



# Consultation September 20, 2024

## Airport Charges & Conditions

**CONFIDENTIAL**



# Consultation timeline 2025

- April 10: 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



# Content

- Airport performance
- Finance
- Airport charges
- Differentiation
- Developments
- Services and infrastructure provided
- Overview Airport charges & incentives
- Conditions of use
- Questions?

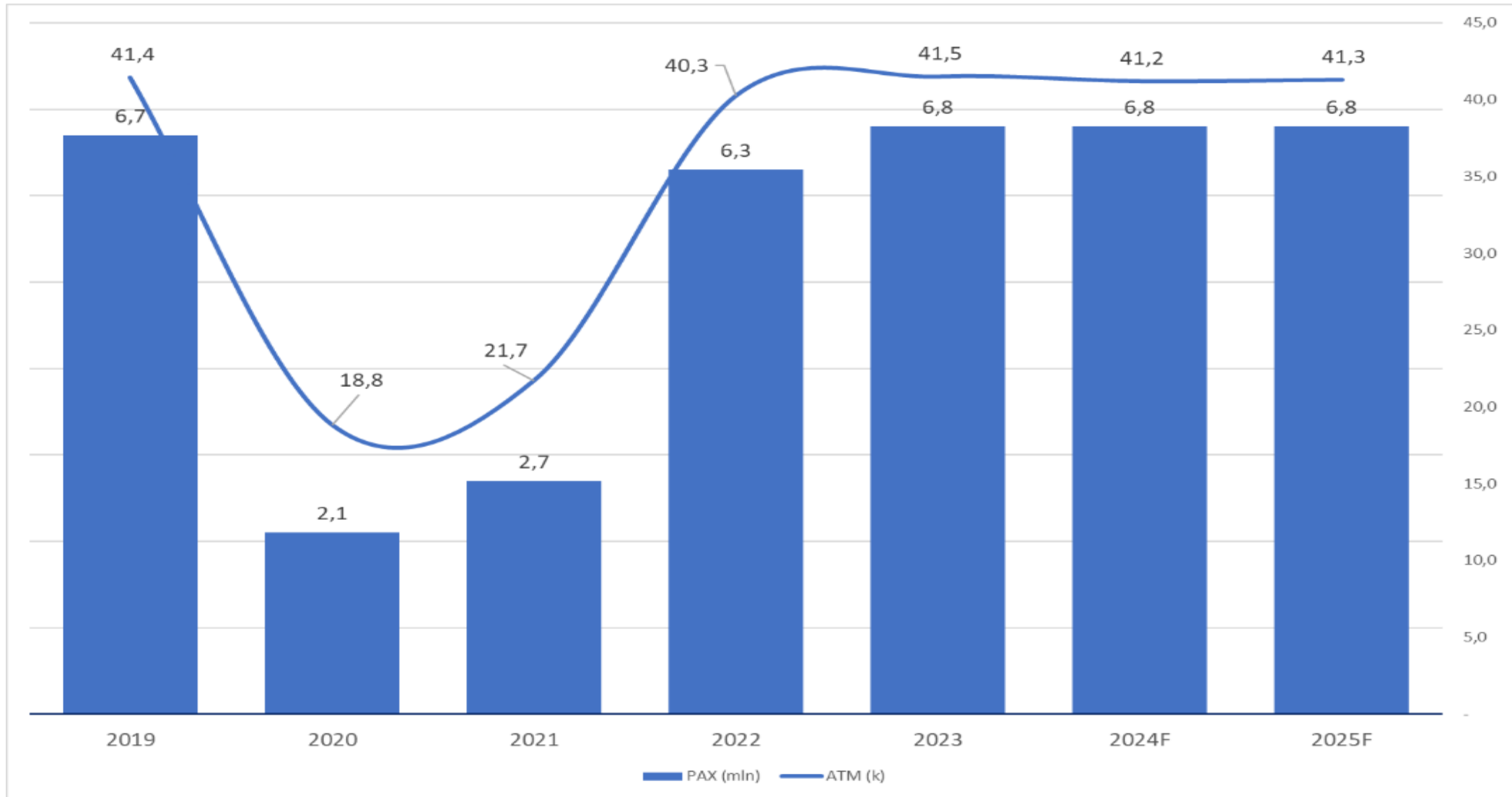




# Airport performance



# Airport performance





# Finance





# 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 (comissioned) 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 <sup>7)</sup>



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 <sup>1)</sup>
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



## 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





# Total cost base

## Total Cost base

Table B1: EA - Total Cost Base		Units	Year end in December	
			2024	2025
			Consultation	Consultation
B1.1	Operating Costs	x € 1.000	46.107	48.092
B1.2	Cost of Capital	x € 1.000	3.356	4.392
B1.3	Depreciation	x € 1.000	5.851	5.167
<b>B1.4</b>	<b>Total Aeronautical costs</b>	<b>x € 1.000</b>	<b>55.315</b>	<b>57.651</b>

## Individual cost base items

Table B2: EA - Aeronautical Operating Costs		Units	Year end in December	
			2024	2025
			Consultation	Consultation
B2.1	Staff Costs	x € 1.000	8.458	9.084
B2.2	Other Operating Costs	x € 1.000	26.803	28.047
B2.3	Local ATC, Fire Department, Runway	x € 1.000	10.846	10.961
<b>B2.4</b>	<b>Total</b>	<b>x € 1.000</b>	<b>46.108</b>	<b>48.092</b>

## Fixed assets

Table B3: EA - Aeronautical Fixed assets		Units	Year end in December	
			2024	2025
			Consultation	Consultation
B3.1	Fixed assets (incl. Intangibles) - Net Book Value - Opening balance	x € 1.000	47.675	47.186
B3.2	Fixed assets made operational (comissioned) in the year	x € 1.000	6.979	4.924
B3.3	Depreciation (including disinvestments)	x € 1.000	5.851-	5.167-
B3.4	Other adjustments	x € 1.000	-	-
<b>B3.5</b>	<b>Fixed assets (incl. Intangibles) - Net Book Value - Closing balance</b>	<b>x € 1.000</b>	<b>48.803</b>	<b>46.943</b>



# Traffic & Revenue

## C. Traffic and Revenue Aviation, Security & PRM - Detailed Breakdown

Table C1: EA - Traffic		Units	2024	2025	2026	2027	2028	2029
			Consultation	Consultation	Forecast	Forecast	Forecast	Forecast
C1.1	Passenger traffic	M	6,7	6,8	6,8	3,8	6,8	6,9
C1.2	Air Traffic Movement	x 1.000	41,2	41,3	40,3	22,4	40,8	41,3

Table C2: EA - Aeronautical Revenue Breakdown Aviation		Units	2024	2025
			Consultation	Consultation
C2.1	Landing & Take-off Charge	x € 1.000	12.807	13.023
C2.2	Revenue from Passenger service charges	x € 1.000	18.264	20.099
C2.3	Other Aeronautical Revenue Aviation (Parking)	x € 1.000	155	163
<b>C2.4</b>	<b>Total Aeronautical Revenue</b>	<b>x € 1.000</b>	<b>31.226</b>	<b>33.285</b>

Table C2: EA - Aeronautical Revenue Security		Units	2024	2025
			Consultation	Consultation
C2.4	Revenue from security charges	x € 1.000	21.658	21.722

Table C2: EA - Aeronautical Revenue PRM		Units	2024	2025
			Consultation	Consultation
C2.5	Other Aeronautical Revenue Aviation (PRM)	x € 1.000	2.468	2.701



# Operating Cost (Aviation)

## D. Aeronautical Operating Costs Aviation - Account Breakdown

Table D1: EA - Aeronautical Staff Costs & Numbers		Units	2024	2025
			Consultation	Consultation
D1.1	Total Staff (Full Time Equivalentents)	nr.	44,70	43,91
D1.2	Salaries	x € 1.000	4.505	5.072
D1.3	Pensions	x € 1.000	961	748
D1.4	Other	x € 1.000	872	910
D1.5	Total Staff Costs	x € 1.000	<b>6.338</b>	<b>6.729</b>

Table D2: EA - Other Aeronautical Operating Costs - Split by type		Units	2024	2025
			Consultation	Consultation
D2.1	depreciation	x € 1.000	3.723	3.658
D2.2	maintenance	x € 1.000	1.981	2.287
D2.3	outsourced activities <sup>1)</sup>	x € 1.000	13.208	13.264
D2.4	hiring external staff	x € 1.000	54	54
D2.5	other external costs	x € 1.000	3.143	3.584
D2.6	miscellaneous	x € 1.000	0	0
D2.7	Total	x € 1.000	<b>22.109</b>	<b>22.847</b>

1) Outsourced activities		Units	2024	2025
			Consultation	Consultation
	Security	x € 1.000	24	24
	Marshalling, Information desk, Dispatching, Load control	x € 1.000	676	540
	Local ATC, Fire Department, Runway	x € 1.000	10.846	10.961
	Other outsourced activities	x € 1.000	1.662	1.739
	Total	x € 1.000	<b>13.208</b>	<b>13.264</b>



# Operating Cost (Security)

## D. Aeronautical Operating Costs Security - Account Breakdown

Table D1: EA - Aeronautical Staff Costs & Numbers		Units	2024	2025
			Consultation	Consultation
D1.1	Total Staff (Full Time Equivalents)	nr.	13,3	13,9
D1.2	Salaries	x € 1.000	1.341	1.606
D1.3	Pensions	x € 1.000	286	237
D1.4	Other	x € 1.000	260	288
D1.5	Total Staff Costs	x € 1.000	<b>1.887</b>	<b>2.132</b>

Table D2: EA - Other Aeronautical Operating Costs - Split by type		Units	2024	2025
			Consultation	Consultation
D2.1	depreciation	x € 1.000	2.056	1.408
D2.2	maintenance	x € 1.000	808	940
D2.3	outsourced activities <sup>1)</sup>	x € 1.000	15.673	15.757
D2.4	hiring external staff	x € 1.000	16	17
D2.5	other external costs	x € 1.000	660	799
D2.6	miscellaneous	x € 1.000	0	0
D2.8	Total	x € 1.000	<b>19.213</b>	<b>18.921</b>

1) Outsourced activities		Units	2024	2025
			Consultation	Consultation
	Security	x € 1.000	14.409	14.572
	Marshalling, Information desk, Dispatching, Load control	x € 1.000	959	853
	Local ATC, Fire Department, Runway	x € 1.000	0	0
	Other outsourced activities	x € 1.000	305	331
	Total	x € 1.000	<b>15.673</b>	<b>15.757</b>



# Operating Cost (PRM)

## D. Aeronautical Operating Costs PRM - Account Breakdown

Table D1: EA - Aeronautical Staff Costs & Numbers		Units	2024	2025
			Consultation	Consultation
D1.1	Total Staff (Full Time Equivalents)	nr.	1,6	1,5
D1.2	Salaries	x € 1.000	166	168
D1.3	Pensions	x € 1.000	35	25
D1.4	Other	x € 1.000	32	30
D1.5	Total Staff Costs	x € 1.000	<b>233</b>	<b>223</b>

Table D2: EA - Other Aeronautical Operating Costs - Split by type		Units	2024	2025
			Consultation	Consultation
D2.1	depreciation	x € 1.000	73	101
D2.2	maintenance	x € 1.000	6	6
D2.3	outsourced activities <sup>1)</sup>	x € 1.000	2.026	2.225
D2.4	hiring external staff	x € 1.000	2	2
D2.5	other external costs	x € 1.000	72	73
D2.6	miscellaneous	x € 1.000	0	0
D2.7	Total	x € 1.000	<b>2.179</b>	<b>2.407</b>

1) Outsourced activities		Units	2024	2025
			Consultation	Consultation
	Security	x € 1.000	0	0
	Marshalling, Information desk, Dispatching, Load control	x € 1.000	2.009	2.206
	Local ATC, Fire Department, Runway	x € 1.000	0	0
	Other outsourced activities	x € 1.000	18	19
	Total	x € 1.000	<b>2.026</b>	<b>2.225</b>



# Total Asset Base

## E. Aeronautical Asset Base, Capital expenditure and depreciation Aviation, Security and PRM

based on NLGAAP (€ x 1.000)

		Year end in December			
		Total	Aviation	Security	PRM
		2024	2024	2024	2024
Capital Expenditure		Consultation	Consultation	Consultation	Consultation
E1.1	Runways, taxiways and aprons	827	822	5	0
E1.2	Buildings	795	658	122	14
E1.3	Installations	3.162	2.830	323	9
E1.4	Paved areas and roads	467	258	207	3
E1.5	Other assets	1.728	1.514	75	139
<b>E1.6</b>	<b>Total</b>	<b>6.979</b>	<b>6.083</b>	<b>732</b>	<b>165</b>

Depreciation					
E2.1	Runways, taxiways and aprons	1.342-	1.330-	11-	0-
E2.2	Buildings	1.542-	1.120-	381-	41-
E2.3	Installations	2.285-	699-	1.583-	2-
E2.4	Paved areas and roads	123-	97-	25-	1-
E2.5	Other assets	560-	476-	56-	28-
<b>E2.6</b>	<b>Total</b>	<b>5.851-</b>	<b>3.723-</b>	<b>2.056-</b>	<b>73-</b>

Net Book Value					
E3.1	Runways, taxiways and aprons	14.706	14.655	51	0
E3.2	Buildings	18.642	14.835	3.310	497
E3.3	Installations	8.521	5.310	3.189	23
E3.4	Paved areas and roads	4.411	3.631	742	38
E3.5	Other assets	2.523	2.248	152	122
<b>E3.6</b>	<b>Total</b>	<b>48.803</b>	<b>40.679</b>	<b>7.444</b>	<b>680</b>

Year end in December			
Total	Aviation	Security	PRM
2025	2025	2025	2025
Consultation	Consultation	Consultation	Consultation
1.229	1.143	85	1
360	287	62	12
2.356	1.622	722	12
86	62	24	1
893	850	26	18
<b>4.924</b>	<b>3.963</b>	<b>917</b>	<b>43</b>

1.197-	1.176-	21-	0-
1.532-	1.138-	359-	36-
1.748-	801-	943-	4-
123-	89-	33-	1-
567-	455-	52-	60-
<b>5.167-</b>	<b>3.658-</b>	<b>1.408-</b>	<b>101-</b>

14.798	14.622	174	3
17.507	14.066	2.989	452
8.446	5.816	2.600	29
4.251	3.466	745	39
1.942	1.696	92	153
<b>46.943</b>	<b>39.666</b>	<b>6.601</b>	<b>676</b>



# Investments: Total Aviation (5 year outlook)

## F.Main capex projects

### CAPEX

Total capital expenditure		Units	Year end in December (Amounts in EUR)					
			2024	2025	2026	2027	2028	2029
			Consultation	Consultation	Forecast	Forecast	Forecast	Forecast
Runways, taxiways and aprons		x € 1.000	827	1.229	1.335	9.976	354	381
Buildings		x € 1.000	795	360	597	49.499	712	115
Installations		x € 1.000	3.162	2.356	4.734	1.577	3.546	1.432
Paved areas and roads		x € 1.000	467	86	151	1.434	378	86
Other assets		x € 1.000	1.728	893	274	1.475	253	808
<b>Total</b>		<b>x € 1.000</b>	<b>6.979</b>	<b>4.924</b>	<b>7.092</b>	<b>63.961</b>	<b>5.243</b>	<b>2.822</b>

The overview below includes information per project > € 1 mio

Specification major aviation related investments 2025-2029		Units	2024	2025	2026	2027	2028	2029
Asset Category	Asset Description		Consultation	Consultation	Forecast	Forecast	Forecast	Forecast
Runways, taxiways and aprons	Platform	x € 1.000	-	-	-	10.000	-	-
Buildings	Terminal	x € 1.000	-	-	-	48.000	-	-
Installations	Security assets	x € 1.000	-	-	1.500	-	2.400	-
Paved areas and roads		x € 1.000	-	-	-	-	-	-
Other		x € 1.000	-	-	-	-	-	-
<b>Total</b>		<b>x € 1.000</b>	<b>-</b>	<b>-</b>	<b>1.500</b>	<b>58.000</b>	<b>2.400</b>	<b>-</b>



# Asset life & allocation method

For future investments, the depreciation is calculated using the straight line method, based on the historical average useful lives. No changes in 2025.

## G. ALLOCATION 2025

Reference date:

Because new charges take effect as of 1 April 2025, the allocation of assets and operational expenses regarding the terminal building for the year 2025 is based on terminal building as per provided floorplan and for the remainder allocations the method is based on 31 december 2023 for the reference key.

Asset Category	Avg useful life (yrs)
Runways, taxiways and aprons	30
Buildings	25
Installations	10
Paved areas and roads	15
Other fixed assets	5

Building	Total m <sup>2</sup> building allocated	% m <sup>2</sup> aviation activities (incl. security & prm)
Luchthavenweg 13 (offices)	1.361	43,6%
Luchthavenweg 25 (Terminal)	16.319	61,5%
Luchthavenweg 29	1.841	76,9%
Logistic Centre	262	17,6%
BA / GA Terminal	760	60,8%
Total m2	20.542	59,0%

## Energy

	Total Costs €	% aviation activities (incl. security & prm)
Gas	87.254	52,7%
Electricity	797.241	36,2%

## Other

Cost Allocation	2025			Totaal
	Aviation	Security	PRM	
Corporate overhead	57,4%	18,2%	1,9%	77,5%
Taxes	28,6%	5,1%	0,3%	34,0%





# Airport charges





# Method of determining airport charges

## NO CHANGES

On the basis of dual-till system, there is a following concept to determine airport charges during the Eindhoven Airport official operational hours (07:00 – 23:59 LT). All charges are exclusive of VAT.

- Passenger service charge per departing passenger
- Security charge per departing passenger
- PRM charge per departing passenger
- Sustainable Landing and Take – Off charge (SLTO)
- Parking charge

DIFFERENTIATION (based on the previous full IATA season – S23 and W23).

- Load Factor (LF) incentive
- Based aircraft incentive



# Passenger service charge

- **For each departing passenger, the passenger service charge amounts to: 8,53 Euro.**
- Excluded from the passenger service charge are children under two years and transit passengers.  
Also excluded are members of the crew and the co-flying deadheading crew.
- Number of total passengers on board correlates with the number of paid and occupied seats in the aircraft.



# Security charge

For the services, which have to be provided by the airport according to aviation security law

- **For each departing passenger the security charge amounts to: 6,34 Euro**
- Number of total passengers on board correlates with the number of paid and occupied seats in the aircraft.



# PRM charges

**For each departing passenger the PRM charge amounts to: 0,81 Euro**

A PRM charge is set for the purpose of assistance of the passenger with reduced mobility (PRM).  
The charge is set according to EC 1107/2006.

Number of total passengers on board correlates with the number of paid and occupied seats in the aircraft.



# Sustainable Landing and Take-off Charge (SLTO)

The Sustainable Landing and Take-Off (SLTO) charge is calculated on the basis of the airline environment performance (Noise and Emissions), time of operation and usage per aircraft stand, irrespective of the MTOW of the aircraft. Airline performance is based on the previous full IATA season – S22 and W22

$$\text{SLTO} = (\text{Unit rate} \times \text{N}) + \text{G} + \text{M}$$

Unit rate for SLTO

G = Noise factor: (EA median cumulative margin – Average airline cumulative margin) x 15 €

M = NOx factor: (Average airline NOx per LTO - EA median NOx per LTO) x 40 €

N = Night penalty: 1 + ((Average airline penalty factor - Referent penalty factor) x 0,10 )

The SLTO calculation parameters are:

- a) Unit rate – amount of **€ 656**
- b) G – Noise factor: EA median cumulative margin 14 EPNdB, Differentiation 15 € per 1 EPNdB
- c) M – NOx factor: EA median NOx per LTO 4,8 kg, Differentiation 40 € per 1 kg NOx per LTO
- d) N – Night penalty factor: Referent penalty factor 2, Differentiation per penalty factor 0,10



# Parking charge

- **For an aircraft on an aircraft stand a parking charge is calculated per ton MTOW/per 24-hour period and part thereof which amounts to: 5,67 Euro.**
- The parking charge is payable per hour or part thereof in excess of 90 minutes. If the parking of aircraft takes place for more than 90 minutes, the parking charge will also be due for the first 90 minutes. Each fraction of a metric ton is counted as a whole unit.
- The parking charge is not applicable between 21:30 – 08:30 hrs LT for the home based aircraft only. Reference is block time, if not available scheduled time.



# Differentiation







# Load factor differentiation

The load factor differentiation is an adjustment related to the passenger service charge. This is a differentiation to increase the number of passengers per flight (load factor). Given the capacity, the passenger costs (e.g. terminal) will be shared by a higher number of passengers per flights on a larger number of passengers. As a result, the costs per passenger will be lower. More passengers per aircraft also delivers more (noise) efficiency, because more passengers are transported on the same flight. Therefore, Eindhoven Airport gives a differentiation on the passenger service charge on the percent passengers above 120 passengers per flight (with a certain maximum).

The load differentiation is based on:

**$(\text{Full year average of passengers per departing flight per airline} - 120) / 120) * 80\% * \text{passenger service charge}$**

**The load factor differentiation is maximised on 2,50 Euro per departing passenger.** The load factor differentiation is based on load factors realised in the previous full IATA year.



# Based aircraft differentiation

The based aircraft differentiation is an adjustment related to the passenger service charge. This is a differentiation on based aircraft which represent stability in operations and employment for the region. Based aircraft contribute to the robustness of the destination network, which is also good for the region. Eindhoven Airport gives a differentiation based on the average number of based aircraft in the previous Full IATA Year with a minimum of 40 weeks and 2 overnights per week. The number of based aircraft is the basis of the based aircraft differentiation.

The based aircraft differentiation is based on:

**$(2\% * \text{average \# of based aircraft}) * \text{passenger service charge}$**

**The based aircraft differentiation is maximised on 0,75 Euro per departing passenger.**



# Developments





# Security, infrastructural & other Highlights

- Security: Changes “Liquids & Gels regulation” September 1<sup>st</sup> 2024 -> no impact on charges
- PRM: new contract per January 1<sup>st</sup> 2025
- Implementation EES: due date November 10<sup>th</sup> 2024 -> no impact on charges
- Terminal Extension: Construction works on schedule: building starts November 2024

Military ATC will be integrated into Civil ATC (LVNL) – Decision Dutch Government postponed

- As of implementation date “1 ATM”:
  - ATC charge (Terminal Navigation Charge) will be excluded from Usage fee
  - ATC charge will be charged in line with OGA/transition period procedures





# Services and infrastructure provided



# Services and infrastructure provided

	2023 Actual	Value C2024	Value V2025	Explanation
<b>a. Runway system</b>				
A.1 # Runways	1 (2-way 21-03)	1 (2-way 21-03)	1 (2-way 21-03)	See also AIP for layout runway/taxiway layout
A.2 Annual capacity (# movements in licence)	41.500	41.500	41.500	
A.3 Opening hours scheduled arrival	8.00-23.00	8.00-23.00	8.00-23.00	See also capacity declaration
A.4 Opening hours scheduled departure	7.00-23.00	7.00-23.00	7.00-23.00	See also capacity declaration
A.5 Peak hour capacity (# movements)	7	7	7	Scheduled dep. per rolling hour
A.6 ILS	CAT I	CAT I	CAT I	
<b>b. Stands</b>				
B.1 # passenger aircraft stands	13	13	13	All Code C, power in PB out. Code E = 2 stands (2 positions available)
B.2 # buffer stands	0	0	0	
# cargo aircraft stands	0	0	0	
Average parking time per turnaround	50	50	50	Parking time > 90 min only after approval.
# scheduled overnight parking allowed per day	12	12	12	1 redundant stand
Marshalling	Marshaller on stand	Marshaller on stand	Marshaller on stand	No automatic docking
# GA/BA stands	Dedicated parking zone M2	12000	12000	Incl. dedicated taxiway
<b>c. Terminal (aviation activities)</b>				
C.1 # m <sup>2</sup> Aviation (LHW25)	13434	13434	13434	
C.2 # m <sup>2</sup> Security (LHW25)	2965	2965	2965	
C.3 # m <sup>2</sup> Transit lounge	300	300	300	1 Transit lounge (no Transfer lounge)
C.4 Flight Information Displays	available	available	available	
C.5 Information Desk (landside)	1	1	1	Common-use
C.6 Service desks (landside / airside (NS-S))	3	3	3	Common-use as far as possible
C.7 Lost & Damaged desk (arrival hall)	1	2	2	Common-use as far as possible
<b>d. Gates</b>				
D.1 Schengen	8	8	8	No bridges (2 Gates at first floor, 1 Elevator available)
D.2 Non Schengen	3	3	3	No bridges

# Services and infrastructure provided

		2023 Actual	Value C2024	Value V2025	Explanation
<b>e. Baggage</b>					
E.1 # baggage handling facilities	Baggage entry points (desks)	22 (16*)	22 (16*)	22 (16*)	*Are equipped with a self service bag drop unit
	Odd-size entry	1	1	1	
	Reclaim belts	3	3	3	No IATA Resolution 753 compliant
	Transfer unloading	n.a.	n.a.	n.a.	
E.2 Peak hour capacity (# baggage items)	Check-in	1800	1800	1800	
	Reclaim	900	900	900	
	Transfer	n.a.	n.a.	n.a.	
<b>f. Busses</b>					
F.1 # busses on airside		na	na	na	walking stands.
<b>g. Check-in</b>					
G.1 Check in	Staffed check-in desks	15 (9*)	15 (9*)	15 (9*)	* Desks are also equipped with a self service bag drop unit and can be used as either conventional check-in or drop-off point.
	Self service kiosk	8	8	8	
	Service desks (Payment etc)	5	6	6	1 desk, # positions /Common-use as far as possible
<b>h. Security</b>					
H.1 Security lanes (1 central security check point)	Passengers	8	8	8	dual lane, (FastTrack = priority until beginning lane)
	staff/crew	1	1	1	
Pre-security filter	E-gates	6	6	6	
Specials	HRF	available	available	available	Non US carrier / based on current regulation
	100% Customs	not possible	not possible	not possible	
Airside checkpoint	not for passengers use	1	1	1	1 point, 1 lane
H.2 Capacity (# passengers)	Annual		Variable with actual demand		
	Peak hour	1700	1700	1700	

# Services and infrastructure – Utilisation (2024)

NO CHANGES

EindhovenAirport 

1. Runway system; maximum capacity not yet reached. Peak capacity is mostly constrained because of # stand/Gate;
2. Aircraft parking positions; all stands used; 2024 10/11 based aircraft;
3. The total area of the terminals for the aviation activities; 100% of passenger areas are in use during opening hours; IATA LoS varies during the day. Layout was based on IATA Level C, but this target is not always met. Safety & security levels are minimal;
4. Gates; all gates are in use multiple times a day. In the “first wave” 100% of gates are used;
5. Baggage system; June 2024 - 77% check-in capacity (morning peak);
6. Busses; not available / not applicable
7. Check-in facilities;
  - Self service drop off 100% in use during opening hours as a service.
  - Staffed check-in desks can all be used when needed, depending on typical flights. On occasion 100% is in use.
8. Security; Airside check point: 1 lane 100% in use 24/7.

Passenger check point: capacity planning related to flight schedules. In general: First wave 85% in use. Including Crew lane





# Services and Infrastructure – Level of quality

1. Runway system: previous sheet Part A. Peak capacity is constrained because of # stand/Gate;
2. Parking positions: previous sheet Part B; De-icing removal basics unchanged. **Deep-turnaround (camera system) on all stands**
3. **Airside other: new location for waste removal etc. Central tank HVO100 (replaced Diesel)**
4. Area for the aviation activities: previous sheet Part C. Also referring to the maps Terminal LHW 25;
5. Gates: previous sheet Part D. No piers and no air-bridges available at EIN; Business Lounge available
5. Baggage system: previous sheet Part E. (17 chutes, 1 carrousel) CT scanners replaced in 2023; Not IATA Resolution 753 compliant; **Lifting adds: all 3 reclaimbelts have Powerstow Transferbelt / 2 chutes HBS have lifting adds – full roll-out completed Q1 2025**
6. Buses: previous sheet Part F. No busses available, all walking stands. Walking lanes airside covered since Q4 2021.
7. Check-in facilities: previous sheet Part G. Common-use CUTE/CUPPS, Self service full service Kiosk (CUSS);
8. Security: previous sheet Part H. **Q1 2025 replacement of pre-scan filter**
9. Overall: quality/KPI ambitions now and future based on use seamless/self service assets when technical possible.
8. Access Roads landside; Improved accessibility & customer experience.



# Services and infrastructure provided

CHANGES in RED

EindhovenAirport 

In addition to the services and infrastructure mentioned on previous sheets, the services also include:

- Maintenance of all assets;
- **Sustainability: additional charging points, central availability of HVO100**
- Bird & wildlife control, Fire rescue services
- Air traffic control unit
- Custom / Border control (limited cargo facilities)
- First Aid/ AED
- Opening of terminal outside normal hours in case of severe disruptions (including when needed stretchers)
- Airport Operations
- Marshalling
- PRM services – **including remote “callpoints”**
- Emergency and disruption plans
- Self-service Flight Service Unit (FSU)
- General Aviation terminal
- Customer Contact
- Lost service
- Silent Airport
- Overall delay awareness (regardless of causing party)
- Cyber Security Resilience (more awareness / monitoring in LT)



# Overview Airport Charges & Differentiation



# Overview Charges and Differentiation

Eindhoven Airport (EIN) charges and differentiation as of 1 April 2024			
Charges	Passenger service charge	€8,53 for each departing passenger	
	Security charge	€6,34 for each departing passenger	
	PRM charge	€0,81 for each departing passenger	
	Basic charge for more sustainable landings and take-offs	€656 for each departing flight	
	Parking charge	0 – 1.5 hours – Free of charge	
		Fixed basic A/C: 21:30 – 08:30 LT – Free of charge	
		€5,67 per tonne MTOW/24 hour	
Differentiation	Differentiation on basic charge for more sustainable landings and take-offs	$B \times N + G + M$	
	Load factor	for each departing passenger (limit €2.50 per PAX)	
	Based aircraft	for each departing passenger (limit €0.75 per PAX)	



# Conditions of use





# Conditions of use

<i>General</i>	
<b>1: Airport Regulations</b>	Regulations applicable to all persons physically present at the airport, to ensure the proper handling of airport air traffic and the associated passenger and goods transport at the airport
<b>2: General terms and conditions for the use of Eindhoven Airport</b>	Regulations applicable to all activities at the airport
<b>3: PPR</b>	Regulations which apply to all general aviation including business aviation
<b>4: IT</b>	Data & privacy related to operational assets
<b>5: Environmental conditions</b>	Regulations involving the environment
<i>Access and security</i>	
<b>6: Conditions for airport identification card</b>	
<b>7: Issuing and return of access badges</b>	
<b>8: Access Policy</b>	
<b>9: Safety and Security Manual</b>	Regulations and conditions applicable to businesses and organizations that wish to gain access to restricted areas

<i>User relevant working Instructions Operations</i>	
<b>Extension</b>	Working instruction and QRC on accepting flights after standard opening hours
<b>Engine test regulation</b>	Regulation on running engine tests
<b>Pushback</b>	Working Instruction regarding Pushback A/C
<b>Towing</b>	Working Instruction regarding regulated Towing
<b>Fueling A/C with passengers</b>	Working Instruction regarding responsibilities
<b>Taxi</b>	Working Instruction regarding Taxiing from "Bypass"
<b>Aircraft stand</b>	
<b>Apron Safety Meeting</b>	Working Instruction regarding PSO meeting
<i>Handling*</i>	
<b>Conditions for handling agents</b>	

\*Not part of formal consultation / update October 25

## Management of Change:

Level 1: Urgent changes (compliance): *Consultation via e-mail, 14 days notice and notification of change through e-mail.*

Level 2: All other changes: *through normal consultation process*



Questions?

