

# Environment and society

Schiphol connects the Netherlands with the world and directly and indirectly provides thousands of jobs, business activity and opportunities for people. At the same time, we want to do this in balance with our surroundings and with consideration for society. Reducing our impact on the environment and creating positive value for society is a central pillar of our strategic plan. We aim to operate with transparency, secure long-term legal certainty and strengthen public trust. This includes meeting clear environmental standards, reducing emissions across our operations, improving living conditions for local communities and publicly reporting each year on our progress.

## Company target performance

Metric	Scope	2025 target	2025 actual	2024
Airside electrification	AMS	100% of annual scope	100%	n/a
Nature permit compliance	AMS	7 out of 7 compliance categories	6 out of 7	n/a
Noise reduction	AMS	≥ 15%	15.6%	n/a

## Reducing Scope 1 and 2 emissions

We continued to execute our climate change strategy in 2025. We remain on track to meet the global average 1.5°C reduction pathway for Scope 1 and 2 emissions.

### Phasing out natural gas

Transitioning away from natural gas remains the main decarbonisation lever for our Scope 1 emissions. Progress continued by connecting more Schiphol buildings to the central Aquifer Thermal Energy Storage (ATES) systems. Reducing natural gas consumption is also a key part of the renovation plans for Pier E.

The programme’s most challenging element is phasing out natural gas at Terminals 1 and 2 because they must remain operational throughout construction. Therefore, the timeline has shifted. The complete phase-out at both terminals is now expected to take place after 2030.

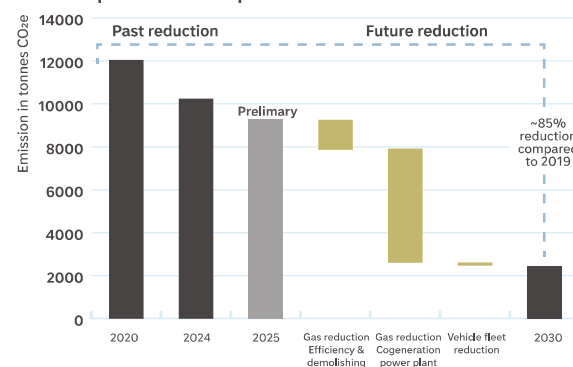
These projects will span multiple years, but with the current investment portfolio, we are on track to achieve a 70% reduction from 2019 levels by 2030.

### Electrifying airside operations

Our transition from fossil fuel-powered equipment and infrastructure to electric alternatives in airside areas includes installing charging infrastructure for electric ground handling as well as 400 Hz power supply equipment, which provides zero-emission power to aircraft while parked and allows them to switch off their auxiliary power units (APUs).

In 2025, we completed all eight planned airside electrification projects, installing electric ground power units (eGPUs), fast chargers, ground support equipment chargers and pre-conditioned air units (PCAs) across key areas.

Transition plan AMS for Scope 1 and 2 emissions towards 2030



### Electrifying the vehicle fleet

The electrification of our vehicle fleet is progressing steadily. In 2025, we replaced two fossil fuel vehicles with battery-electric alternatives and added 42 new battery-electric buses to airside operations at Schiphol to replace part of the original electric fleet.

### Strengthening the power grid

Ongoing electrification requires sufficient grid capacity. To mitigate congestion, we developed a master plan for Schiphol’s power grid and applied for additional capacity several years ago. These efforts resulted in investments in a new high-voltage substation at Schiphol Centre, upgrades and replacements of other substations, and the installation of a new cable network. Work on the substations and network began in early 2024 and will continue over the coming years.

### Reducing Scope 3 emissions

Reducing our Scope 3 emissions cannot be done independently. Collaboration with the many partners involved in airport operations is crucial. Therefore, we work closely with airlines, suppliers, main contractors and other operational partners to support decarbonisation efforts across the value and supply chain.

Our approach to aviation decarbonisation includes differentiated airport charges to encourage the use of cleaner and quieter aircraft at Schiphol, policy advocacy, and SAF and hydrogen propulsion initiatives. Despite these efforts, reducing Scope 3 emissions remains challenging due to

continued flight demand, a changing political environment and long lead times for aircraft innovation.

The 2030 target, set jointly by the Dutch government and the aviation sector in 2018, aims to keep outbound flight emissions below 2005 levels. In 2025, the aviation emissions for Schiphol exceeded the 2005 benchmark (2005: 10.3 MT; 2025: 10.5 MT CO<sub>2</sub>e; not yet adjusted for sustainable aviation fuel (SAF)). Additionally, the aviation sector in the Netherlands has committed to achieving a 14% SAF blend by 2030, but the feasibility of this target is now uncertain following the EU-wide mandate for a 6% SAF blend by 2030. We aim to drive an increase of the SAF mandate and actively participate in a 'coalition of the willing' to accelerate CO<sub>2</sub> reduction in line with the Paris Climate Agreement for Europe as a whole (1.7°C carbon budget).



### Expanding the supply and use of sustainable aviation fuel

RSG aims to contribute to both the demand and supply of SAF by shaping policy and co-investing in R&D and production facilities. Since 2022, we have supplied SAF to multiple airlines at Schiphol, including Air France, KLM, Delta, Ryanair, Transavia and DHL. In line with the ReFuelEU Aviation Directive, which requires that at least 2% of all kerosene delivered to EU airports is SAF, Schiphol Group received an average of 2% SAF in 2025. This was complemented by voluntary uptake from airlines and their customers.

### Exploring hydrogen propulsion for future aviation

We actively support the development of zero-emission propulsion and are examining how hydrogen and battery-electric technologies could be introduced at our airports. Current insights suggest that hydrogen-electric and hydrogen-combustion aircraft offer the greatest potential for commercial aviation, particularly in terms of range and passenger capacity.

Schiphol and Rotterdam The Hague Airport are therefore conducting a Hydrogen Hub for Airports feasibility study with KLM, Transavia, Airbus and hydrogen supplier Air Products. The results will support our Sustainability, Master Planning and HSE teams in determining how hydrogen aviation can be deployed across our airports.

### Addressing non-CO<sub>2</sub> emissions

Schiphol Group also takes measures to limit other pollutants such as nitrogen oxides (NO<sub>x</sub>), ultrafine particles (UFPs) and other non-CO<sub>2</sub> climate forcers. Schiphol and Eindhoven Airport apply a specific NO<sub>x</sub> charge within their landing and take-off fee structures to encourage the use of cleaner aircraft engines. Several measures within the aircraft and diesel engine emissions (VDME) programme also help to minimise UFP exposure and lower emissions. Eindhoven Airport and Rotterdam The Hague Airport continue to electrify vehicles and equipment to limit emissions.

We have not set specific targets for non-CO<sub>2</sub> emissions yet because reliable calculation methods and airport-level baselines are still under development. However, we are contributing to sector-wide progress by supporting research, following emerging EU requirements and encouraging the use of cleaner technologies and fuels.

Airlines started reporting non-CO<sub>2</sub> emissions under the EU ETS for the first time in 2025, providing a foundation for future approaches.

### Pursuing legal certainty for future operations

Legal certainty is critical for the continuity of airport operations. In 2025, several legal proceedings concerning nature permits progressed, each with implications for our ability to operate within environmental regulations. Below is an overview of the status at our airports.

#### Nature permits

In 2025, we set a company target for nature permit compliance. Of the seven sub targets, we achieved six. The one target not met was due to a minor exceedance in emissions from aircraft taxiing. However, these emissions were more than offset by lower emissions from departing and arriving aircraft, auxiliary power unit use and apron traffic compared to what was included in the permit application.

Schiphol Group applied for nature permits for its four Dutch airports in 2020. A permit for Schiphol was granted in September 2023, requiring compliance with NO<sub>x</sub> limits for flights, ground operations, construction projects and road traffic. On 4 June 2025, the court in The Hague annulled the nature permit following a lawsuit filed by several environmental organisations, on the grounds that the permit did not meet the requirement of additionality. We have appealed against this ruling, which is still pending, and the Ministry of Agriculture, Nature and Food Quality (LVVN) is currently exploring options for a new decision, under which Schiphol will, if necessary, supplement the permit.

On 19 December 2025, the Ministry of LVVN published a formal non-enforcement decision allowing Schiphol to continue operating without the required Nature Permit. Schiphol must comply with certain conditions. The decision is valid for two years. LVVN considers this justified partly because Schiphol has already implemented mitigating measures, such as internal and external offsetting, that prevent significant impacts on Natura 2000 sites, and because the actions required to comply with the additionality requirement lie with the Dutch government. Meeting this requirement will require a more detailed package of measures and further ecological research, which LVVN indicates cannot be finalised in the short term due to the complexity involved and the formation of a new cabinet.

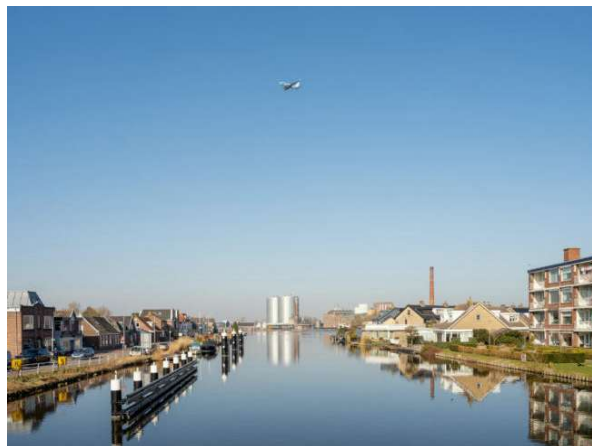
On 22 January 2026, environmental organisations submitted an objection against the rejection of its enforcement request, and thereby also against the associated non-enforcement order.

In 2024, LVVN decided that Eindhoven Airport and Rotterdam The Hague Airport do not require a nature permit, because the activities in its application correspond to preexisting rights rather than new environmental impacts. These decisions of LVVN are subject to appeal. Lelystad Airport has submitted a nature permit application and is awaiting LVVN's decision. The timing of this decision is linked to broader governmental plans for nature restoration and the government's duty to meet the additionality requirements.

### Airport Traffic Decrees

A new, temporary Airport Traffic Decree (Luchthavenverkeersbesluit) for Schiphol was published in May, offering both local residents, Schiphol and the aviation sector as a whole perspective. Under this decree, Schiphol's capacity is set at a maximum of 478,000 flights per operating year, including 27,000 night movements, starting from the 2025–2026 winter season. This decree is in line with a package of measures submitted as part of the Balanced Approach procedure. The temporary Airport Traffic Decree is currently under appeal at the Council of State (Afdeling bestuursrechtspraak van de Raad van State).

Eindhoven Airport has an Airport Traffic Decree defining its operational capacity and environmental limits. Rotterdam The Hague Airport has requested a new Airport Traffic Decree, and the decision from the Ministry of Infrastructure and Water Management is pending. Lelystad Airport also has an Airport Traffic Decree defining its operational capacity and environmental limits.



### Limiting noise nuisance for our neighbours

Reducing the impact of aviation noise remains a priority for Schiphol Group, particularly for communities living closest to our airports. In 2025, we advanced a number of measures to help address these concerns, working with government bodies, air traffic control, airline partners and the local community.

### Balanced Approach procedure

The Balanced Approach procedure is a regulatory framework for managing aircraft noise at EU airports with over 50,000 annual ATMs. The Dutch government has set specific noise reduction targets under the Balanced Approach procedure, aiming for a 20% reduction in noise levels over a 24-hour period and a 15% reduction during night-time operations. These reductions are to be achieved in two phases: a 15% decrease by November 2025, followed by a further 5% reduction between 2026 and 2029 to achieve the day objective of 20%.

Schiphol supports the government's efforts to improve aircraft noise management. After a lengthy consultation process, the Ministry of Infrastructure and Water Management submitted a final package of noise reduction

measures to the European Commission in December 2024 to support this target.

The noise reduction measures at Schiphol have been in effect since 1 November 2025. They are tailored to the airport's operations and aligned with the Balanced Approach procedure. The final package includes:

- banning the noisiest aircraft types during the night
- encouraging airlines to operate quieter aircraft during night-time hours
- stimulating the use of quieter aircraft through airport charges
- supporting additional fleet renewal and allocation through existing airline commitments
- reducing night-time ATMs from a maximum of 32,000 to 27,000 per year
- reducing total annual ATMs from 500,000 to 478,000

Given the broader discussions surrounding the Balanced Approach procedure, we consider this package an essential step toward establishing the government's Airport Traffic Decree, strengthening the legal protection of residents and providing legal clarity and certainty for all stakeholders concerned.

### Aligning airport charges with environmental goals

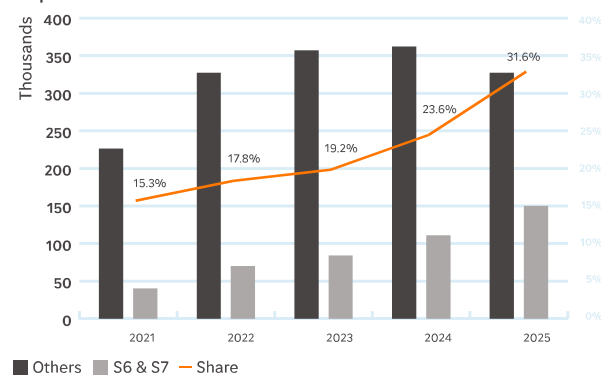
In 2025, we introduced new airport charges for 2025–2027. The first step took effect on 1 April 2025, when charges increased by 41%. Charges will on average remain at the same level in 2026. The adjusted charges for 2027 will be set in October 2026, subject to future settlements and external factors. The Netherlands Authority for Consumers and Markets (ACM) concluded that the increased charges are justified. Airlines (including KLM) have appealed this decision to the Dutch Trade and Industry Appeals Tribunal (College van Beroep voor het bedrijfsleven)

Schiphol's airport charges system has become more differentiated. Under the new structure, there is a larger variation in charges between aircraft types based on their noise and emissions. Higher charges for the noisiest and most polluting aircraft in turn subsidise discounts for the quietest and typically cleanest aircraft. The cost difference between flying during the day and at night has also

increased, making night flights up to six times more expensive than daytime flights, depending on aircraft type.

This approach encourages airlines to modernise their fleets and operate quieter aircraft, thereby supporting reductions in noise disturbance and emissions. In 2025, 31.6% of commercial aircraft operating at Schiphol belonged to the quietest categories (noise classes S6 and S7), compared to 15.3% in 2021.

Graph trend S6 and S7 in total ATMs



### Noise reduction in 2025

In line with the Balanced Approach procedure, we set a company target, effective 1 November 2025, to reduce the number of people most affected by aircraft noise by at least 15%.

As of 1 November 2025, Schiphol met its target: the number of people experiencing high annoyance over the daytime period decreased by 15.6%, slightly surpassing the -15% goal. The number of people experiencing high sleep disturbance during the night also declined. These improvements were mainly driven by accelerated fleet renewal, supported in part by greater differentiation in airport charges, and by Balanced Approach measures such as reducing night flights and banning the noisiest aircraft at night. This positive development is expected to continue, now that the Balanced Approach measures have been fully implemented as of 1 November 2025.

In addition to the company target, Schiphol annually reports the actual and forecasted noise situation in its Gebruikspgnoze (Runway Usage Forecast) report. This report uses a different methodology: based on all historical flights in the operational year, it maps the 48 dB(A) Lden contour for daytime and the 40 dB(A) Lnight contour for nighttime. Within these contours, the number of residents and the noise levels they experience are determined. Based on research on how communities typically respond to different noise levels, Schiphol then estimates how many people are likely to experience high annoyance or high sleep disturbance. This, however, is a different metric than the target above.

For the previously used 2005 dataset, there was a decrease in the number of highly annoyed people, from 77,600 in 2024 to 75,700 in 2025. In the 2024 Annual Report, Schiphol announced the update of this dataset, which led to a higher total number of houses. In 2025, the number was 86,100, a decrease compared to 2024 (89,800), using the 2018 housing dataset. The 2018 dataset includes newly built homes since 2005, resulting in a higher total count, while the overall decreasing trend continues for both datasets, reflecting the long-term trend of quieter aircraft. The number of people experiencing high sleep disturbance at night was 10,000 in 2025, a decrease compared to 2024 (14,400) for the 2018 dataset. This decrease was due to measures such as differentiated night-time airport charges, a cap on night flights and a ban on the noisiest aircraft at night. This trend is also visible in the previously used 2005 dataset: 12,800 in 2024 and 9,000 in 2025.

For more information on our metrics and methodology, please see the Affected communities & noise section of the Sustainability statement.

### Working with communities around Schiphol

Strong relationships with local communities are essential for our licence to operate. In 2025, we continued to expand the ways residents can engage with us, raise concerns and access information about airport activities. During the major maintenance of the Buitenveldert runway, residents of Amsterdam were informed through multiple channels, and

Schiphol employees visited local markets across the city to speak directly with the community.

Every month, we publish de Neighbourhood Newsletter (Burennieuwsbrief) in which we share important information for local communities. We also maintain several dedicated email addresses where residents can submit any community-related questions.

In September, we organised the Schiphol Neighbour Days (Burendagen). On the first day, we welcomed more than a thousand students, followed by thousands of neighbours who visited during the interactive open days. In addition, we regularly organise and participate in (communication) initiatives with municipalities and partners, give guest lessons at schools, contribute to NL Doet, attend meetings from the Civic Advisory Board Schiphol (Maatschappelijke Raad Schiphol) and Schiphol Administrative Region (Bestuurlijke Regie Schiphol), and gatherings of airplane spotters.

### Environmental Fund

The Environmental Fund became active in 2025 and is the successor to the Schiphol Living Environment Foundation. The foundation supports initiatives that enhance quality of life in the Schiphol region, including home insulation and community and sports projects. The fund is open to applications from residents, municipalities, associations and foundations in the region, including individuals who require support but are not eligible under existing legal arrangements. It will run until at least 2031 and supports Schiphol's broader initiatives by balancing airport operations with community well-being. Reference is made to note 27.3 Contingent liabilities for more details.

### Minder Hinder Programme

Schiphol and Air Traffic Control Netherlands (LVNL) continue to operate the Minder Hinder (Reduced Disturbance) Programme to reduce noise disturbance to local communities. Completed projects in 2025 included improving runway maintenance planning, implementing more efficient separation between landing aircraft and a ban on noisy aircraft. In addition, the programme's website was

completely renewed in 2025 to make it even more accessible to the public.

### Reputation

The Ministry of Infrastructure and Water Management has monitored public attitudes toward aviation in the Netherlands since 2018. After several years of decline, support increased in early 2024, with 78% of the Dutch population expressing a positive attitude toward aviation. In 2025, this share remained stable at 78%, indicating sustained societal support.

In addition to these national findings, Schiphol Group conducts its own reputation surveys among local residents. These surveys produce a reputation score, reflecting how affected communities perceive Schiphol Group's performance. In 2025, the average score across Schiphol Group was 6.7, slightly higher than 6.6 in 2024.

In 2025, the average reputation score for Schiphol was 6.7, up from 6.6 in 2024. Residents valued the quality of the airport's offering and its operational performance. They continued to see room for improvement in corporate social responsibility, including sustainability and noise reduction. In 2026, the survey target group will be expanded to the general Dutch public to ensure broader insight into societal support for aviation.

The average reputation score for Eindhoven Airport increased to 7.2, compared to 7.0 in 2024. Residents reported higher appreciation for the airport's offering and its contribution to the region, both traditionally strong areas. Communication, the relationship with the surrounding community and sustainability also showed positive development.

Rotterdam The Hague Airport achieved an average score of 8.2, compared with 8.1 in 2024. Residents expressed appreciation for the airport's scale, accessibility and the balance between its operations and the surrounding environment. At the same time, respondents indicated that continued attention to sustainability and noise management remains important to maintain this high level of support.