

Pre-consultation July 3, 2024
Airport Charges & Conditions

CONFIDENTIAL



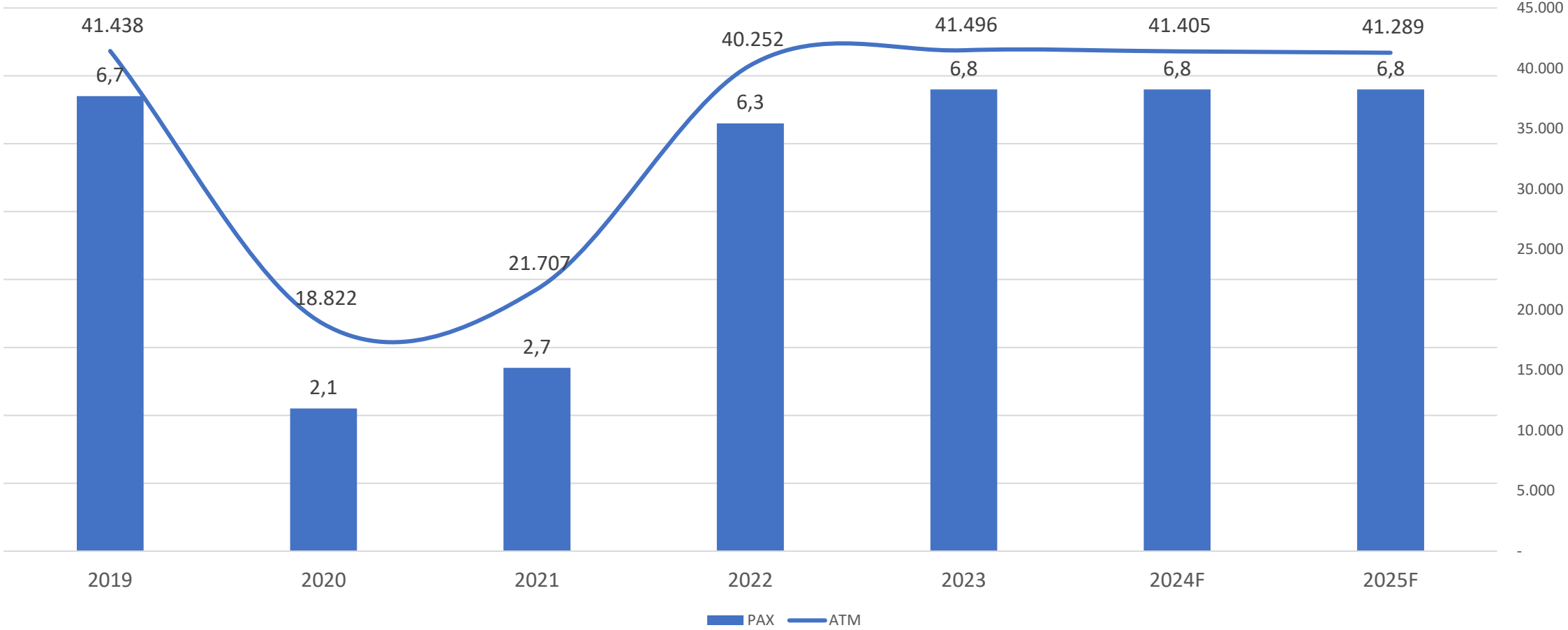
Consultation timeline

May 3:	Letter traffic forecast
July 3:	Pre-consultation
September 6:	Formal proposed charges and conditions as of April 2025
September 20:	Consultation meeting in which the proposal will be discussed/views shared and questions can be asked
October 4:	Express views on the proposal, in writing, to EANV
October 25:	Notice of charges and conditions as of 1 April 2025

Airport performance



Airport performance & forecast



Principles



Key financial principles

Economic regulation

- Intensity of regulation: 'light' regime relative to Schiphol
- Till structure: Dual till
- Cost allocation method: Cost 'plus' based on allocation of m2, staff and cost and asset base
Definitions of Aviation, Non-aviation and handling assets, cost and revenues
- WACC 7% (post tax) in 2025 (updated based on latest market conditions)
- Price setting mechanism Return based model: Tariffs are based upon permitted revenue from aviation depending on projected aviation cost including cost of capital
Yearly process: 1st of April – 31st of March
Over- or under recovery will not be passed on to airlines (no settlement!)
- Regulatory administration Formal consultation process with regulated interactions with stakeholders
Pro-active reporting of (realized) performance indicators to establish price incentives

Cost structure of Eindhoven Airport

Economic regulation of airport charges

Aviation activities:

- Provides services and facilities to airlines, passengers and handling agent;
- Responsible for infrastructure, safety and security;
- Transparency of costs will be provided on:
 - aviation regulated,
 - security and
 - PRM
- Transparency of allocation keys for assets and operational expenses will be provided.

Non Regulated activities

Non-Aviation

- Parking
 - Retail, Horeca, Concessions
 - Real Estate
- Hotel



Table B1: EA - Total Cost Base	
B1.1	Operating Costs (including depreciation)
B1.2	Cost of Capital
B1.3	Total Aeronautical costs

Individual cost base items

Table B2: EA - Aeronautical Operating Costs	
B2.1	Staff Costs
B2.2	Other Operating Costs
B2.3	Total

Table B3: EA - Aeronautical Fixed assets, depreciation	
B3.1	Fixed assets (incl. Intangibles) - Net Book Value - Opening balance
B3.2	Fixed assets made operational (commissioned) in the year
B3.3	Depreciation (including disinvestments)
B3.4	Other adjustments
B3.5	Fixed assets (incl. Intangibles) - Net Book Value - Closing balance
B3.6	Fixed assets (incl. Intangibles) - Net Book Value - Average balance in the year ⁷⁾

Table B4: EA - Cost of Capital - Aeronautical assets	
B4.1	Cost of Capital

Table D1: EA - Aeronautical Staff Costs & Numbers	
D1.1	Total Staff (Full Time Equivalents)
D1.2	Salaries
D1.3	Pensions
D1.4	Other
D1.5	Total Staff Costs

Table D2: EA - Other Aeronautical Operating Costs - Split by type	
D2.1	depreciation
D2.2	maintenance
D2.3	outsourced activities ¹⁾
D2.4	hiring external staff
D2.5	other external costs
D2.6	miscellaneous
D2.7	Total

1) Outsourced activities	
	Security
	Marshalling, Information desk, Dispatching, Load control
	Local ATC, Fire Department, Runway
	Other outsourced activities
	Total

Developments - license to operate



Noise

Current Airport license 2024: 41.500 flight movements within 8,9 km² of the civil 35Ke zone.

New license 2025 expected: maximum of 41.500 flight movements with smaller noise surface ('noise profit' from fleet renewal as expected in 2025 (yet to be calculated) will be deducted from the available noise surface).

2026: maximum of 40.500 flight movements with noise surface based on 39% fleet renewal.

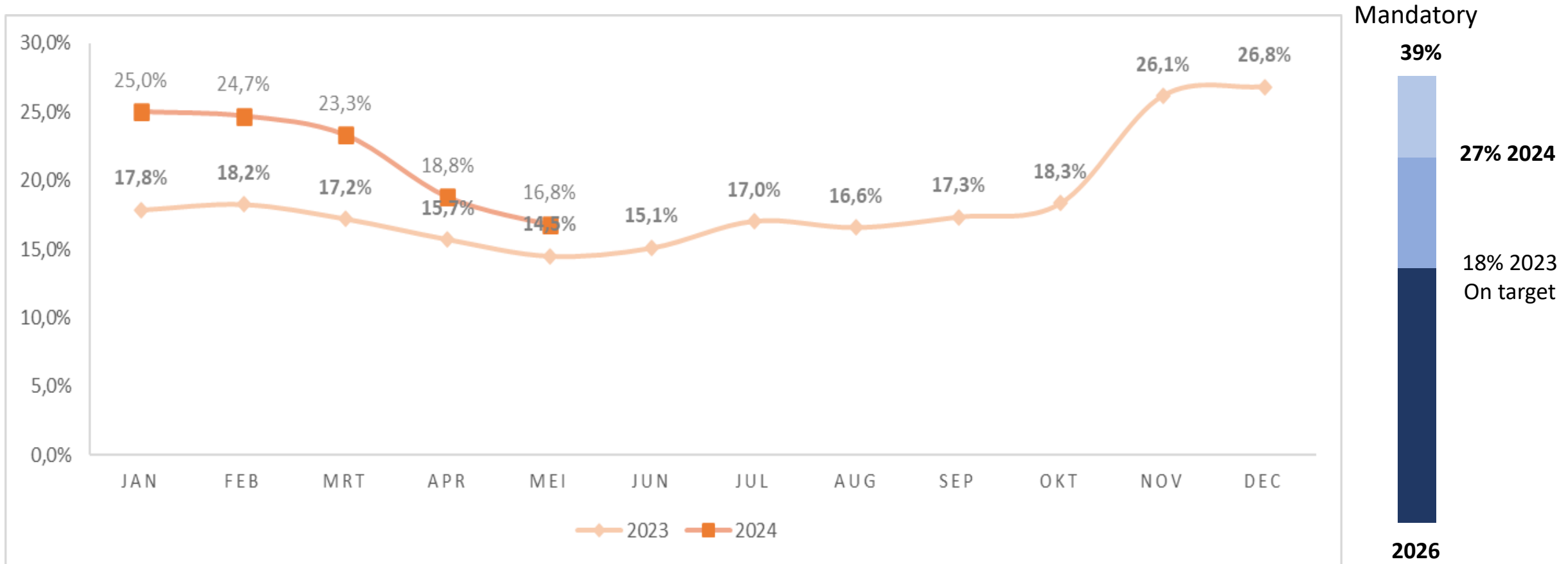
2027: maximum of 40.500 flight movements, noise surface and fleet renewal to be discussed.

2028 (and further): number of flight movements depends on available (calculated) noise footprint, changed *Luchthavenbesluit* (Airport Decree) for Eindhoven is necessary. Discussions with local community about maintaining the fixed number of flight movements.

2030: -30% noise contour compared to 2019!

→ fleet renewal as well as optimal slot performance is key to maintain (or maybe even extend) capacity in flight movements!

Noise – fleet renewal process



Nitrogen

No permit necessary according to the Dutch nature protection law with regard to the emissions and deposition of nitrogen on Dutch appointed natural areas. Therefore, we have received a 'positive rejection' of our application for the permit.

Cap on airborne related emissions, based on a scenario with approx. 41.000 flight movements with relatively 'clean' fleet: cap is tight!

Legal procedures pending.

Future developments must stay within this cap! Fleet renewal Airbus is key (also to compensate for the Boeing MAX)!

CO2 (and other emissions)

The Dutch government has decided to implement a CO2 ceiling for all Dutch airports. Goals yet to be set for each individual airport.

Substantial CO2 emission reduction for 2030 compared to 2019.

Goal Eindhoven Airport: -30% in 2030 compared to 2019

→ Fleet renewal 15% CO2 reduction (100% new fleet mandatory as of 2030)

→ SAF 15% CO2 reduction (mandatory blending)

Other emissions: the Dutch government is working on a ceiling for other emissions as well in order to enhance local air quality. Type of emissions and goals not clear yet.

Future Sustainable LTO charge 2.0



Sustainable LTO 2.0 (future plans)

Important goal EA : Reduce noise emissions 2030

- Additional parameter -> **off slot monitoring**
- Differentiation in charge based on parameter slot performance: higher charge for off slot performance
- Only if necessary in addition to slotmonitoring by ACNL

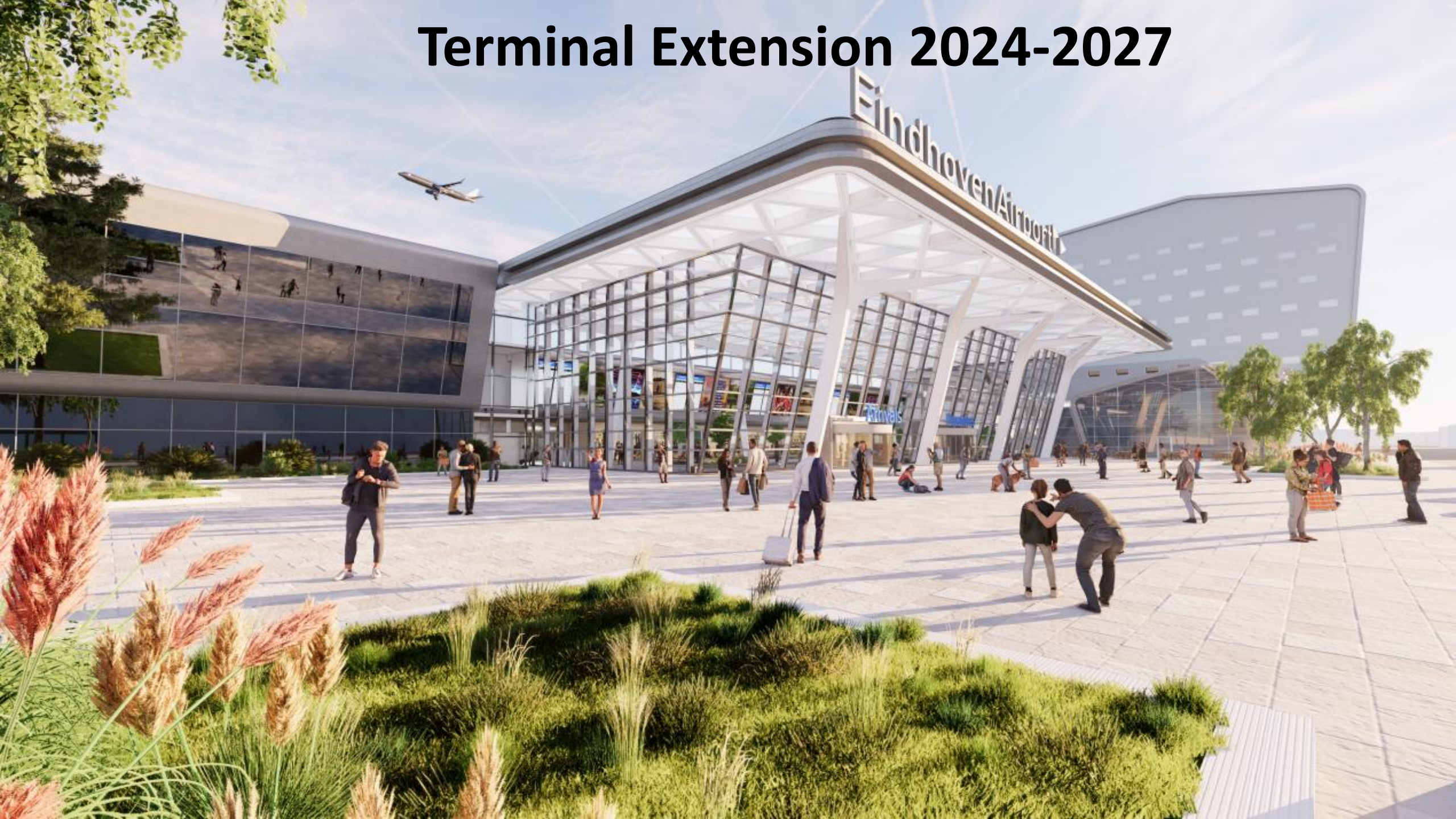
Other developments 2024-2025



Security, infrastructural & other highlights

- Tender PRM: new contract will be included as of April 1st 2025 (because of objection tender process last year)
- Inspections civil apron (underground infrastructure): preparation renovation works 2027
- Check on our “Conditions for handling agents of commercial flights”
 - De-icing – evaluation licence
 - 2nd Handler started -> evaluation on “Airport-activity” – efficient/safe/reliable
- Working conditions
 - Liftings-devices, 2 pilot units installed during summer, after evaluation roll-out expected Q4 2024/Q1 2025
 - HVO100 central supplier expected to start Q2 – mandatory for all GSE that runs on diesel (89% less CO2)
 - New water/toiletservice waste-disposal point – in use since Q2
- 1 ATM: pending - no update
- Runway works & ILS: discussed during Technical meeting June 14

Terminal Extension 2024-2027





Planning



Q2 en Q3 2024

Preparation Construction site
No additional capacity constraints



Q4 2024

Start construction activities
No additional capacity constraints



Q2 2027

In use after Runway closure
Making use of Runway closure

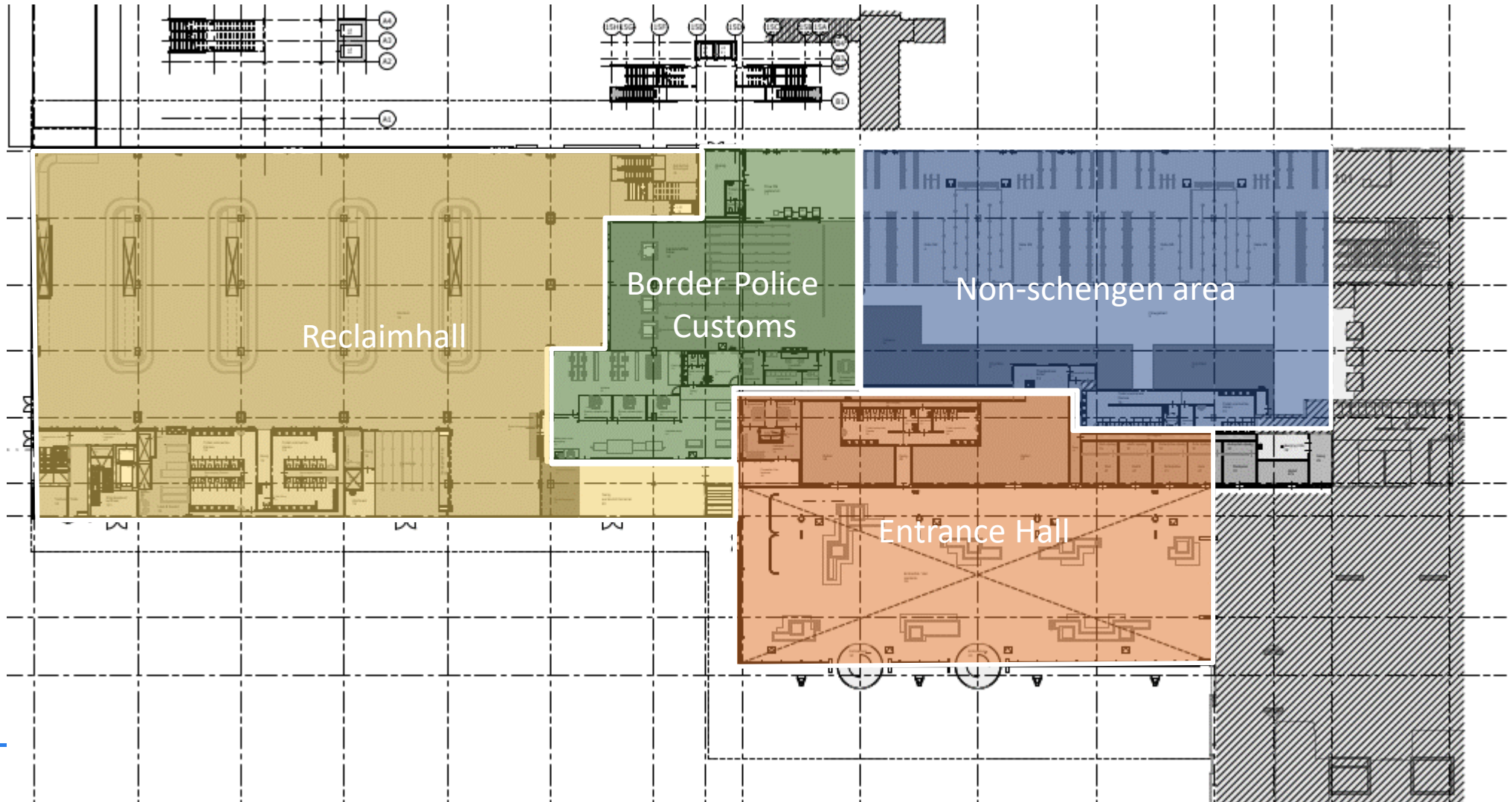


> Q2 2027

Impact on charges

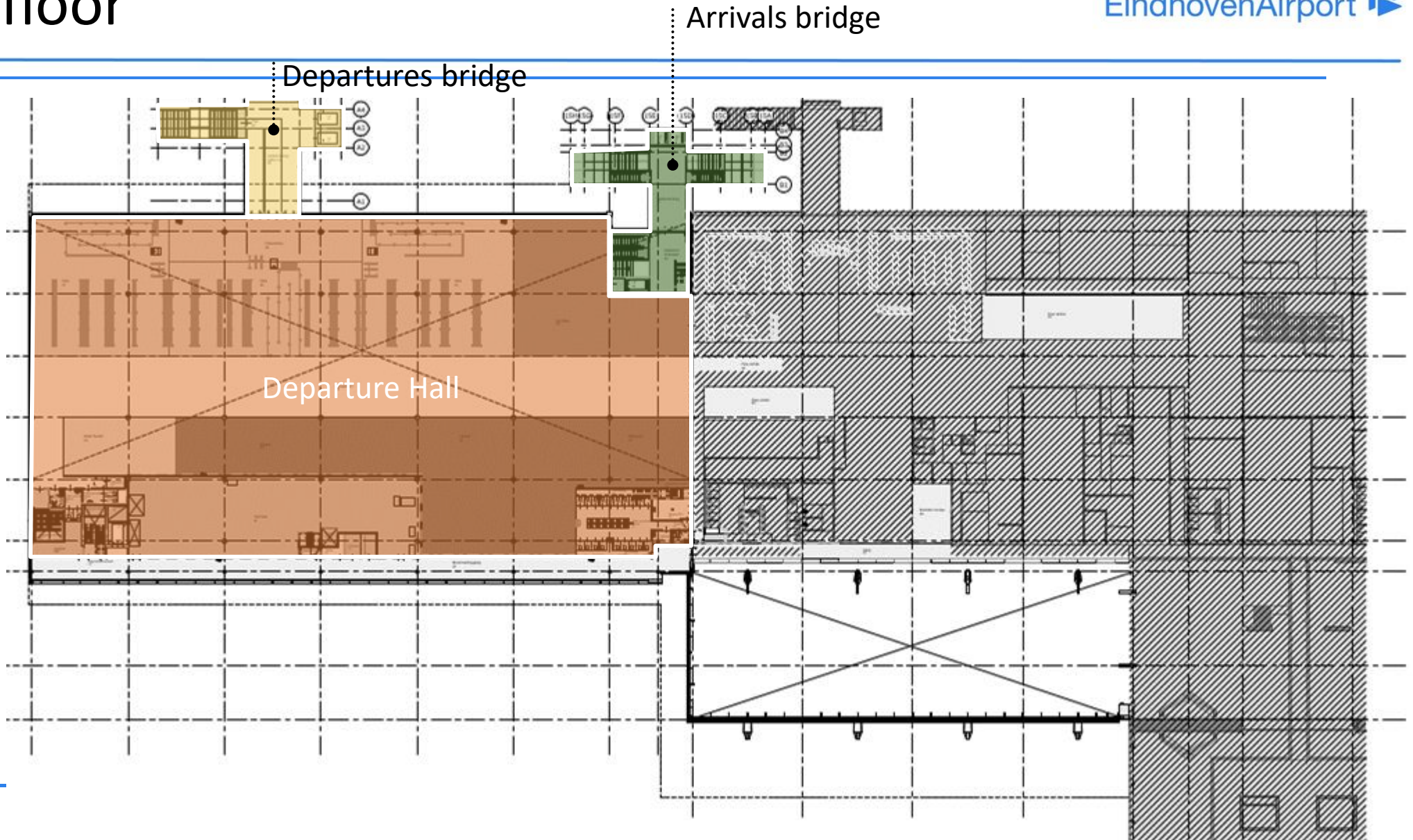


Ground floor





First floor





Photovoltaïc cellen (solar panelen)

Duurzame houtconstructie

CO2 reductie

Groen dak

Zonwering op zonzijdes

Geen processen op gas

Verdringingsventilatie systeem op leefniveau voor reductie van energiegebruik en meer comfort

Regenwater voor toiletspoeling

Zonwering op zonzijdes

Hergebruik van bouwmaterialen

Reductie watergebruik

Warmte- en koudeopslag

Questions?

