



Hamburg Airport

Airport Charges

Part II




Effective April, 01st 2022

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Translation from German

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Airport Charges

Part II

Catalogue of Services and Charges for Airport Facilities

Chapter I: Centralized infrastructures

The following list of services and charges correlate to the centralized infrastructures which are determined by the Airport Utilization Regulations and must be employed. Responsible for the provision of the centralized infrastructures, that is to say, for the determining of the quantity and duration of the provision, is the Flughafen Hamburg GmbH.

1. Processing inbound baggage

1.1 Providing of conveyor and communication facilities for handing-over of baggage to passengers in the terminal.

1.2 Providing of rooms and areas for the handing-over of baggage to passengers.

For the services referred to above, the charge for the processing of inbound baggage will be invoiced to the airline company. The charge will be payable for every calculated inbound baggage:

per calculated inbound baggage **EUR 1.70**

The inbound baggage items are calculated, depending on the most accurate data source, either

- as the number of inbound passengers multiplied with the average individual previous year baggage load factor (items of baggage per outbound passenger) per airline

or

- on the basis of inbound baggage counts and the resultant average count of inbound baggage for one year. The basis for this calculation is 10 timetable events per departure airport per timetable period.

Alternatively, data from the baggage reconciliation system for the airline may be used for airlines that have ordered this service from Groundstars.

or

- the average baggage quantity for one year based on the analysis of Load messages.

2. Processing outbound baggage

- 2.1 Providing of conveyor and communication facilities for the sorting of outbound baggage.
- 2.2 Providing of rooms and areas for the sorting of outbound baggage in accordance with the sorting criteria determined by the respective airline.
- 2.3 Intake of processed and labeled baggage behind the check-in counter and transferal to baggage boxes (including coding) respectively to conveyors in the baggage sorting area.
- 2.4 Receipt and weighing of oversized baggage; transferal to baggage sorting area.

For the services referred to above, a charge for the processing of outbound baggage will be invoiced to the airline company. For the services listed above, the following charges will apply per piece of baggage. The charges are scaled in accordance with the respective airline's sorting requirements:

Single sorting:	per piece of baggage	EUR 1.70
Double sorting:	per piece of baggage	EUR 2.59
Triple sorting:	per piece of baggage	EUR 3.43

3. Pier charges

- 3.1 Maintenance, provision and utilization of passenger boarding bridges.
- 3.2 Providing facilities for the supply of ground power at pier stands and Walk-in-Walk-out stands.
- 3.3 Providing of ground power for aircraft (excluding operation of equipment); between midnight and 4:59 a.m., ground power will only be provided subject to a supplementary charge (refer to Schedule of Charges for Extra Services).
- 3.4 Providing of facilities for the supply of pre-conditioned air at pier stands.
- 3.5 Providing of pre-conditioned air for the supply of aircraft (excluding operation of the equipment); between midnight and 4:59 a.m., pre-conditioned air will only be provided subject to a supplementary charge (refer to Schedule of Charges for Extra Services).
- 3.6 Providing security personnel for route security at Walk-in-Walk-out stands.

For the services referred to above, the pier charges stated below will be invoiced to the airline company. Pier charges are calculated for every ton of MTOM commencing, and per unit of 15 minutes maximum 180 minutes commenced for inbound and outbound. The minimum charge is based on a weight of 20 tons MTOM.

The usage of facilities for ground power and pre-conditioned air is not included in this charge. No charge will be applied between 23:00 p.m. and 04:59 a.m.

Per commencing ton of MTOM and commencing 15 minutes: EUR 0.5967

for the first 100 tons MTOM, but for at least 20 tons MTOM

Per commencing ton of MTOM and commencing 15 minutes: EUR 0.5083

over 100 tons MTOM

4. Supply and Disposal Charge

- 4.1 Providing a drinking water supply facility and supplying drinking water in accordance with IATA regulations.

Transporting drinking water to the aircraft and replenishing the aircraft is not included in this service.

- 4.2 Providing a facility for supplying the aircraft with toilet flushing fluid and for the disposal of faeces. Supplying the flushing fluid. Disposing of faeces in accordance with legal regulations.

Transporting the flushing fluid to the aircraft and replenishing the aircraft with the flushing fluid, as well as pumping out the faeces and transporting them to the disposal facility, are not included in this service.

- 4.3 Providing a waste collection facility and disposing of waste in accordance with legal regulations.

Transporting waste from the aircraft to the collection facility is not included in this service.

For the services referred to above the Supply and Disposal Charge stated below will be invoiced to the airline company. The Supply and Disposal Charge will be payable for every incoming passenger.

EUR 0.0663 per passenger

Chapter II: Miscellaneous Airport Facilities

The following facilities are provided by the airport and are to be employed for typical processing procedures. The Flughafen Hamburg GmbH is responsible for provision, terms of allocation and administration.

1. Check-in Counter for passengers

1.1 Arrangement, provision and administration of check-in counters, as well as the technical facilities necessary for the processing of passengers, such as communication facilities, announcement systems and conveyance facilities

1.2 Provision of storage areas and queuing areas near the check-in counters

For the services referred to above, the charge listed below will be invoiced to the contractor in question. Charge levied for the use of check-in counters apply for each commencing 15 minutes. The calculations are based on periods of time resolved in agreements on a day-to-day basis, which, unless subject to other arrangements, are extended up to Scheduled Time of Departure (STD).

per counter and each commencing 15 minutes EUR 6.54

1.3 Waiver of check-in fee for cancelled flight

The allocation of check-in counters is based on information available at 6:00pm the previous day, and it is this allocation which forms the basis for fee calculation. Change requests on the day itself are accommodated wherever possible. Extra allocations lead to extra costs, which are also charged. Reduced requirements on the day are not reflected in fee calculation. The use of check-in counters for flights cancelled on the day is not charged provided the Hamburg Airport Traffic Centre is informed of the calculation no later than four hours before STD.

2. CUPPS Equipment

CUPPS (Common User Passenger Processing System) is an infrastructural facility provided for the handling process. For the provision of CUPPS a charge is to be paid irrespective of whether usage takes place via CUPPS or not.

The CUPPS-Charge is as follows:

per passenger on board the aircraft at take-off: **EUR 0.12**

3. Bus transport charge

In addition to the Landing and Passenger charges, a Bus transport charge shall be levied for ground handling at a remote position.

3.1 One bus transport (outbound or inbound) refers to the number of transports between airport building and parked aircraft. The Bus transport charge is calculated according to the number of provided vehicles.

The Bus transport charge per provided vehicles is **EUR 50.00**

This service will only be provided by Flughafen Hamburg GmbH until 31 December 2023.

3.2 Due to the current corona virus restrictions, the number of billable journeys per inbound or outbound flight is limited as follows:

Coronavirus restriction	
ICAO code letter aircraft	Number of journeys
A-C	2 journeys
D-F	3 journeys

Chapter III: Recovery Programme

1.1 The objective of the Recovery Programme is to support the recovery of passenger traffic after the Covid 19 pandemic. The Recovery Programme, which is not financed by fees in accordance with §19b Luft VG and therefore does not require approval, will be introduced for a period of three years, starting on 01 April 2022.

1.2 Traffic growth compared to the base year 2019 is incentivised above the correspondingly defined support thresholds.

Incentive funding is granted for additional boarding passengers above the support threshold per quarter compared to the equivalent quarter in 2019 (e.g. Q1 2025 compared to Q1 2019):

Support Period	Period of Time	Incentive Threshold / Incentive Amount			
1	1.4.22-31.3.23	65% / 3€	70% / 9€	80% / 10€	90% / 12€
2	1.4.23-31.3.24		75% / 3€	80% / 7€	90% / 8€
3	1.4.24-31.3.25			80% / 5€	90% / 7€

1.3 All boarding passengers for an airline departing before 11 p.m. are taken into account for the period 01 April 2022 to 31 March 2025.

1.4 To qualify for support, the airline must have carried a minimum volume of 5,000 boarding passengers in the respective support quarter. They are considered with relation to the debtor used for billing purposes.

1.5 For airlines that have not yet flown to Hamburg in the respective quarter of 2019, or respectively for airlines that have carried less than 5,000 boarding passengers in 2019, the incentive will be limited to 15,000 boarding passengers to be supported per quarter and a maximum incentive amount of EUR 6 per boarding passenger.

1.6 Credit for the Recovery Programme is applied to accounting in the quarter following the respective incentive period.

1.7 The reassignment of 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 boarding passengers will not be taken into account for the calculation of the incentive.

1.8 The Recovery Programme ends on 31 March 2025.

Calculation example: Recovery Programme

Q2 2019	200,000 boarding passengers (reference period)		
Q2 2022	190,000 boarding passengers (support period)		
65% to 70%	= 130,001 to 140,000 boarding pax	10,000 x 3 EUR	= 30,000 EUR
70% to 80%	= 140,001 to 160,000 boarding pax	20,000 x 9 EUR	= 180,000 EUR
80% to 90%	= 160,001 to 180,000 boarding pax	20,000 x 10 EUR	= 200,000 EUR
Above 90%	= 180,001 to 190,000 boarding pax	10,000 x 12 EUR	= 120,000 EUR
			<u>60,000 boarding pax = 530,000 EUR</u>