				
CL61		RJ8				
CL64		S332L				
CRJ		SW2				
D228						
D328						
DH81						
DH83						
DH84						
E120						
E135						
EC35						
F2TH						
FK50						
G550						
JU52						
LR40						
LR45						
LR60						
LYNX						
MU2						
PA23						
PA31						
PA42						
PA46						
PA46T						
PAY4						
PAYE						
PL12						
PRM1						
SB20						
SF34						
SH33						

1	2	3	4	5	6	7
bis 71,9 dB(A)	72,0 bis 74,9 dB(A)	75,0 bis 77,9 dB(A)	78,0 bis 80,9 dB(A)	81,0 bis 83,9 dB(A)	84,0 bis 86,9 dB(A)	ab 87,0 dB(A)
11,48 €	27,13 €	60,52 5 €	127,30 €	377,73 €	1.273,02 €	3.839,94 €
SH33						
SH36						
SW3						
SW4						
TB700						

For aircrafts of types A319, A320 and A321 with vortex generator a rebate of 10% on the noise surcharge listed under 1.5 will be provided.

The airline has to provide a proof of the technical equipment of the aircraft types A319, A320 and A321 equipped with vortex generators, in order to allocate the aircraft to the respective noise categories.

Aircrafts which are not listed in the above index (because of not enough measurement results) will be classified subject to ICAO classification and MTOM according the following list:

	ICAO-Annex 16 Chapter 3,6,8,10 or LSL III, VI, VIII, X	ICAO-Annex 16 Chapter 2 or LSL II and without approval according to ICAO Annex 16, or LSL
Lärmklasse	MTOM	MTOM
1	to 30t	
2	to 45t	
3	to 75t	
4	to 165t	bis 5 t
5	to 260t	bis 15 t
6	to 320t	bis 45t
7	over 320t	über 45t

1.6 The charges listed under 1.4 and 1.5 are subject to a surcharge as follows:

Period	surcharge
22:00 to 22:59	150 %
23:00 to 23:14	350 %
23:15 to 23:29	400 %
23:30 to 23:44	450 %
23:45 to 23:59	550 %
00:00 to 05:59	700 %

1.7 An emission-based charge is levied per take-off and landing.

Aircraft with MTOM not exceeding 2,000 kg.

The emission-based charge is a flat 0.2609 EUR per take-off and 0.2609 EUR per landing.

Aircraft exceeding 2,000 kg MTOM

The emission-based charge is 1.56 EUR per emission value and landing, and 1.56 EUR per emission value and take-off; in other words, 3.12 EUR per emission value per standardised landing and take-off cycle (LTO). The emission value is the measured amount of nitric oxide equivalent per kilogram emitted by the aircraft.

The relevant details for the aircraft and engine types shall be obtained from a recognised aircraft fleet database.

To determine the emission value, the ERLIG formula shall be used, based on certified nitric oxide (NO_x) and hydrocarbon (HC) emissions per engine in an LTO cycle as specified in the ICAO Annex 16, volume II.

Calculation formula:

NO_x, aircraft [kg] = (number of engines x \sum_{mode} time [s] x fuel consumption [kg/s] x emission factor [g/kg]) / 1000

Should the engine HC emissions per LTO cycle exceed a certified value of 19.6 g/kN, the aircraft's relevant NO_x value shall be multiplied by factor a:

$a = 1;$ for $D_{p\text{HC}}/F_{oo} \leq 19.6 \text{ g/kN}$
 $a = (D_{p\text{HC}}/F_{oo}) / 19.6 \text{ g/kN};$ for $D_{p\text{HC}}/F_{oo} > 19.6 \text{ g/kN}$ with $a_{\text{max}} = 4.$

Nitric oxide equivalent (= emission value) of an aircraft = a x NO_x.

The emission value is factored in up to three decimal places.

The basis for determining the emission value is provided by the ICAO database for turbofan and jet engines and the FOI Swedish Defence Research Agency database for turboprop engines.

If these emissions databases have either no entries, or varying entries, for a particular type of engine, the highest value listed shall be taken, regardless of the specific deployment criteria.

If an engine is not listed in any of the available emissions databases, and no standard engine can be used for calculation, the engine will be assessed according to the Deutsche Zentrum für Luft und Raumfahrt (German Aerospace Center or DLR) study from 28 February, 2005.

The airport operator must be informed without delay of any increase or reduction in the emissions value of an aircraft, based on AFM, ICAO certificate or manufacturer certification.

Aircraft movements for which increased emissions values are determined at a later date may be subject to surcharges; reduced values shall be taken

into account for calculations as soon as possible once documentary evidence has been provided and verified. Reductions cannot be backdated and no refunds will be issued.

Should there be no engine information available for an aircraft, or contradictory information, the highest known emissions value for this aircraft type shall be used.

Should no emissions value be available at the time of invoicing, the emission-based charge per take-off and per landing shall be 10% of the undiscounted charges according to 1.4.

- 1.8 New scheduled Connections (based on the IATA 3-letter codes of the respective airport) to and from Hamburg qualify for a rebate on the charges listed under 1.4 as specified in section 6. There will be no rebates on the surcharges listed under 1.5, 1.6. and 1.7. The surcharges listed under 1.6 will be calculated on the basis of the full, pre-rebate charges listed under 1.4 and 1.5.

2 Passenger Charges

- 2.1 For commercial aviation a passenger charge is levied in addition to take-off charges.

- 2.2 The passenger charge (per passenger on board the aircraft at take-off) is as follows:

for flights to airports within the Federal Republic of Germany

for local boarding **EUR 8,99**

for transit **EUR 6,29**

for flights to airports outside the Federal Republic of Germany and within the European Union or to airports within Iceland, Norway or Switzerland

for local boarding **EUR 8,99**

for transit **EUR 6,29**

for flights to airports outside the European Union

for local boarding **EUR 10,67**

for transit **EUR 7,46**

- 2.3 Transit passengers are passengers, who interrupt their travel by air in Hamburg Airport and proceed with the same aircraft as upon arrival.

- 2.4 Children under the age of 2 years without assigned seats on the aircraft are not included in calculating the passenger charge.

3 Terminal Charges - GAT

- 3.1 For usage, by crew and passengers, of the passenger facilities in the General Aviation Terminal, a terminal charge will be levied. A passenger charge is not levied for the General Aviation Terminal.
- 3.2 The terminal charge will be levied after every landing according to the aircraft's MTOM, regardless of the services actually used. The following charges apply:

up to	2,000 kg MTOM	EUR 12,31
up to	5,700 kg MTOM	EUR 31,41
up to	14,000 kg MTOM	EUR 44,24
up to	20,000 kg MTOM	EUR 56,03
more than	20,000 kg MTOM	EUR 109,77

4 Positioning Charge

- 4.1 A ground rent ("Positioning Charge") is to be paid to the Airport for the parking of aircraft.
- 4.2 The positioning charge is calculated based on the licensed MTOM of the aircraft. - see 1.3 -
- 4.3 A positioning charge will not be levied for the time period between 12:00 a.m. (midnight) and 4:59 a.m.

4.4 Daily Parking

The positioning charge per 15 minutes for each individual position occupation (or part thereof) is as follows:

up to 3,000 kg MTOM	EUR 0.3652
from 3,000 kg to 5,000 kg MTOM	EUR 0.5739
from 5,000 kg to 7,000 kg MTOM	EUR 0.7826
over 7,000 kg MTOM (per 1,000 kg or part thereof)	EUR 0.1044

There is a minimum positioning charge of **EUR 4.01**

- 4.5 New scheduled Connections (based on the IATA 3-letter codes of the respective airport) to and from Hamburg qualify for a rebate on the charges listed under 4.4 as specified in section 6.

4.6 Long-term Parking

On Apron two a rental contract may be concluded between the aircraft operator and the Airport operator for parking of aircraft with a wingspan of less than 24m which do not require ground handling services.

MTOM	Monthly Charge	Annual Charge
up to 3t	EUR 462.04	EUR 3,961.35
up to 5t	EUR 578.34	EUR 4,945.69
up to 7t	EUR 618.35	EUR 5,299.38
over 7t (per t or part thereof)	EUR 78.94	EUR 678.14

5 **Hangar Charge**

5.1 An hourly ground rent ("Hangar Charge") is to be paid to the Airport for the storage of aircraft in hangars at the Airport. The amount of the ground rent (Hangar Charge) is calculated according to:

- the licensed Maximum Take-Off Mass (MTOM);
- the duration of storage;
- the Hangar;
- the time of year.

The ground rent (Hangar Charge) per hour (or part thereof) for the storage of aircraft of all types is published in the Charges for extra Services

5.2 The minimum billing period of time for the storage of aircraft per Hangar is 8 hours.

6 **Growth Incentive Programme**

6.1 The aim of the Growth Incentive Programme is the promotion of sustained passenger growth at Hamburg Airport. It is based on an evaluation of the growth of each airline (regardless of route) between two timetable periods- comparing a timetable period with the equivalent period from the previous year (e.g. growth in Summer Timetable 2019 over Summer Timetable 2018). For the purpose of this program the Summer Timetable consists of the months April to October and the Winter Timetable of the months November to March. The incentive programme duration begins with the 2019 Summer Timetable and concludes at the end of the 2021-22 Winter Timetable.

- 6.2 The airline must send a one-time written application to FHG for participation in the programme for the duration of the incentive programme, latest during the ongoing timetable period. Participation must be confirmed in writing by FHG. There shall be no retroactively granted incentive. FHG may extend the duration of the programme. In the event that it is no longer possible for this incentive programme to be operated, Flughafen Hamburg GmbH may terminate it; such termination shall not entitle the airlines to any resultant claims whatsoever.
- 6.3 The programme is open to all airlines carrying at least 10,000 departing passengers from Hamburg in two consecutive timetable periods within the duration of the incentive programme, and able to show growth of at least 4,000 departing passengers in winter and at least 6,000 departing passengers in summer. The incentive amount is capped to cover a maximum growth of 100,000 departing passengers (winter) and 150,000 departing passengers (summer).
- 6.4 The incentive for additional departing passengers amounts to 4 EUR per departing passenger (Summer Timetable) and 7 EUR per departing passenger (Winter Timetable). The relevant growth rate shall be calculated on the basis of the traffic figures of the respective timetable period applied for, as issued to the German Federal Statistical Office by Hamburg Airport. The longest timeframe for which the incentive can be granted is from confirmation of participation to the end of the incentive programme duration.
- 6.5 "Reassigning" individual routes within an airline group will not be supported. If, for example, a destination is taken over from a different airline within one airline group, these passengers will not be taken into account for the calculation of the incentive. Furthermore, flights with actual departure after 11:00 p.m. will be excluded from the calculation.
- 6.6 Credits arising from the Growth Incentive Programme will be credited to the participating airlines in the quarter year following the timetable period.
- 6.7 Previous incentive programmes (Rebate Programme, Route Growth Incentive Programme (SWP) and Niche Programme) are being replaced by this Growth Incentive Programme.
Where an airline is receiving benefit for a destination under the Rebate Programme or Niche Programme, it will be continued until the respective period ends. In this case, departing passengers for whom incentive support has already been granted will be subtracted during the calculation of the growth incentive programme to prevent doubled benefits from various programmes.

7 Security Charge

In addition to the landing and passenger charges, a security charge shall be paid. The security charge is to cover costs incurred as a result of the requirements of the Act on Aviation Security (“Luftsicherheitsgesetz”) and the European Union directives for security in civil aviation.

The security charge is calculated according to the number of passengers on board an aircraft at take-off.

Children under the age of 2 years without assigned seats on the aircraft are not included in calculating the passenger charge.

No security charge will be levied for passengers who are checked in at the GAT.

The security charge is as follows: **1,20€**

8 PRM-Charge

In addition to the landing and passenger charges, a PRM-charge shall be paid. The PRM-charge is to cover costs incurred as a result of the requirements of the European Union directives concerning the rights of disabled persons and persons with reduced mobility when travelling by air.

The PRM-Charge is calculated according to the number of passengers on board an aircraft at take-off.

Children under the age of 2 years without assigned seats on the aircraft are not included in calculating the passenger charge.

The PRM charge is as follows: **0,28 €**

9 **Noise Protection Charge**

In addition to the landing and passenger charges, a noise protection charge shall be paid. The noise protection charge is to cover costs incurred as a result of the requirements of the Act on aircraft noise (“Fluglärmsgesetz”). The noise protection charge will be levied on all landings and take-offs of aircraft exceeding 2,000 kg MTOM.

The noise protection charge is calculated according to the noise emission classes mentioned in 1.5.

Noise class	EUR per landing and per take-off
1	1,00 EUR
2	2,00 EUR
3	3,00 EUR
4	9,00 EUR
5	24,00 EUR
6	65,00 EUR
7	175,00 EUR

The noise protection charge is suspended until future notice.