



# Hamburg Airport

## Airport Charges

### Part I

Effective January, 1<sup>st</sup> 2012

Flughafen Hamburg GmbH  
Leistungsentgelte  
Postfach  
D-22331 Hamburg

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
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
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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, 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.
- 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 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 is therefore liable for value added tax if and when the services provided are subject to value added tax.

## **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. 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	<b>2,45</b>
<u>Aircraft with other power unit</u> up to 1,200 kg MTOM According to ICAO Annex 16 Chapter 6 & 10 or Aircraft Noise Requirements ("Lärmschutzforderungen für Luftfahrzeuge" or "LSL") Chapter VI, X: noise emission level falling short of the value in LSL Chapter VI, Table VI, 2.3 by at least 8 db(A) and/or of the value in LSL Chapter VI, Table VI, 2.4 by at least 4 db(A) or of the value in LSL Chapter X, Table X by at least 4 db(A)*	<b>5.50</b>
ICAO Annex 16 Chapter 6, 8, 10 or LSL Chapter VI, VIII, X	<b>8.00</b>
no certification according to ICAO Annex 16 or LSL	<b>24.00</b>
from 1,200 kg to 2,000 kg MTOM According to ICAO Annex 16 Chapters 6 & 10 or Aircraft Noise Requirements ("Lärmschutzforderungen für Luftfahrzeuge" or "LSL") Chapter VI, X: noise emission level falling short of the value in LSL Chapter VI, Table VI, 2.3 by at least 8 db(A) and/or of the value in LSL Chapter VI, Table VI, 2.4 by at least 4 db(A) or of the value in LSL Chapter X, Table X by at least 4 db(A)*	<b>10.00</b>
ICAO Annex 16 Chapter 6, 8, 10 or LSL Chapter VI, VIII, X	<b>14.50</b>
no certification according to ICAO Annex 16 or LSL	<b>43.50</b>
over 2,000 kg MTOM (per 1,000 kg or part thereof)	<b>2,45</b>

\* in accordance with the Regulations Relating to Time Restrictions on Flight Activity of Light Aircraft and Powered Gliders at Airfields ("Verordnung über die zeitliche Einschränkung des Flugbetriebs mit Leichtflugzeugen und Motorseglern an Landeplätzen") as valid at the time

of Airport usage (current edition dating from August 16, 1976 is NfL I-371/76).

- 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 Emission Classes						
1	2	3	4	5	6	7
up to 71,9 dB(A)	72,0 to 74,9 dB(A)	75,0 to 77,9 dB(A)	78,0 to 80,9 dB(A)	81,0 to 83,9 dB(A)	84,0 to 86,9 dB(A)	up 87,0 dB(A)
<b>5,50 €</b>	<b>13,00 €</b>	<b>27,00 €</b>	<b>55,00 €</b>	<b>160,00 €</b>	<b>421,00 €</b>	<b>1.350,00 €</b>
AC68	ACJ	A3181	A300F	A3002	A3004	AN12
AC69	AT72	A3191	A300S	A3006	B7272	AN4R
AC6T	AT722	AJ25	A3201	A3102	FK28	B7471
AN2	AT725	B7376	A3202	A3103	IL96	B7472
AT42	BD70	BA461	A3211	A3302	MD11	B7473
AT423	BE39	BA462	A3212	A3402	MD81	B747S
AT424	BE55	BA463	A3303	A3403	MD82	C141
AT425	BE60	BE40	A3406	A3405	MD83	DC103
ATP	BN2	BJ40	AN74	AN26	MD88	DC93
BA31	C414	C337	B7373	B7372	TU54	G2
BA41	C525	C560	B7375	B7374		G3
BE02	C551	C650	B7377	B7474		IL62
BE10	CJ1	CRJ9	B7378	B7573		IL76
BE20	CJ2	DA10	B7572	B7673		YK42
BE30	CJ3	DA20	B757F	B7773		
BE3B	CL30	DA90	B7672	C130		
BE58	CRJ7	DC3	B7772	MD87		
BE90	D328J	E170	BBJ	YK40		
BE99	E145	E175	BH06			
C303	EC55	E190	DA50			
C310	G5	E195	MD93			
C340	GL5T	FK10	ND16			
C404	L410	FK27	P180			
C421	LR31	FK70	UH1			
C425	LR35	G100				
C441	LR55	G4				
C500	ND26	GALX				
C501	PA60	H25B				
C550	S601	HS25				
C56X	TB850	HS74				
C680		MD90				
C750		RJ1				
CL60		RJ7				
CL61		RJ8				
CL64		S332L				
CRJ		SW2				
D228						
D328						
DH81						
DH83						

<b>Noise Emission Classes</b>						
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
up to 71,9 dB(A)	72,0 to 74,9 dB(A)	75,0 to 77,9 dB(A)	78,0 to 80,9 dB(A)	81,0 to 83,9 dB(A)	84,0 to 86,9 dB(A)	up 87,0 dB(A)
<b>5,50 €</b>	<b>13,00 €</b>	<b>27,00 €</b>	<b>55,00 €</b>	<b>160,00 €</b>	<b>421,00 €</b>	<b>1.350,00 €</b>
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						
SH36						
SW3						
SW4						
TB700						

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:

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

- 1.6 The charges listed under 1.4 and 1.5 are subject to a surcharge of 100% for landings and take-offs between 10 p.m. and 10:59 p.m., and to a surcharge of 200% for landings and take-offs between 11 p.m. and 5:59 a.m.
- 1.7 The charges listed under 1.4, 1.5 and 1.6 attract a reduction of 50% for training flights,  
subject to a minimum charge of:

with noise emission certification      **EUR 5.00**  
without noise emission certification      **EUR 21.00**

- 1.8 With respect to paragraph 1.7, a training flight is defined as a flight in which a civil student pilot, in the context of his or her training at a licensed training centre (flight training school), flies under specific conditions to satisfy the requirements for obtaining a civil pilot's license or an entitlement with respect to the Regulations for Aviation Personnel ("Verordnung über Luftfahrtpersonal"). To qualify for the reduced charges applicable to training flights, the supplement to the pilot's license (white) with photograph, accompanied either by a training entitlement for the flight under consideration or by the flight instructions issued to the student for the flight under consideration, including the stamp, signature and license number of the flight training school or flying instructor, must be submitted to apron control after landing.

### 1.9 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 0.25 EUR per take-off and 0.25 EUR per landing.

#### Aircraft exceeding 2,000 kg MTOM

The emission-based charge is 1.50 EUR per emission value and landing, and 1.50 EUR per emission value and take-off; in other words, 3.00 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<sub>x</sub>) and hydrocarbon (HC) emissions per engine in an LTO cycle as specified in the ICAO Annex 16, volume II.

Calculation formula:

NO<sub>x</sub>, aircraft [kg] = (number of engines x  $\sum_{\text{mode}}$  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<sub>x</sub> value shall be multiplied by factor a:

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

Nitric oxide equivalent (= emission value) of an aircraft = a x NO<sub>x</sub>.

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.

- 1.10 New scheduled City Pair Connections (based on the IATA 3-letter codes, e.g. HAM-LON) to and from Hamburg qualify for a rebate on the charges listed under 1.4 and 1.5 as specified in section 6. There will be no rebates on the surcharges listed under 1.6. 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 7,90**

for transit **EUR 5,53**

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 7,90**

for transit **EUR 5,53**

for flights to airports outside the European Union

for local boarding **EUR 9,45**

for transit **EUR 6,62**

- 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	<b>EUR 11.25</b>
up to	5,700 kg MTOM	<b>EUR 28.65</b>
up to	14,000 kg MTOM	<b>EUR 40.40</b>
up to	20,000 kg MTOM	<b>EUR 51.15</b>
more than	20,000 kg MTOM	<b>EUR 100.20</b>

### 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 (or part thereof) is as follows:

up to 3,000 kg MTOM	<b>EUR 0.35</b>
from 3,000 kg to 5,000 kg MTOM	<b>EUR 0.55</b>
from 5,000 kg to 7,000 kg MTOM	<b>EUR 0.75</b>

over 7,000 kg MTOM (per 1,000 kg or part thereof)	<b>EUR 0.10</b>
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There is a minimum positioning charge of	<b>EUR 3.85</b>
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4.5 New scheduled City Pair Connections (based on the IATA 3-letter codes, e.g. HAM-LON) 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

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.

<b>MTOM</b>	<b>Monthly Charge</b>	<b>Annual Charge</b>
up to 3t	EUR 442.80	EUR 3,796.35
up to 5t	EUR 554.25	EUR 4,739.70
up to 7t	EUR 592.60	EUR 5,078.65
over 7t (per t or part thereof)	EUR 75.65	EUR 649.60

### 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.

5.2 The ground rent (Hangar Charge) per hour (or part thereof) for the storage of aircraft of all types is as follows:

	April to September		October to March	
	Hangar F, H, K	Hangar L	Hangars: F, H, K	Hangar L
per tonne (or part thereof) for the first five tonnes MTOM	EUR 0.70	EUR 0.70	EUR 1.05	EUR 0.75
per tonne (or part thereof) for sixth and subsequent tonnes MTOM	EUR 0.45	EUR 0.45	EUR 0.65	EUR 0.50

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

## 6 Rebate Programme for New Routes

The aim of promoting new routes is to make Hamburg Airport as a whole more attractive for travellers. The introduction of new non-stop destinations is the best way to achieve this. With its rebate programme for new routes, Flughafen Hamburg GmbH supports airlines in the cost-intensive launch phase for new city pairs, in order to generate sustainable growth at Hamburg Airport.

- 6.1 When an airline launches a new non-stop service on a route not currently served from Hamburg Airport, Flughafen Hamburg GmbH offers a rebate programme based on the following regulations.
- 6.2 For landing and take-off charges as described under 1.10 and for positioning charges as described under 4.4, rebates are provided.
- 6.3 Support is based on a new scheduled city pair to and from Hamburg. An average of at least two return flights per week must be offered on the service over a period of at least four consecutive months in the year for which support is provided. Routes are recognised based on the IATA 3-letter city codes, e.g. HAM-LON. At the time of applying for the support, the route must not be regularly served either by the airline making application or by any other airline.
- 6.4 The following steps must be taken in order to receive support:
- The airline informs Flughafen Hamburg GmbH in writing of its participation in the programme and provides proof that bookings are being taken for the route.
  - Flughafen Hamburg GmbH provides written confirmation that support will be granted.
  - Flight operations commence on the new route within six months (see paragraphs 6.8 and 6.9).
- 6.5 Support of intercontinental and intracontinental services
- a) An intercontinental service is eligible for support for a period of three years commencing with the date of the maiden flight. The definition of an intercontinental service may be found in paragraph 6.10. The support consists of rebates on the charges named in paragraph 6.2: in the first year, 100%; in the second year, 75%; in the third year, 50%.
- b) An intracontinental service is eligible for support for a period of two years commencing with the date of the maiden flight. The definition of an intracontinental service may be found in paragraph 6.10. The support consists of rebates on the charges named in paragraph 6.2: in the first year, 75%; in the second year, 50%.

Type of route	Year		
	1	2	3
Intercontinental	100%	75%	50%
Intracontinental	75%	50%	X

- 6.6 No date has been set for the end of the rebate programme. Termination of the rebate programme will be announced by the Airport in the Notices to Airmen ("Nachrichten für Luftfahrer" or "NfL") no later than six months before the end of a calendar year, to take effect at the end of that year. Any grant of support issued before the termination of the rebate programme will continue to apply for the period of two or three years as specified in paragraphs 6 through 6.10.
- 6.7 The support provided must not exceed 50% of the airline's investment costs for the new connection, as defined by the Charleroi Ruling of 12.02.2004. The airline must therefore provide documentary evidence, in an appropriate form, of the costs and expected traffic for the new connection. The process for doing so will be defined and agreed on a case-by-case basis.
- 6.8 A route will not receive support if the airline making application, or an airline which through an alliance or according to § 15 of the Stock Act ("Aktengesetz" or "AktG") is associated with the airline making application, served the route within a period of one year before the date of application for support. Furthermore, support will not be received for a route where the time period between the application for support and commencement of service exceeds six months.
- 6.9 Cancellation of Supported Routes
- a) If, within the support period, a supported route is cancelled for substantiated commercial reasons and service is at the same time commenced on a new route, having the same value and meeting the requirements for support, the Airport may transfer the remaining support level and period to the new route.
  - b) In the event that a supported route is cancelled within the support period and not replaced with another eligible route, the supported airline along with all associated airlines, whether associated through an alliance or according to §15 of the Stock Act ("Aktengesetz" or "AktG"), will not receive any further support for this route or for any new routes for a period of one year after the date of cancellation of the service.
  - c) If service on a supported route does not commence within six months of the application for support, the airline and all associated airlines, whether associated through an alliance or according to §15 of the Stock Act ("Aktengesetz" or "AktG"), will not receive any further support for this route or for any new routes for a period of 18 months after the date of application for support on a route for which service did not commence.
  - d) Support provided for other, continuing routes remains unaffected by the provisions of 6.9 (a) through (c).

e) A service shall not be considered to have been cancelled when it is only taken out of the timetable for a defined period of time, after which scheduled flights on the route are resumed. The support period, beginning on the date of the maiden flight, continues during the period of interruption and is not extended.

6.10 Definition of an intracontinental route with respect to paragraph 6.5 (b):

A flight service to a destination in one of the following countries:

Albania, Algeria, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia & Herzegovina, Bulgaria, Croatia, Cyprus, the Czech Republic, Denmark, Egypt, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Israel, Italy, Latvia, Lebanon, Lithuania, Libya, Luxembourg, Malta, Macedonia, Moldavia, Montenegro, Morocco, the Netherlands, Norway, Poland, Portugal, Romania, the Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Syria, Tunisia, Turkey, the Ukraine, the United Kingdom.

An intercontinental route with respect to paragraph 6.5 (a) is a flight service to a destination in a country not in the above list.

## 7 Route Growth Incentive Programme (SWP)

The aim of the Route Growth Incentive Programme (SWP) is the promotion of sustained passenger growth at Hamburg Airport. Participation in this programme is open to all airlines carrying at least 2,000 passengers departing from Hamburg in the support year (=n) on the supported route. Support is based on individual routes and the number of additional passengers boarding the route in comparison to the year two years prior to the support year (=Reference Year, n-2). The level of support is strongly differentiated according to the nature of growth: absolute growth on a route is rewarded more highly than the isolated growth of a single airline at the expense of competitors operating on the same route.

7.1 If the total number of passengers from Hamburg grows in comparison to the Reference Year (two years prior to support year, n-2), Flughafen Hamburg GmbH will support the sustainable growth with a Route Growth Incentive Programme (SWP). The Route Growth Incentive Programme is, however, restricted to a period of three years (2012 to 2014). Each supported route must show passenger growth over the Reference Year. The relevant growth rate shall be calculated on the basis of the traffic figures of the respective year, as issued to the German Federal Statistical Office by Hamburg Airport, in comparison to those figures for the Reference Year.

- 7.2 Support relates to individual non-stop routes from Hamburg. Routes are identified based on the IATA 3-letter city codes, e.g. HAM-LON. Only destinations served with non-stop flights from Hamburg may be considered. Each route will be evaluated individually. The calculation shall be based on the number of passengers boarding the route according to Flughafen Hamburg GmbH's route destination (point-to-point) statistics.
- 7.3 In order to participate in the Route Growth Incentive Programme, an airline must carry a minimum of 2,000 passengers on the respective route in the support year (=n), and must notify Flughafen Hamburg GmbH in writing of its participation in the programme.
- 7.4 All additional passengers boarding the route in comparison to the year two years prior to the support year (=Reference Year, n-2) will be rewarded. Calculations are based on calendar years. Growth incentives shall be differentiated:

a) Absolute growth on a route

Where the number of additional passengers boarding a particular supported route in the support year (=n) in comparison to the Reference Year (=n-2) exceeds the number of additional passengers of the participating airline on this route for the same period, Flughafen Hamburg GmbH will reward the airline for each additional passenger with a growth incentive of:

Year	growth incentive per passenger outbound
2012	3,00 EUR
2013	2,50 EUR
2014	2,00 EUR

b) Growth on a single airline exceeding total growth on a route

Where the number of additional passengers boarding the participating airline's service on a particular supported route in the support year (=n) in comparison to the Reference Year (=n-2) exceeds the number of additional passengers on this route as a whole for the same period, Flughafen Hamburg GmbH will reward the airline for each additional passenger with an AAF (Airline Attractiveness Factor) incentive per additional passenger (for the airline), calculated as follows:

$$\text{AAF Airline Attractiveness Factor} = \frac{\text{Absolute route growth}}{\text{additional passengers for the airline on the supported route}} \times \text{growth incentive per passenger}$$

Route growth represents the difference between the number of passengers on the route in the support year (=n) and the number of passengers on the route in the Reference Year (=n-2).

- 7.5 Growth incentives arising from the Route Growth Incentive Programme will be credited to the participating airlines in the calendar year following the support year.
- 7.6 It is not possible for an airline to participate in the support models of both point 6 and point 7 for the same route.

## 8. 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: **1,03€**

## 9. 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: **0,12€**