

# Airport Charges

Effective April 1st 2026



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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

- 1.1 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.
- 1.2 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.
- 1.3 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.
- 1.4 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.
- 1.5 For the accounting time counts the local time at Hamburg Airport (HAM, EDDH).

# Chapter III: Regulations for Airport Charges

## 1. Airport Charges subject to regulatory approval

### 1.1 Landing and Take-off Charges

- 1.1.1 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.
- 1.1.2 Landing and take-off charges are also payable in the case of touch-and-go manoeuvres.
- 1.1.3 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, before the first flight from/to HAM/EDDH and whenever the MTOM changes, without a specific request and without delay. 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.

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

	<b>EUR per landing and per take-off</b>
<b>Jet turbine aircraft</b>	
per 1,000 kg (or part thereof) MTOM	<b>EUR 3.52</b>
<b>Aircraft with other power unit</b>	
up to 1,200 kg MTOM	<b>EUR 11.68</b>
from 1,200 kg to 2,000 kg MTOM	<b>EUR 21.17</b>
over 2,000 kg MTOM (per 1,000 kg or part thereof)	<b>EUR 3.52</b>

- 1.1.5** For the weight of the aircraft, operated on scheduled services and regular charter flights, exceeding the maximum take-off weight of 250 tons MTOM the fee specified under 1.1.4 will be reduced by 70 % from the current EUR 3.52 per 1,000 kg of MTOM per take-off and per landing to EUR 1.06 per 1,000 kg of MTOM per take-off and per landing.
- 1.1.6** For single aisle aircraft with a range of more than 8,000 km (e.g. A321XLR) and from a flight distance of more than 5,000 km from Hamburg, operated on scheduled services and regular charter flights, the in 1.1.4 stated charge of EUR 3.52 per take-off and landing is reduced by 20 % to EUR 2.82 per 1,000 kg MTOM per take-off and landing.
- 1.1.7** The noise emission surcharge (noise emission classes), late arrival, night surcharge and emission-based charges are excluded from the reduction stated in 1.1.5 and 1.1.6.
- 1.1.8** 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
to 71,9 db (A) EUR 16.69	72,0 to 74,9 db (A) EUR 39.42	75,0 to 77,9 db (A) EUR 87.92	78,0 to 80,9 db (A) EUR 184.93	81,0 to 83,9 db (A) EUR 569,05	84,0 to 86,9 db (A) EUR 1,917.81	from 87,0 db (A) EUR 5,784.88
AC68	A220	A3181	A300F	A3002	A3004	AN12
AC69	ACJ	A3191	A300S	A3006	B7272	AN4R
AC6T	AT72	A320 neo	A3201	A3102	FK28	B7471
AN2	AT722	A321 LR	A3202	A3103	IL96	B7472
AT42	AT725	AJ25	A3211	A3302	MD11	B7473
AT423	BD70	B7376	A3212	A3303	MD81	B747S
AT424	BE39	B7378 MAX	A321neo	A3402	MD83	C141
AT425	BE55	BA461	A3406	A3403	MD88	DC103
ATP	BE60	BA462	AN74	A3405	TU54	DC93
BA31	BN2	BA463	B7373	A350		G2
BA41	C414	BE40	B7375	A3808		G3
BE02	C525	BJ40	B7377	AN26		IL62
BE10	C551	C337	B7378	B7372		IL76
BE20	CJ1	C560	B7379 MAX	B7374		MD82
BE30	CJ2	C650	B7572	B7379		YK42
BE3B	CJ3	CRJ9	B7573	B7474		
BE58	CL30	CRJX	B757F	B7673		
BE90	CRJ7	DA10	B7672	B7773		
BE99	D328J	DA20	B7772	B787X		
C303	E145	DA90	B7878	C130		
C310	E1902	DC3	B7879	MD87		
C340	EC55	E170	BBJ	YK40		
C404	G5	E1952	BH06			
C421	GL5T	FK27	DA50			
C425	L410	FK70	E175 L/S			
C441	LR31	G100	E190 E/N			
C500	LR35	G4	E195N			
C501	LR55	GALX	FK100			
C550	ND26	H25B	MD93			
C56X	PA60	HS25	ND16			
C680	S601	HS74	P180			
C750	TB850	MD90	UH1			
CL60		RJ1				
CL61		RJ7				
CL64						



## Noise classes

1	2	3	4	5	6	7
to 71,9 db (A) EUR 16.69	72,0 to 74,9 db (A) EUR 39.42	75,0 to 77,9 db (A) EUR 87.92	78,0 to 80,9 db (A) EUR 184.93	81,0 to 83,9 db (A) EUR 569.05	84,0 to 86,9 db (A) EUR 1,917.81	from 87,0 db (A) EUR 5,784.88
CRJ		RJ8				
D228		S332L				
D328		SW2				
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						
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 1.1.8 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 to 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 without approval according to ICAO Annex 16, or LSL
Noise classes	MTOM	MTOM
1	to 30 t	
2	to 45 t	
3	to 75 t	
4	to 165 t	to 5 t
5	to 260 t	to 15 t
6	to 320 t	to 45 t
7	over 320 t	over 45 t

1.1.9 The charges listed under 1.1.4 to 1.1.8 are subject to a surcharge as follows:

Period	Subcharge
22:00 to 22:59	150 %
23:00 to 23:14	400 %
23:15 to 23:29	450 %
23:30 to 23:44	550 %
23:45 to 23:59	650 %
00:00 to 05:59	700 %

### 1.1.10 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 EUR 0.3355 per take-off and EUR 0.3355 per landing.

#### **Aircraft exceeding 2,000 kg MTOM**

The emission-based charge is EUR 2.01 per emission value and landing, and EUR 2.01 per emission value and take-off; in other words, EUR 4.02 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<sup>1</sup> 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:**

$$NO_{x, \text{ aircraft}} [\text{kg}] = (\text{number of engines} \times \sum_{\text{Mode}} \text{time} [\text{s}] \times \text{fuel consumption} [\text{kg} / \text{s}] \times \text{emission factor} [\text{g} / \text{kg}]) / 1000$$

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:

$$a = 1; \quad \text{for } Dp_{\text{HC}} / F_{\text{oo}} \leq 19,6 \text{ g/kN}$$
$$a = (Dp_{\text{HC}} / F_{\text{oo}}) / 19,6 \text{ g/kN}; \quad \text{for } Dp_{\text{HC}} / F_{\text{oo}} > 19,6 \text{ g/kN mit } a_{\text{max}} = 4.$$

Nitric oxide equivalent (= emission value) of an aircraft =  $a \times NO_x$ .  
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.

<sup>1</sup> ERLIG = Emission Related Landing Charges Investigation Group, ECAC

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 no or contradictory engine information is available for an aircraft, the highest known emissions value for this aircraft type will be applied.

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 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 charges according to 1.1.4.

1.2 Passenger Charges

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

1.2.2 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

<b>for local boarding</b>	<b>EUR 11.56</b>
<b>for transit</b>	<b>EUR 8.09</b>

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

<b>for local boarding</b>	<b>EUR 11.56</b>
<b>for transit</b>	<b>EUR 8.09</b>

for flights to airports outside the European Union

<b>for local boarding</b>	<b>EUR 13.71</b>
<b>for transit</b>	<b>EUR 9.59</b>

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

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



### 1.3 Terminal Charges – GAT

- 1.3.1 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.
- 1.3.2 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 2,0 t MTOM	<b>EUR 15.83</b>
up to 5,7 t MTOM	<b>EUR 40.39</b>
up to 14,0 t MTOM	<b>EUR 56.89</b>
up to 20,0 t MTOM	<b>EUR 72.06</b>
more than 20,0 t MTOM	<b>EUR 141.16</b>

### 1.4 Positioning Charge

- 1.4.1 A ground rent ("Positioning Charge") is to be paid to the Airport for the parking of aircraft.
- 1.4.2 The positioning charge is calculated based on the licensed MTOM of the aircraft. – see 1.1.3 –
- 1.4.3 A positioning charge will not be levied for the time period between 11:00 p.m. and 4:59 a.m.
- 1.4.4 Daily Parking

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

up to 3,000 kg	<b>EUR 0.4697</b>
from 3,000 kg to 5,000 kg	<b>EUR 0.7381</b>
from 5,000 kg to 7,000 kg	<b>EUR 1.0064</b>
over 7,000 kg (per 1,000 kg or part thereof)	<b>EUR 0.1342</b>
There is a minimum positioning charge of	<b>EUR 5.15</b>

### 1.4.5 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 594.17	EUR 5,094.24
up to 5t	EUR 743.73	EUR 6,360.10
up to 7t	EUR 795.19	EUR 6,814.93
over 7 t (per t or part thereof)	EUR 101.51	EUR 872.08

## 1.5 Hangar Charge

1.5.1 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.

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

1.6 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:

EUR 1.64

1.7 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 (“Fluglärmgesetz”). The noise protection charge will be levied on all landings and take-offs of aircraft exceeding 2,000kg MTOM.

The noise protection charge is calculated according to the noise emission classes mentioned in 1.1.8.

Noise class	EUR per landing and per take-off	
1	EUR	1.14
2	EUR	2.28
3	EUR	3.42
4	EUR	10.26
5	EUR	27.36
6	EUR	74.09
7	EUR	199.48

The noise protection charge is suspended until further notice.

1.8 Long-haul Incentive

- 1.8.1 The aim of promoting new long-haul routes is to make the offer of destinations at Hamburg Airport as a whole more attractive for travellers. The introduction of new non-stop destinations is the best way to achieve this. With this incentive for new long-haul routes, Flughafen Hamburg GmbH supports airlines in the cost-intensive launch phase, in order to generate sustainable growth at Hamburg Airport.
- 1.8.2 When an airline launches a new non-stop long-haul service on a route not currently served from Hamburg Airport, Flughafen Hamburg GmbH offers an incentive programme based on the following regulations.
- 1.8.3 Support is based on a new scheduled city pair (long-haul) 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 airport codes, e.g. HAM-JFK. At the time of route launch, the route must not be regularly operated by any other airline.
- 1.8.4 A new long-haul route will be supported for a period of three years beginning with the date of the inaugural flight on the route. Long-haul routes to destinations further than 5,000 km\* away will be incentivised, with rebates provided for take-off, landing and positioning charges. The support consists of rebates on the charges listed in paragraphs 1.1.4, 1.1.8, 1.1.10 and 1.4: in the first year, 100%; in the second year, 75%; in the third year, 50 %. No rebate is provided on the charges listed in paragraph 1.1.9. The calculation of surcharges listed in 1.1.9 takes place on the basis of non-rebated charges pursuant to 1.1.4 and 1.1.8. Where an airline participates in the Long-haul Route Incentive, the provisions of Point 1.1.6 in the Schedule of Fees & Charges cannot be employed for the three years of the Incentive. The support period begins on the date of the inaugural flight. The relevant passengers shall not be counted towards the Growth Incentive. If an existing airline launches a long-haul route from Hamburg, boarding passengers are also not taken into account in the Growth Incentive (1.9).

Rebate Long-haul Incentive	Year		
	1	2	3
	100 %	75 %	50 %

\* Distance calculated on the basis of great circle routes

1.9 Growth Incentive

1.9.1 The aim of the Growth Incentive is to promote real net growth in passenger traffic at Hamburg, resulting in efficient use of existing infrastructure to the benefit of all users. Support for specious growth, such as in the examples described under 1.9.7, is to be precluded. The Growth Incentive programme, which is not funded by LuftVG Art. 19 b charges, is being introduced for a period of three years, commencing on 01 April 2025.

1.9.2 This will encourage traffic growth compared to the reference year, 01 April 2024 – 31 March 2025, by means of appropriately defined thresholds. Incentive funding is granted for additional boarding passengers above the support threshold per quarter compared to the equivalent quarter in the reference year (e.g. Q1 2026 compared to reference Q1 2025). Support is provided when a set level of either absolute passenger growth or a relative growth rate is exceeded. The method most beneficial to the airline shall be applied each quarter.

So as to promote growth especially in the winter quarters, the Incentive has a higher support rate and lower thresholds for this time than in the summer quarters.

**Support for relative passenger growth above growth threshold**

Summer quarter (Q2 & Q3)

Growth threshold			
Incentive per boarding passenger	EUR 8	EUR 12	EUR 16
Q2 & Q3 2025	4 %	8 %	12 %
Q2 & Q3 2026	8 %	12 %	16 %
Q2 & Q3 2027	12 %	16 %	20 %

Winter Quarter (Q4 & Q1)

Growth threshold			
Incentive per boarding passenger	EUR 10	EUR 14	EUR 18
Q4 2025 & Q1 2026	3 %	6 %	9 %
Q4 2026 & Q1 2027	6 %	9 %	12 %
Q4 2027 & Q1 2028	9 %	12 %	15 %



## Support for absolute passenger growth above growth threshold

### Summer Quarter (Q2 & Q3)

Incentive per boarding passenger	Growth threshold		
	EUR 8	EUR 12	EUR 16
Q2 & Q3 2025	15,000	30,000	45,000
Q2 & Q3 2026	30,000	45,000	60,000
Q2 & Q3 2027	45,000	60,000	75,000

### Winter Quarter (Q4 & Q1)

Incentive per boarding passenger	Growth threshold		
	EUR 10	EUR 14	EUR 18
Q4 2025 & Q1 2026	10,000	20,000	30,000
Q4 2026 & Q1 2027	20,000	30,000	40,000
Q4 2027 & Q1 2028	30,000	40,000	50,000

1.9.3 All boarding passengers for an airline departing before 11pm are taken into account for the period 01 April 2025 to 31 March 2028.

1.9.4 In order to receive support in a specific quarter, the airline must have carried a minimum volume of 4,000 boarding passengers in that quarter.

They are considered with relation to the debtor used for billing purposes.

1.9.5 Airlines that were not flying from Hamburg in the relevant quarter of the base year, along with airlines that carried less than 2,500 boarding passengers from HAM in the relevant quarter of the base year, shall be considered new airlines for that quarter. The support amount to be paid is EUR 6 per incentivised boarding passenger in the 2nd and 3rd quarters and EUR 8 in the 1st and 4th quarters. Support is limited to a maximum of 15,000 boarding passengers per quarter in the first rolling year of operation. In the second and third years of operation, traffic volumes per quarter from the first year of operation will be used as the basis for calculating the Growth Incentive.

1.9.6 Credit for the Growth Incentive will be issued in the quarter subsequent to the support period in question.

- 1.9.7** The reassignment of individual routes within an airline group (e.g. subsidiary or same majority owner) will not be eligible for support. 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. Likewise, passenger growth for individual airlines resultant from fusions, takeovers, company splitting or other corporate reorganisations will not be incentivised.

In the case of a takeover, the relevant boarding passengers shall be added to the base for the “airline taking over”. In the case of a split, the calculation will continue to be based on the structure as it existed in the reference year. These measures are designed to prevent support being provided for specious growth in Hamburg generated by the reassignment of routes.

- 1.9.8** The Incentive Programme terminates on 31 March 2028.

**Example calculation: Growth incentive (relative)**

Q2 2024 100,000 Boarding passengers (reference period)

Q2 2025 115,000 Boarding passengers (support period)

4 % to 8 %	= 104,001 to 108,000 boarding pax	4,000 × EUR 8	= EUR 32,000
8 % to 12 %	= 108,001 to 112,000 boarding pax	4,000 × EUR 12	= EUR 48,000
above 12 %	= 112,001 to 115,000 boarding pax	3,000 × EUR 16	= EUR 48,000

**= EUR 128,000**

**Example calculation: Growth incentive (absolute)**

Q4 2024 300,000 Boarding passengers (reference period)

Q4 2025 335,000 Boarding passengers (support period)

10,000 to 20,000	= 310,001 to 320,000 boarding pax	10,000 × EUR 10	= EUR 100,000
20,000 to 30,000	= 320,001 to 330,000 boarding pax	10,000 × EUR 14	= EUR 140,000
above 30,000	= 330,001 to 335,000 boarding pax	5,000 × EUR 18	= EUR 90,000

**= EUR 330,000**

## 2. Airport Charges not subject to regulatory approval

### 2.1 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:**

**EUR 0.76**

### 2.2 Charges for the use of central infrastructure facilities

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.

#### 2.2.1 **Processing inbound baggage**

2.2.1.1 Providing of convey or and communication facilities for handing-over of baggage to passengers in the terminal.

2.2.1.2 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:**

**EUR 2.07**

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.

2.2.2 Processing outbound baggage

- 2.2.2.1 Providing of conveyor and communication facilities for the sorting of outbound baggage.
- 2.2.2.2 Providing of rooms and areas for the sorting of outbound baggage in accordance with the sorting criteria determined by the respective airline.
- 2.2.2.3 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.
- 2.2.2.4 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 2.07
Double sorting per piece of baggage	EUR 3.13
Triple sorting per piece of baggage	EUR 4.14



2.2.3 Pier Charges

- 2.2.3.1 Maintenance, provision and utilization of passenger boarding bridges.
- 2.2.3.2 Providing facilities for the supply of ground power at pier stands and Walk-in-Walk-out stands.
- 2.2.3.3 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).
- 2.2.3.4 Providing of facilities for the supply of pre-conditioned air at pier stands.
- 2.2.3.5 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).
- 2.2.3.6 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 11:00 p.m. and 04:59 a.m.

<b>Per commencing ton of MTOM and commencing 15 minutes: for the first 100 tons MTOM, but for at least 20 tons MTOM</b>	<b>EUR 0.7211</b>
<b>Per commencing ton of MTOM and commencing 15 minutes: over 100 tons MTOM</b>	<b>EUR 0.6143</b>

**2.2.4 Supply and Disposal Charge**

**2.2.4.1 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.

**2.2.4.2 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.

**2.2.4.3 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.

**per passenger**

**EUR 0.0801**

**2.3      Charges for the use of other infrastructure 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.

**2.3.1    Check-in Counter for passengers**

2.3.1.1    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.

2.3.1.2    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).

<b>per counter and each commencing 15 minutes</b>	<b>EUR 6.54</b>
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2.3.1.3    Waiver of check-in fee for cancelled flight:

The allocation of check-in counters is based on information available at 6:00 pm 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.

### 2.3.2 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**

### 2.3.3 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.

2.3.3.1 A bus transport (outbound or inbound) describes the journey between the airport building and the parked aircraft.

The bus allocation time begins when the bus is requested by the scheduling system (inbound) or by the handling agent of the airline (outbound) as the start time and ends with the disembarkation of the last guest as the end time.

**The bus transport charge per vehicle**

**provided for each 20 minutes bus allocation time or part of thereof is:**

**EUR 60.00** from January 1, 2026 to December 31, 2026

**EUR 67.50** from January 1, 2027 to December 31, 2027

This service will only be provided by Hamburg Airport until 31 December 2027. As soon as a BVD service provider provides bus transport at Hamburg Airport before December 31, 2027, FHG will discontinue this service, meaning that bus transport will then be negotiated and contracted between the airlines and ground handling service companies.

### **3. Support for alternative aviation fuel**

Hamburg Airport has made funds amounting to EUR 500,000 per year available to support the use of alternative aviation fuel. The funding period runs from 1 January to 31 December in each calendar year. Support is available up to EUR 300 per ton of pure SAF in the fuel blend.

Support is calculated and paid to the airlines within the first quarter after the completion of the funding period. If the volume of SAF used is so high that the sum of all payments for the period exceeds EUR 500,000, the amount of EUR 500,000 will be distributed to the airlines in proportion to the absolute volume of SAF used in refuelled quantities by each airline.

Support is only provided where the refuelling with alternative aviation fuels takes place at Hamburg. A further prerequisite for this support is that the final production of the aviation fuel is taking place within a radius of 150 km (direct linear distance) of Hamburg Airport.

Appropriate documentation of refuelling with the alternative fuel, along with conclusive proof of origin, is to be provided to Hamburg Airport in writing by the airline or its fuel provider. Hamburg Airport reserves the right to require confirmation from the relevant fuel provider before issuing payment of support.

Alternative aviation fuel is paraffin that can be blended with fossil paraffin, which, according to the certified calculation methods for the specific reduction of greenhouse gases defined in the EU's Renewable Energy Directive RED II, allows a reduction of at least 60% relative to the replaced quantity of fossil paraffin and was produced using hydrogen produced with renewable energy and a renewable carbon source (e-kerosene / e-fuel). A renewable carbon source is defined as carbon dioxide from the air and/or unavoidable carbon dioxide emissions (cement production, etc.) as well as processes for utilising residual materials or residual biomass that do not compete with food production.

The FHG will review the programme annually and adapt it if necessary.





## **Flughafenentgelte**

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