

Schiphol Airport Charges and Conditions

1 April 2026

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Royal Schiphol Group N.V.
Amsterdam Airport Schiphol

Schiphol Airport Charges and Conditions

'Royal Schiphol Group N.V.', operator of the designated airport Schiphol;

in regard to article 8.25d, of the Aviation Act;

AMMENDS:

charges and conditions for activities of the airport operator for the use of the designated airport Schiphol by airlines, as well as by a natural or legal person operating flights, other than an airline

This text is a translation of the original Dutch document. In the event of a difference of understanding, the Dutch text will prevail.

Schiphol Airport Charges and Conditions

Article 1 Definitions

It is understood to mean:

- | | |
|-------------------------------------|---|
| a. Schiphol Airport | The designated airport “Schiphol” as mentioned in chapter 8 of the Aviation Act. |
| b. The Company | The operator of the designated airport, Royal Schiphol Group N.V. |
| c. User | An airline, or a natural or legal person other than the airline, that operates flights. |
| d. Representative organisation | A legal entity, designated by ministerial regulation, which represents the interests of Users. |
| e. Schiphol East | The area situated adjacent to the runway 04-22 (East runway). The aircraft stands at Schiphol East consist of the stands situated on platform K, platform M, the hangar positions, environmental stands (N) and the aircraft test facility. The terminal facility at Schiphol East consists of the general aviation terminal adjacent to platform K. |
| f. 24-hour period | A period of 24 hours, starting from the time of landing of an aircraft at Schiphol Airport. |
| g. Aircraft | Any power driven, heavier than air aircraft. |
| h. Weight | The maximum certified take-off weight, i.e. the maximum permissible total weight with which the aircraft is authorised to take off under the most favourable conditions in accordance with the Certificate of Airworthiness (MTOW). |
| i. Certificate of Airworthiness | The valid Certificate of Airworthiness for the aircraft issued by the competent authorities, or the certificate of equivalence issued by the competent authorities under an international convention. For the purposes of this document, the Certificate of Airworthiness shall also be understood to mean the limitation of use (such as the maximum permissible total weight) relating to the aircraft under the said certificate laid down in the Flight Manual approved by the competent authorities. |
| j. Flight | The movement of an aircraft, from the time period that it starts to move with the purpose of taking off until the moment that it has fully stopped after landing. |
| k. Cargo flight | A cargo flight is a point to point flight operating with the sole purpose of transporting air cargo and/or mail, in the sense that cargo is loaded and/or unloaded at Schiphol Airport. |
| l. Handling at a connected stand | Handling of an aircraft which is parked at an aircraft stand at the gate where airlines have the possibility to use a passenger bridge to have passengers covered the distance between the aircraft and the terminal (and vice versa) regardless of the actual use of the passenger bridge. |
| m. Handling at a disconnected stand | |

Handling of an aircraft which is parked at an aircraft stand at the gate or at a remote stand and in which case the airline has no other possibility than to have passengers covered the distance between the aircraft and the terminal (or vice versa) by bus or on foot. The handling of all cargo flights is at a disconnected stand.

- n. Aircraft parking Parking an aircraft in the open air at a location owned by and situated at Schiphol Airport.

- o. Owner The owner, holder, and user of an aircraft, or their respective authorised representatives.

- p. Passenger Occupant of an aircraft, not being the aircraft's crew and dead-heading crew.

- q. Crew Anybody on board of the aircraft carrying out activities which are of direct importance for the operation of the aircraft or carrying out activities on behalf of the passengers or the load.

- r. Dead-heading crew Anybody on board of the aircraft, not being the aircraft's crew, carrying out activities on behalf of the passengers or the load of the flight, the return flight or the aircraft.

- s. Transit passenger A passenger arriving at the airport on a through flight and subsequently leaving the airport on the same aircraft or on a replacement aircraft following a breakdown of the former, without having left the customs area.

- t. Transfer passenger A passenger arriving at and departing from the airport on a different aircraft or on the same aircraft under a different flight number, whose main purpose for using the airport is to effect a transfer (originating airport \neq destinating airport) with a time period between the arriving and departing flight not exceeding 24 hours.

- u. State aircraft Aircraft used in military, customs and police services.

- v. Cargo Freight, transported under Air Waybill, which is loaded or unloaded at the airport, including express cargo and military mail and excluding mail and trucked cargo.

- w. Mail Mail which is loaded or unloaded at the airport.

- x. Chapter 2 aircraft A civil subsonic aircraft, noise certified on the grounds of the standards as referred to in Annex 16, volume 1, Chapter 2, to the ICAO convention (fifth edition, 2008).

- y. Chapter 3 aircraft A civil subsonic aircraft, noise certified on the grounds of the standards as referred to in Annex 16, volume 1, Chapter 3, to the ICAO convention (fifth edition, 2008).

- z. Chapter 4 aircraft A civil subsonic aircraft, noise certified on the grounds of the standards as referred to in Annex 16, volume 1, Chapter 4, to the ICAO convention (fifth edition, 2008).

- aa. Chapter 14 aircraft A civil subsonic aircraft, noise certified on the grounds of the standards as referred to in Annex 16, volume 1, Chapter 14, to the ICAO convention

- ab. Load Baggage, cargo and mail.

Article 2 Landing and take-off charges

Section 1 For aircraft landing at and taking off from the airport, a landing and a take-off charge is payable to the airport's operator, the amount of which is determined by the aircraft's weight and which is differentiated based on the following:

- I the noise certification of the aircraft (to be hereinafter referred to as the charge according to noise);
- II the point in time of arrival at and departure from the airport (to be hereinafter referred to as the charge according to point in time);
- III the flight type: flights or cargo flights.
- IV the handling location: at a connected stand or at a disconnected stand.

Section 2 The base charge is applicable for a landing or a take-off by an aircraft defined in noise category S3 (see article 3, section 1) between 6:00am and 11:00pm local time. This base charge serves as a starting point for determining the charge differentiated according to the characteristics mentioned in section 1.

The charge in relation to the base charge* as per April 1, 2026:

Landing and take-off charges (%)	Category S1			Category S2			Category S3		
	Day		Night	Day		Night	Day		Night
	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off
Connected	300%	1500%	1800%	200%	450%	500%	100%	280%	330%
Disconnected	240%	1200%	1440%	160%	360%	400%	80%	224%	264%
Cargo	156%	780%	936%	104%	234%	260%	52%	146%	172%

Category S4			Category S5			Category S6			Category S7		
Day	Night		Day	Night		Day	Night		Day	Night	
Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off
80%	240%	290%	60%	200%	240%	45%	120%	145%	30%	100%	120%
64%	192%	232%	48%	160%	192%	36%	96%	116%	24%	80%	96%
42%	125%	151%	31%	104%	125%	23%	62%	75%	16%	52%	62%

The charge in relation to the base charge* as per April 1, 2027:

Landing and take-off charges (%)	Category S1			Category S2			Category S3		
	Day		Night	Day		Night	Day		Night
	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off
Connected	400%	2500%	3000%	250%	675%	750%	100%	420%	495%
Disconnected	320%	2000%	2400%	200%	540%	600%	80%	336%	396%
Cargo	208%	1300%	1560%	130%	351%	390%	52%	218%	257%

Category S4			Category S5			Category S6			Category S7		
Day	Night		Day	Night		Day	Night		Day	Night	
Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off
75%	360%	435%	55%	300%	360%	40%	160%	190%	25%	130%	150%
60%	288%	348%	44%	240%	288%	32%	128%	152%	20%	104%	120%
39%	187%	226%	29%	156%	187%	21%	83%	99%	13%	68%	78%

*Please refer to article 3, section 1 for the description of the noise categories.

Section 3 In the event of a flight which is handled at a connected stand, the basic compensation per 1.000 kg (or part thereof) for a landing or take-off is calculated according to aircraft weight:

	As per April 1, 2026	As per April 1, 2027
a. For aircraft weighing ≤ 2.000 kg (in total)	€ 207,80	€ 201,20
b. For aircraft weighing between 2.000 kg and 35.000 kg MTOW (in total)	€ 363,65	€ 352,10
c. For aircraft weighing more than 35.000 kg MTOW	€ 10,39	€ 10,06

In the event of a flight which is handled at a disconnected stand, the basic compensation for a landing or take-off per 1.000 kg (or part thereof) is calculated according to aircraft weight:

	As per April 1, 2026	As per April 1, 2027
a. For aircraft weighing ≤ 2.000 kg (in total)	€ 166,20	€ 161,00
b. For aircraft weighing between 2.000 kg and 35.000 kg MTOW (in total)	€ 290,85	€ 281,75
c. For aircraft weighing more than 35.000 kg MTOW	€ 8,31	€ 8,05

In the event of a cargo flight the basic compensation per 1.000 kg (or part thereof) for a landing or take-off is calculated according to the aircraft weight:

	As per April 1, 2026	As per April 1, 2027
a. for aircraft not weighing more than 35.000 kg MTOW (in total)	€ 189,00	€ 183,05
b. for aircraft weighing more than 35.000 kg MTOW	€ 5,40	€ 5,23

Section 4 All the charges are rounded off to cents. Please refer to appendix I for an overview of the charges.

Nb: The airport's operator will set adjusted charges after settlements in year 3 of the charges period (2027). The above mentioned charges as per April 1, 2027 will therefore be adjusted and set on October 31, 2026.

Article 3 Noise categories

Section 1 The charge applicable according to the amount of noise generated, is related to the extent to which individual aircraft engage available capacity within Schiphol's noise contours. The basis is the noise production in EPNdB values per aircraft, according to the certification as acknowledged and accepted by ICAO. The EPNdB must be defined within the Chapter 3, Chapter 4 and Chapter 14 certification. The Δ EPNdB is calculated by subtracting the sum of the three limit values (in accordance with ICAO document Annex 16, Volume 1, Chapter 3) from the sum of the three EPNdB noise certification values. The following noise categories have been defined:

- noise category S1: Δ EPNdB > -11 (most noisy aircraft)
- noise category S2: $-11 \geq \Delta$ EPNdB > -15
- noise category S3: $-15 \geq \Delta$ EPNdB > -18
- noise category S4: $-18 \geq \Delta$ EPNdB > -21
- noise category S5: $-21 \geq \Delta$ EPNdB > -24
- noise category S6: $-24 \geq \Delta$ EPNdB > -27
- noise category S7: Δ EPNdB \leq -27 (most quiet aircraft)

Section 2 For aircraft, which are not Chapter 3, Chapter 4 or Chapter 14 certified, the following is applicable:

- Chapter 2 aircraft: noise category S1
- Helicopters: noise category S2
- Aircraft > 2 tonnes MTOW and < 6 tonnes MTOW: noise category S4
- (Turbo)prop aircraft > 2 tonnes MTOW and \leq 9 tonnes MTOW: noise category S4
- Aircraft \leq 2 tonnes MTOW and (fully) electric aircraft: noise category S7

Section 3 If the noise certification values of an aircraft are not available for the Company, the charges according to noise will be based on the most unfavourable configuration of that

aircraft type based on the so called 'Conservative Classification of Noise Categories' (see appendix II for an overview per aircraft type).

Article 4 Surcharge regulation concerning the use of Chapter 2 and 3 aircraft

Section 1 Chapter 2 operations are not allowed at Schiphol Airport. In case, in spite of this ban, Chapter 2 and Chapter 3 aircraft until Δ EPNdB -10 land at Schiphol Airport, for example in case of an emergency, an additional surcharge will apply.

Section 2 The basis for calculating the surcharge for Chapter 2 and Chapter 3 aircraft (until Δ EPNdB -10) is as follows:

- up to 100 tonnes MTOW € 1,837.80 per landing
- from 100 tonnes MTOW € 2,756.70 per landing

Section 3 On first request, the owner/operator of the aircraft should provide a copy of the noise certificate of the aircraft operated at Schiphol Airport to the Company.

Explanation:

The decision by ACM (dated May 27 2025 with characteristic: ACM/UIT/649810) on the Schiphol Airport Charges and Conditions 2025-2027 is not irrevocable yet. The set Charges and Conditions in article 4 contained a ban on operating chapter 4 aircraft at Schiphol airport. This means that – dependent on the CBb decision – article 4 still needs to be adjusted. Until that moment the above ban on operating chapter 2 and chapter 3 aircraft is in place at Schiphol airport.

Article 5 Emission related charges

For each landing and take-off a NOx related charge is payable. For each flight the NOx charge amounts to:

- € 4.00 per kg NOx emission within the standardised LTO cycle

The rate is based on the certified emission data of the engine type as indicated in the ICAO Aircraft Emissions Database, according to the methodology as laid down in the ICAO Annex 16, which is as follows: Multiplying the NOx emission indices, fuel flows and Time-In-Modes for each phase (take-off, climb-out, approach, idle conditions) and adding them up. The data used is data straight from the engine manufacturers.

In case the ICAO Aircraft Emissions Database does not contain emission data for the relevant engine type, users can provide a certificate with the emission data.

In case no emission data of the relevant engine type is known, the NOx charge amounts to:

- 0.3 kg NOx-emission within the standardised LTO cycle per 1.000 kg take-off weight. The minimum of 20.000/35.000 kg MTOW as referred to in Article 2 is not applicable here.

Article 6 Passenger charges

Section 1 In the event of passenger transportation, passenger related charges are payable, namely the Passenger Service Charge and the Security Service Charge, the amount of which is determined by the number of passengers on board of the aircraft upon departure from the airport (to be hereinafter referred to as the charges for passengers).

Section 2 To calculate the charges as referred to in section 1 a distinction is made between departing local passengers and departing transfer/transit passengers and between the handling location.

Section 3 The charges for passengers as referred to in section 1 are not payable for:

- a. passengers under two years of age;
- b. passengers on state aircraft.

Section 4 The charges for passengers as referred to in section 1, which are handled at Schiphol Centre, are for the Passenger Service Charge as follows:

	As per April 1, 2026	As per April 1, 2027
Per departing local passenger	€ 28,05	€ 29,26
Per departing transfer/transit passenger	€ 11,78	€ 12,29

Section 5 The charges for passengers as referred to in section 1, which are handled at Schiphol East, are for the Passenger Service Charge as follows:

	As per April 1, 2026	As per April 1, 2027
Per departing local passenger	€ 22,44	€ 23,41
Per departing transfer/transit passenger	€ 9,24	€ 9,83

Section 6 The charges for passengers as referred to in section 1, are for the Security Service Charge as follows:

	As per April 1, 2026	As per April 1, 2027
Per departing local passenger	€ 21,37	€ 18,81
Per departing transfer/transit passenger	€ 11,94	€ 10,51

Section 7 For flights weighing > 2.000 kg with passengers on board of which the MTOW/pax ratio >1.5 a surcharge of €500 per departing flight is applied.

Nb: The airport's operator will set adjusted charges after settlements in year 3 of the charges period (2027). The above mentioned charges as per April 1, 2027 will therefore be adjusted and set on October 31, 2026.

Article 7 Aircraft parking charges

Section 1 For parking an aircraft in designated general use areas of Schiphol airport, a parking charge per 24-hour period or part thereof will be due in accordance with the provisions laid down in section 2, 3, 4 and 5 of this article.

Section 2 Except for the provisions laid down in section 3 and section 4, the following parking fee per 1,000 kilograms of weight (MTOW) is payable for parking each 24 hours or part thereof:

€ 3,77 as per April 1, 2026
€ 4,01 as per April 1, 2027

Section 3 No charge is due if parking takes place for a period of less than six hours and fifteen minutes.

Section 4 No parking charge is due for the period between 11:00pm and 6:00am local time.

Section 5 A parking period is defined as the total time the aircraft stays at the airport, from the moment of touchdown until the moment of airborne, minus the period of time the aircraft is positioned at an aircraft stand not controlled by the Company, minus the period(s) between 11:00pm and 6:00am local time, minus six hours and fifteen minutes.

Nb: The airport's operator will set adjusted charges after settlements in year 3 of the charges period (2027). The above mentioned charges as per April 1, 2027 will therefore be adjusted and set on October 31, 2026.

Article 8 Payment obligations

Section 1 The owner of the aircraft, the holder and the user thereof, and the person acting as an authorised representative of the owner, the holder or user thereof, are responsible for payment of the charges referred to in articles 2, 4, 5, 6 and 7, subject to the provisions of article 13.

Section 2 All rates listed are exclusive of any taxes or levies payable thereon.

Section 3 The level of the payable charges referred to in article 2, 4, 5, 6 and 7 is based on the flight data, fleet data and loading data which are required to be provided by the owner, or the one acting on its behalf, in accordance with the provisions laid down in article 10, 11 and 12.

Article 9 Unforeseen circumstances

Section 1 If, due to bad weather conditions, engine trouble, or any other unforeseen causes, after having taken off from the airport an aircraft returns without having landed at another airport, the charges listed in article 2, 5 and article 6 are levied for 1 landing and 1 take off.

Section 2 Furthermore, the Company has the discretion to waive the charges as listed in article 2, 5, 6 and 7 in case of, in its opinion, other unforeseen circumstances than mentioned in section 1 of this article.

Article 10 Provision of flight data

Section 1 The owner, or the one acting on its behalf, is required to provide the flight data to the Company, for every flight which is carried out.

Section 2 Flight data of the following nature shall be submitted.

1. Flight schedules and flight schedule updates, including code share and/or joint operation flight information
2. Aircraft type and seating configuration
3. Numbers of Passengers on board: Local boarding, transferring and Terminating, separated into adult, child, infant and including deadheading crew and state seats occupied
4. Inbound and onward flight information per passenger
5. Number of, and inbound and outbound flight numbers of passengers requiring assistance
6. Baggage on board: local departing, transfer and terminating
7. Cargo and mail weight
8. Flight delay and deviation information

Section 3 Data shall be delivered in IATA standard messages. Messages shall be sent for inbound as well as outbound flights (relative to AMS) unless specified otherwise. The following messages will be accepted:

Message abbreviation	Message	IATA Reference
PAL, CAL	Passenger assistance list, Change assistance list	IATA PSCRM, RP 1708a
PSM	Passenger service message	IATA PSCRM, RP 1715
PNL	Passenger name list	IATA PSCRM, RP 1708
PTM ¹	Passenger transfer message	IATA PSCRM, RP 1718
PRL	Passenger reconciliation list	IATA PSCRM, RP 1719b
BSM ²	Baggage source message	IATA PSCRM, RP 1745, sec. 4
SSM	Standard schedules message	IATA SSIM, Chapter 4
ASM	Ad-hoc schedules message	IATA SSIM, Chapter 5
SSIM7	Flight Schedule in SSIM7 format	IATA SSIM, Chapter 7
LDM ³	Load message	IATA AHM 583
MVT ⁴	Aircraft movement message	IATA AHM 780
EDP Load sheet	Electronic Data Processing load sheet	IATA AHM 517
SLS	Statistical Load Summary	IATA AHM 588

Section 4 Data shall be supplied as per the following time schedule:

Data Type	Data delivery requirement
Flight schedule	365 days before day of operations. Updates of flight schedules required daily for the upcoming 70 days. Updates of flight schedules for the period of 70-365 days ahead required quarterly. Both required in SSIM UTC format, used for operational and security preparation and planning
Booking load data -- passenger *	Booking information per flight at least 70-days before operation of the flight with daily update, delivered in required format. For airlines which already share with Schiphol forecast load data (see below), no booking load data is required for now.
Forecast load data -- passenger *	Forecast of passenger onboard at least 70-days before operation of the flight with daily update, delivered in required format.
Forecast load data – baggage **	Forecast of baggage counts per flight route 70-days before operation of the flight with daily update, delivered in required format.
Forecast load data -- mail and cargo ***	Forecast of mail and cargo weight per flight route for both passenger and full-freighter flights 70-days before operation of the flight with daily update, delivered in required format.

¹ PTM only for inbound flights. ICL (Inbound Connection List) for outbound flights.

² Local Boarding BSM and Transfer BSM for in and outbound flights, Terminating BSM for inbound flights.

³ If unable to send LDM, Total PAX on board shall be submitted via MVT.

⁴ Actual Arrival (AA, for inbound flights) and Actual Departure (AD, for outbound flights) shall be submitted. For outbound flights the Delay (DL) field shall be submitted, supplemented with Extended Delay (ED) where appropriate. As the standard for providing delay information, AHM 730 and AHM 731 are used. If an airline does not provide delay information (DL/EDL) according to this standard, the airline is required to submit an overview of the delay codes used internally to Amsterdam Airport annually, or upon any change, via (to be decided). This overview is necessary for the correct translation to the AHM 730 and AHM 731 standards in order to generate data that is as accurate and unambiguous as possible, contributing to the purposes described in article 10, paragraph 7. Amsterdam Airport uses the EDP-supported system FLIRT*AMS for electronic data entry and transfer.

Operational load data	Passenger counts and pieces/weight of baggage and/or cargo/mail on the day of operation of the flight(s).
Movement messages	As soon as data becomes available

Data shall be shared in consistent formats as required below per data type via airline own API's.

*Format required for forecast/booking load data for passenger flights:

flight designator	airline designator	flight number	scheduled datetime LT	ad	station	seats	aircraft type	service type	transfer passenger	od passenger	transit passenger	file date
XX1234	XXX	1234	01/06/2022 05:30	A	LHR	186	73H	J	20	150	0	16/04/2024

** Format required for forecasted baggage counts per passenger flights:

flight designator	airline designator	scheduled date LT	scheduled time LT	ad	Via	station	seats	aircraft type	service type	baggage count OD	baggage count TRF	File date
XX1234	XXX	01/06/2022	05:30	A	BCN	CUR	186	73H	J	48	30	16/04/2024
XX0658	XXX	01/07/2022	08:30	D		LHR	100	E90	J	30	2	16/04/2024

*** Format required for forecasted cargo and mail weight per flight route:

flight designator	airline designator	flight number	scheduled datetime LT	ad	route/ station	aircraft registration	aircraft type	flight nature	pax/ freighter	cargo kg	chargeable weight kg	mail kg	File date
XX1234	XX	1234	02/04/2024 03:35	A	JNB	ABABC	74F	FL	F	50200	54303	2	16/04/2024
XX1234	XX	1234	02/04/2024 03:35	A	NBO	ABABC	74F	FL	F	20081	21000		16/04/2024
XX1234	XX	1234	02/04/2024 09:35	D	LUX	ABABC	74F	FL	F	70100	72430	4	16/04/2024

Section 5 All messages shall be sent as SITA Telex to the AMS SITA Telex address AMSOP7X⁵.

PAL, CAL and PSM messages shall also be sent to the SITA Telex address SPLCACR. Alternatively, if delivery via SITA Telex is not feasible, messages may be sent as body-text or text attachment via email to amsairlinedata@schiphol.nl.

Flight schedules in SSSIM7 format shall be sent via email to scheduling@schiphol.nl with CC to amsairlinedata@schiphol.nl.

Section 6 The owner of the flight is and remains responsible for the accurate, complete and on time delivery of fleet and loading data even in the event of a third party providing the data on owner's behalf.

Section 7 Supplied data will be used for:

- Internal purposes: forecasting/planning and daily airport operations;
- Monitoring and reporting operational, tactical and strategic performance;
- Communication to passengers and stakeholders;
- Airport slot management and ACNL reporting;
- External reporting, i.e. Airport Operator Data Flow (APDF) to Eurocontrol CODA etc. etc.
- Invoicing

Section 8 The owner is responsible for avoiding and/or resolving discrepancies between all data elements of its coordinated slots and the supplied data, even in the event of a third party providing the data on owner's behalf.

Article 11 Provision of fleet data

Section 1 The owner, or the one acting on its behalf, is required to provide (to airportadministration@schiphol.nl and customersupport@schiphol.nl) a full statement of the aircraft, containing the following specifications:

⁵ The SITA Telex address SPLLA7X may be used alternatively.

1. Manufacturer, type and model
2. Serial number of the aircraft
3. Nationality and registration marks (aircraft registration)
4. MTOW (in kilos)
5. Configuration
6. Noise certification values (EPNdB Fly-over, Lateral, Approach)
7. Motor type
8. NOx emission data (in case not mentioned in ICAO Aircraft Emissions Database)

- Section 1a Fleet data shall be submitted 1 month prior to the operation of flights. Updates of fleet data shall be submitted as soon as data is available. Updates received after 12:00 hours local AMS time on the day before operation of the flight will be ignored for the day of operation.
- Section 2 To demonstrate the validity of the MTOW, the noise certification values and the motor type, a copy of the official noise certificate (EASA Form 45) should be provided.
- If no official noise certificate (EASA Form 45) is available for the specific aircraft, copies of the following relevant pages from the approved Aircraft Flight Manual should accompany this specification:
1. the pages with limitations showing the MTOW (Limitations)
 2. the section describing the aircraft and the engines installed and noise certification values (Appendices and supplements external noise)
 3. the page with the list of valid pages (List of Valid Pages, Log of pages) with date and serial number(s)(Airplane Serial Number Effectivity).
- Section 3 The owner is required to report all changes occurring in its fleet configuration immediately to the Company and is required to provide the documents as described in section 2.
- Section 3a The owner is responsible for correct, complete and timely supply of the data, even in the event of a third party providing the data on owner's behalf.
- Section 4 Should the MTOW data of an aircraft that has landed at the airport not be available, the highest weight of the aircraft type concerned will be charged. If noise certification values are not available, the noise category will be based on the most unfavourable configuration of the aircraft type concerned (see conservative classification of noise categories in appendix II) and the NOx related charge will be determined as described in article 5. If the MTOW is not certified, the charge will be based on the 'Maximum Design Taxi Weight', or the 'Maximum Flight Weight with Flaps in Take-off Position'.

Article 12 Provision of loading data

- Section 1 To determine the amount of the payments charged to passengers as well as to enable the operator to perform its duty so as to achieve the most efficient possible air cargo operation, by or on behalf of the owner of the aircraft, the operator must be provided with a statement per flight of the number (and type) of passengers and amount of cargo located on board on departure. This statement must be made in a proper and verifiable way, in the opinion of the operator. The user must provide a statement each calendar day of all passengers on board and the amount of cargo of the planes that have departed from and arrived at the airport and the road feeder service, even if there are no passengers or cargo on board. Cargo loading data must be provided to the operator and/or the party working on behalf of the operator that administers the exchange of data (Cargonaut). For the purposes of an efficient cargo operation at the airport, data must be provided pre departure as recent as possible and, if so requested by Cargonaut, real time, divided into Import and Export. It must also contain a breakdown per flight and road trip

(road feeder service) according to Manifest, Master Airway Bill (MAWB) and House Airway Bill (HAWB), according to underlying cargo documents as well as according to underlying weight. In addition, the user must provide the operator and/or the party working on behalf of the operator that administers the exchange of data (Cargonaut) with the Flight Status Updates (FSU) of cargo flown, divided into incoming and outgoing cargo:

- Inbound AMS:
 - RCS from origin (Received from Shipper / Agent)
 - DEP from origin (Departing Flight)
 - RCF Schiphol (Received from Flight)
 - NFD Schiphol, (Arrived Destination / Agent informed)
 - DLV Schiphol, (Delivered to Agent)
- Outbound AMS:
 - RCS, DEP, RCF (destination)
 - NFD (destination)
 - DLV (destination)

The user informs the operator which cargo ground handler serves the user at the airport and which transport company or companies transport goods from and to the airport on behalf of the user. The user informs the operator as soon as possible about any changes of this information.

Schiphol uses the aforementioned data (information) for its own research, for publications of generic airport data as well as for efficiency improvements, unless otherwise agreed with the owner of the data. Schiphol is allowed to share operational, non commercial data to parties involved with the shipment in order to establish an efficient cargo flow.

- | | |
|-----------|--|
| Section 2 | The owner is responsible for correct, complete and timely supply of the data, even in the event of a third party providing the data on owner's behalf. |
| Section 3 | The information on the actual load data of flights operated the previous day shall be provided electronically to the Company every day before 9.30am local time. |
| Section 4 | In case of non compliance to the procedure as described in this article sections 1 to 3, calculation of the passenger charges will be made in accordance with full seating capacity of the relevant aircraft type on an 'all economy' departing local passenger basis. |
| Section 5 | Contrary to the provisions of section 4 of this article, in the event of a prolonged interruption of the process of the supply of loading data by the user, which severely disrupts or renders impossible the operator's regular, weekly invoicing process based on the loading data supplied as set out in article 13 section 2, the Company will draw up and issue a provisional invoice. The provisional invoice will be based on a reasonable estimate at the Company's discretion of the airport charges owed, based on an earlier comparable invoicing period, possibly extrapolated from recent information regarding the development of loading data. The moment the correct loading data are subsequently supplied by the user within a maximum of 30 days of the provisional invoice date, reimbursement or additional charging will take place of the differences between the actual charges which are due and the charges paid by the user on the basis of the provisional invoice for the full period of the disruption. Should the correct loading data not be supplied within 30 days of the provisional invoice date, the provisional invoice is deemed the definitive invoice and the right of reimbursement or additional charging will lapse. |
| Section 6 | All documents that are necessary to check the accuracy and completeness of the loading data which is provided, should be available for inspection by the Company. The Company reserves the right to require an audit certificate in case discrepancies are noticed. |

This documentation consists of:

- The document based on which the total number of passengers can be determined, e.g. a SLS-message and Pieces & Weight list, the authorised load sheet or the ‘Customer Weight and Balance Display’
- The passenger list
- In case of transfer passenger: the inbound list with the origin and final destination of the transfer passengers
- In case of passengers under two years of age which are not mentioned on the passenger list: a list with these passengers

These documents should remain available for at least 12 months after departure of the aircraft in hard-copy or in the automated systems of the airline. On request of the Company, these documents should be provided for inspection within 5 working days. In case of non compliance to this procedure, calculation of the passenger charges will be made in accordance with section 4.

Section 7 The Company shall keep and treat the information provided to the Company pursuant to this article confidential. The Company will make sure that its publications will not disclose information on individual users.

Section 8 Information provided by users for the purpose of inspection of loading data, as described in section 6, shall not be used by the Company other than for this purpose. This information shall only be disclosed to those persons who need to know such information with regard to these inspections and who are bound to confidentiality obligations. The Company shall comply with the Dutch Data Protection Act (‘Algemene Verordening Gegevensbescherming’ (AVG)) with regard to personal data provided to the Company in this respect.

Section 9 Export shipments need to comply with the Ready-for-Carriage (RfC) conditions as set by the board of Air Cargo Netherlands (ACN) after consulting the sector councils.

Section 10 The receiving forwarder is being nominated by the central, automated nomination process, making use of the central data base of station declarations (Dutch “stationsverklaring, statement that a forwarder is entitled to collect shipments for a consignee). Consignees, or the forwarder commissioned by them, are responsible for correct and updated station declarations.

Article 13 Obligations

Section 1 All charges referred to in article 2, 4, 5, 6 and 7 should be paid in full prior to departure of the aircraft by means of:

1. payment with a credit card to the Apron Office of the Company
2. with reference to section 3: weekly pre-payments or a weekly invoice with complementary guarantees in the form of a bank guarantee or deposit in case the Company and the user can agree on this way of payment.

Section 2 In case of weekly invoicing, the maximum payment term is within three weeks from the date on the invoice. When this term is exceeded, an interest charge of 1% on a monthly basis applies to the amount of the invoice.

Section 3 The Company has the discretion to allow a certain credit limit to a user, in a manner to be chosen by the Company. In determining the credit limit, the company takes the credit worthiness and payment behaviour of the user into account. The Company can terminate a credit limit agreement unilaterally and restrict the credit limit when the payment behaviour or credit worthiness of the user gives reason to do so.

Section 4 In case of an aircraft being leased out for a period exceeding six months, it is possible to send the invoice to the lessee concerned on request of the owner/lessor. In order to

receive the invoice, the lessee should provide a request, in writing or electronically, in advance. The owner/lessor will remain fully liable for all sums payable. In the event the lessee of an aircraft would like to stand surety for one or more flights, the completed form 'Guarantee per flight' should be submitted to the Company, department Customer Solutions (customersupport@schiphol.nl).

- Section 5 Claims on invoices should always be received within 30 days after the date of the invoice. In case of claims on invoices which take place later than 30 days after the invoice date, the right on a reimbursement of the differences between the data which is provided and the invoicing of the fleet and load data expires and the user can by no means submit claims regarding the invoice. Any change in the invoice amount or postponement of payment is not permitted, nor is it permitted to return the invoice without preliminary consultation. Claims of users following noticed differences between the data provided and the invoice of the fleet and loading data must be provided to the Company, in writing or electronically, together with the onus of proof.
- Section 6 In the event a flight as defined in article 8 is charged, the relevant user can provide a request, in writing or electronically, for exemption of payment at the Company, department Customer Support/Aviation Business Development, within 30 days after date of invoice.
- Section 7 In case of non compliance by the user to the provisions as described in article 11 and article 12 with regard to the provision of timely, correct and complete fleet and loading data, credit invoices of differences arising from the application of conservative values or full seat capacity or possible other differences will not be made.

Article 14 Turnover tax

- Section 1 Under Dutch Tax Legislation (Turnover Tax Act 1968), turnover tax is levied on all charges and amounts stated, with the exception of governmental levies as mentioned in the explanatory notes. The current turnover tax rate is levied on the landing and take-off charges, parking charges, Passenger Service Charge and Security Service Charge.
- Section 2 For the users which have an Air Operator Certificate (AOC), the zero rate of turnover tax will apply if its aircraft is operated by means of public transport in international air traffic.

Article 15 Notice charges and conditions

- Section 1 The Company gives notice of the charges and conditions before the time period to which the charges and conditions apply. Further rules are laid down, by or pursuant to a general administrative order, regarding the manner in which and date on which notice is to be given (AAS Operation Decree 2017, article 3 and 4).
- Section 2 The notice of the charges and conditions will be made by:
- making the charges and conditions available for inspection, in any case at the offices of the airport operator at the airport,
 - by sending the charges and conditions to users on request at the addresses given by them.
- Section 3 The airport's operator sets adjusted charges after settlements in the interim years of the three-year charges period.
- Section 4 When needed, the airport's operator can make interim adjustments to the operational conditions for the remaining part of the three-year charges period.

Article 16 Allocation of airport infrastructure and facilities

- Section 1 Airport infrastructure and facilities will be allocated to users in an objective, transparent and non-discriminatory manner.
- Section 2 For the allocation to users of aircraft stands and accompanying facilities for the handling of aircraft, the Regulation Aircraft Stand Allocation Schiphol (RASAS) is applicable (website: <https://www.schiphol.nl/en/aviation-partnerships/aircraft-process/>).
- Section 3 For the allocation to users of check-in facilities for the handling of passengers and their baggage, the Check-In Desk Allocation Rules (CIDAR) are applicable (website: <https://www.schiphol.nl/en/aviation-partnerships/passenger-process/>).
- Section 4 For the allocation to users of reclaim belts for the handling of arriving baggage items, the Baggage Reclaim Allocation Rules are applicable (website: <https://www.schiphol.nl/en/aviation-partnerships/baggage-process/>).
- Section 5 The Company can set additional criteria for allocation of infrastructure. Users will be informed in writing or electronically.

Article 17 Other conditions

- Section 1 Regulations regarding signing, branding and communication material of airlines in the terminal are laid down in the document 'Branding Regulations' (website: <https://www.schiphol.nl/en/aviation-partnerships/passenger-process/>).
- Section 2 Regulations regarding the entire airport area, are laid down in the document 'Schiphol Regulations' (website: <https://www.schiphol.nl/en/privacy-and-cookies/schiphol-regulations/>).
- Section 3 Other rules and conditions which could be relevant for users are published on <https://www.schiphol.nl/en/aviation-partnerships/operations/>.

Article 18 Liability

- Section 1 The airport operator is not liable for damage and/or personal injury sustained as a result of or during a stay in the airport area. The previous sentence does not apply to damage and/or injury sustained as a result of a demonstrable intentional act or omission and/or demonstrable gross negligence on the part of the airport operator.
- Section 2 Parties whose acts or omissions cause direct and/or indirect damage to the airport operator will be held fully liable
- Section 3 Furthermore, with regard to liability, the Schiphol regulations are applicable (without prejudice), in so far as it regards aviation activities (as described in article 2 of the Amsterdam Airport Schiphol Operation Decree).

Article 19 Compliance with charges and conditions

- Section 1 Costs incurred because of non compliance with any condition mentioned may be charged to the owner.

Article 20 Applicable law and settlement of disputes

- Section 1 All rights, obligations and disputes arising under the present 'Schiphol Airport Charges and Conditions' and appendices are exclusively subject to the provisions of Dutch law.
- Section 2 Within a period legally defined, users or representative organisations can submit a request to the Netherlands Authority for Consumers and Markets, in order to determine whether the charges and conditions are contrary to the rules laid down by or pursuant to the law (please refer to Aviation Act article 8.25f and AAS Operation Decree article 27).
- Section 3 Any other disputes will be submitted only to the judgement of the authorised Court in the District of Amsterdam, the Netherlands.

Article 22 Appendices

- Section 1 The appendices I and II attached to this 'Schiphol Airport Charges and Conditions' are an integral part of 'Schiphol Airport Charges and Conditions'.
- Section 2 The part 'Levies and taxes at Amsterdam Airport Schiphol' is solely added for informative purposes for the users.

Article 23 Effective date

These Schiphol Airport Charges and Condition are effective as of 1 April 2026, except for those documents as referred to in article 17, for which a different effective date can apply.

Royal Schiphol Group N.V.

The Board of Management

Date: October 2025

Appendix I Airport Charges (in euros)

2026:

Landing and take-off (€ per 1.000 kg) (Charge per 1 April 2026)	Category S1			Category S2			Category S3			Category S4			Category S5			Category S6			Category S7		
	Day	Night		Day	Night		Day	Night		Day	Night		Day	Night		Day	Night		Day	Night	
	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off
Connected	31,17	155,85	187,02	20,78	46,76	51,95	10,39	29,09	34,29	8,31	24,94	30,13	6,23	20,78	24,94	4,68	12,47	15,07	3,12	10,39	12,47
Disconnected	24,94	124,68	149,62	16,62	37,40	41,56	8,31	23,27	27,43	6,65	19,95	24,10	4,99	16,62	19,95	3,74	9,97	12,05	2,49	8,31	9,97
Cargo flight	16,20	81,00	97,20	10,80	24,30	27,00	5,40	15,12	17,82	4,32	12,96	15,66	3,24	10,80	12,96	2,43	6,48	7,83	1,62	5,40	6,48

Day: 06.00 – 23.00 hrs

Night: 23.00 – 06.00 hrs

Chapter 2 and Chapter 3 surcharge per landing:

Up to 100.000 kg: € 1,837.80

Over 100.000 kg: € 2,756.70

Passenger Service Charge Schiphol Centre		Passenger Service Charge Schiphol East		Security Service Charge		Parking charge	
Per departing local passenger	28,05	Per departing local passenger	22,44	Per departing local passenger	21,37	Per 1.000kg per 24 hours	3,77
Per departing transfer/transit passenger	11,78	Per departing transfer/transit passenger	9,24	Per departing transfer/transit passenger	11,94		
Emission related charge: NOx per kg NOx emission							
Per landing	4,00						
Per take-off	4,00						

2027:

Landing and take-off (€ per 1.000 kg) (Charge per 1 April 2027)	Category S1			Category S2			Category S3			Category S4			Category S5			Category S6			Category S7		
	Day	Night		Day	Night		Day	Night		Day	Night		Day	Night		Day	Night		Day	Night	
	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off	Landing / take-off	Landing	Take-off
Connected	40,24	251,50	301,80	25,15	67,91	75,45	10,06	42,25	49,80	7,55	36,22	43,76	5,53	30,18	36,22	4,02	16,10	19,11	2,52	13,08	15,09
Disconnected	32,19	201,20	241,44	20,12	54,32	60,36	8,05	33,80	39,84	6,04	28,97	35,01	4,43	24,14	28,97	3,22	12,88	15,29	2,01	10,46	12,07
Cargo flight	20,92	130,75	156,90	13,08	35,30	39,23	5,23	21,97	25,89	3,92	18,83	22,75	2,88	15,69	18,83	2,09	8,37	9,94	1,31	6,80	7,85

Day: 06.00 – 23.00 hrs

Night: 23.00 – 06.00 hrs

Chapter 2 and Chapter 3 surcharge per landing:

Up to 100.000 kg: € 1,837.80

Over 100.000 kg: € 2,756.70

Passenger Service Charge Schiphol Centre		Passenger Service Charge Schiphol East		Security Service Charge		Parking charge	
Per departing local passenger	29,26	Per departing local passenger	23,41	Per departing local passenger	18,81	Per 1.000kg per 24 hours	4,01
Per departing transfer/transit passenger	12,29	Per departing transfer/transit passenger	9,83	Per departing transfer/transit passenger	10,51		
Emission related charge: NOx per kg NOx emission							
Per landing	4,00						
Per take-off	4,00						

Nb: The airport's operator will set adjusted charges after settlements in year 3 of the charges period (2027). The above mentioned charges as per April 1, 2027 will therefore be adjusted and set on October 31, 2026.

Appendix II Conservative Classification of Noise Categories

Noise category	Noise category	Noise category	Noise category	Noise category	Noise category	Noise category
S1	S2	S3	S4	S5	S6	S7
Airbus A300 Airbus A320 Airbus A321	Airbus A310 Airbus A318 Airbus A319 Airbus A330-200 Airbus A330-300			Airbus A340 Airbus A330-900	Airbus A220 Airbus A321NEO Airbus A350 Airbus A380	Airbus A319NEO Airbus A320NEO
B727 B737 – niet vermelde typen B747-200 B747-400 B767-100/200/300	B737-600/700/800/900 B757 B767-400 B777		B717	B737MAX-9	B737MAX-8 B747-8 B787	
Antonov niet vermelde typen BAe niet vermelde typen DC-8/9/10 Embraer 170/175 Fokker 27/50 Ilyushin alle typen Lockheed alle typen MD-81/82/83/87/88 Tupolev alle typen Yak42	Antonov 148 ATR42 ATR72 Canadair CL601/604 Embraer 190/195 Fokker 100 MD-11 Sukhoi Superjet SU9 Shorts 360	BAe 146/AVRO RJ series Bombardier CRJ700 Bombardier 900 Canadair CL600 Canadair RJ 700/900	BAe 125-800 Fokker 70 MD-90	BCS3 Canadair RJ100/200 DHC (DH8D) Embraer E120/135/145		Embraer 195-200
Beech alle typen Cessna 650 Falcon 10/20/50 Gulfstream II/III Hawker 700		Bombardier Global Express Cessna 500/560 XL/750 Falcon 200/900/2000/7x Gulfstream IV/V or 650 Hawker 750/800/800 XP IAI Galaxy IAI niet vermelde typen Learjet 31/35/36/45/55/60SPX		Dornier 328/jet Saab alle typen		
All aircraft not mentioned in noise categories S1, S2, S3, S4, S5, S6 of S7	All helicopters		Allaircraft > 2 tonnes MTOW < 6 tonnes MTOW (excl. electric) All propellor aircraft ≤ 9 tonnes MTOW			All aircraft ≤ 2 tonnes MTOW All fully electric aircraft

Levies and taxes at Amsterdam Airport Schiphol

On the next pages, an explanation is given on the levies and taxes, not being airport charges and conditions, which apply at Schiphol Airport and which are invoiced and collected by Schiphol airport. It concerns the levies and taxes which are imposed by the government or which are set in cooperation with the airlines.

The value for 2026 for several of the levies and taxes is set after the final setting of these Charges & Conditions by 31 October 2025. For this reason, the overview below does not in all case contain 2026 values.

PRM Levy

As of July 2008, the EU Regulation 1107/2006 concerning 'the rights of disabled persons and persons with reduced mobility when travelling by air' is effective. Specified in this regulation are not only the rights of these persons, but also the extent of assistance required in order to offer them opportunities in air travel which are equal to all other citizens. The managing body of the airport has the overall responsibility to ensure that the provision of this assistance is met.

Together with the major airlines operating at Schiphol airport, the Schiphol Airline Operators Committee (SAOC) and the CG Raad (Board of chronic invalids and disabled persons) a PRM Committee was established in 2006. This Committee has decided to outsource the assistance of disabled persons and persons with reduced mobility (PRM).

The EU regulation states that in the interest of social inclusion, persons concerned should receive assistance without additional charge. The assistance should be financed in such a way as to spread the burden proportionally among all passengers using the airport. The managing body of the airport may, on a non-discriminatory basis, levy a specific charge on airport users for the purpose of funding this assistance. For this reason, Schiphol has introduced a PRM levy which is charged to all airlines operating at Amsterdam Airport Schiphol. The levy is cost-related and includes the costs of outsourcing and the overhead costs made by the airport. In cooperation with the airlines represented in the PRM Committee, the PRM levy was established at €1.90 per departing passenger effective as of 1 April 2025.

The PRM levy applicable as from 1 April 2026 is not known yet at the moment of setting of 'Schiphol's charges and conditions' and will be set and communicated in due time.

Airlines operating at Amsterdam Airport Schiphol will be charged based on the number of passengers they transport from the airport. The levy has to be paid for all departing passengers, both local boarding passengers and transfer/transit passengers. Only infants (< 2 years) are excluded. Definitions of passenger types are in accordance with the definitions as stated in the article 1 of the document 'Schiphol Airport Charges & Conditions'.

The PRM levy will be recalculated every year. Differences in costs and revenues for PRM handling, which will primarily follow from differences between the expected and actual number of PRM's, will be settled in the levy for the following year.

For the payment of the PRM levy, the (payment) obligations as described in Article 13 and Article 19 of the document 'Schiphol Airport Charges & Conditions' apply accordingly.

Slot Allocation Fee

On 1 April 2020 the organisational structure of ACNL has changed. Instead of a foundation, ACNL is an independent governing body by public law. ACNL is now financed by a slot fee, of which 50% will be paid

by airlines, and 50% by airports. Air carriers using a coordinated airport have to pay a slot fee per movement. For the period 1 April 2025 - 1 April 2026 the slot fee is set at € 1.63 per movement (landing or take-off). The slot fee is invoiced by the airports.

Aviation Tax/Dutch Air Passenger Tax

As per 1 January 2021 an Aviation Tax is applicable for all departing passengers at a Dutch airport. The Aviation Tax as per 1 January 2025 amounts to € 29.40 per passenger per flight. The Aviation Tax is not payable for transfer/transit passengers and infants (< 2 years).

GIS charge

In September 2023, the Dutch Government introduced the façade insulation scheme (GIS 'gevelisolatie Schiphol'). (Part of) the costs for the implementation of this scheme will be financed by means of a levy to civil aviation at Schiphol. The levy will start on 1 November 2024 and will continue until the costs are paid. Article 9 of the 'Regeling luchtvaarteheffingen' includes a formula for determining the noise levy per landing. This levy is differentiated according to the noise production of the aircraft, which is in line with the classification that Schiphol uses for the noise categories. The basic rate is multiplied by the k-factor relevant to the noise class. The basic rate is indicated in the Aviation Act article 8a.38, paragraphs 5 and 6, and is €106.75 for 2025. The basic rate increases by €2.25 every year.

Geluidsklasse	Geluidscategorie	k
I	$\Delta\text{EPNdB} > -11$	1,00
II	$-11 \geq \Delta\text{EPNdB} > -15$	0,60
III	$-15 \geq \Delta\text{EPNdB} > -18$	0,50
IV	$-18 \geq \Delta\text{EPNdB} > -21$	0,45
V	$-21 \geq \Delta\text{EPNdB} > -24$	0,40
VI	$-24 \geq \Delta\text{EPNdB} > -27$	0,35
VII	$\Delta\text{EPNdB} \leq -27$	0,30

General Information

Amsterdam Airport Schiphol

Office address Evert van de Beekstraat 202
1118 CP Schiphol
Postal address P.O. Box 7501
1118 ZG Schiphol
Chamber of Commerce Amsterdam trade register number 34029174

Relevant Departments

For information on invoices:

Airport Administration telephone +31.20.601.2416
SITA SPLLA7X
e-mail airportadministration@schiphol.nl

For information on airport charges to be paid and day-to-day operational issues:

Customer Support telephone +31.20.601.2580
e-mail customersupport@schiphol.nl

For information on urgent operational issues:

Airside Operations / Apron Office telephone +31.20.601.2116
e-mail apronoffice@schiphol.nl

For market information:

Aviation Partnership Managers e-mail routedevlopment@schiphol.nl
cargo@schiphol.nl

For general information on airport charges:

Pricing & Regulatory Affairs e-mail airportcharges@schiphol.nl

