

Regional airports

Eindhoven Airport



For Eindhoven Airport, 2025 proved to be another successful year, with several notable achievements. Revenue increased to 100.5 million euros (4.4% more than in 2024), and the result for the year rose to 25.2 million euros (2024: 23.3 million euros). The airport's passenger numbers also increased, reaching 7 million (2.32% more than in 2024). The number of flights remained stable, with Eindhoven Airport operating below the agreed maximum of 41,500 aircraft movements per year. The rise in passenger numbers is due to the use of larger aircraft with greater seating capacity with the same occupancy rate of 88% (2024: 88%). The growth in passenger numbers led to increased revenue from car parking, as well as from retail and hospitality facilities in and around the terminal.

Eindhoven Airport measures customer satisfaction using the net promoter score (NPS) and assess satisfaction with various service aspects. In 2025, Eindhoven Airport achieved an average score of +41. This is lower than the 2024 score (+43) and the target of +44. Customer satisfaction was under pressure in 2025, partly due to the inconvenience experienced by passengers and visitors as a result of the construction work taking place on airport grounds.

Terminal expansion in full swing

Eindhoven Airport's robust financial position allows it to continue investing in quality improvements, such as the major expansion of the terminal. This expansion has become increasingly important, as the number of passengers has surpassed the terminal's capacity of five million. Space is especially limited in the arrivals hall and the non-Schengen departure area. The total surface area of the terminal will increase by approximately 50%, to just under 39,000 square metres. Among the most notable enhancements are the introduction of new gates, additional space and comfort for departures and arrivals, and a modernised baggage system. Construction is progressing well, with the project set to reach its highest point in early 2026. The renovation and expansion of the terminal is scheduled for completion in the third quarter of 2027. Eindhoven Airport is doing everything in its power to minimise the inconvenience of the construction work for passengers, visitors and employees.

Preparations for temporary closure in 2027

Another significant event is the temporary closure of the airport in 2027. This is due to the large-scale renovation of the runway at Eindhoven military airbase, which Eindhoven Airport uses. Flights will be suspended for a period of five months, a development which will have a significant impact on the organisation, operational partners at the airport, airlines and passengers. Eindhoven Airport's management is already preparing for this closure. Preserving employment is a top priority. Furthermore, the airport is in intensive consultation with its partner companies on this matter. In collaboration with the airlines, Eindhoven Airport is investigating alternative locations for flights. The reopening of the airport will coincide almost exactly with the commissioning of the renovated and enlarged terminal.

Strong positioning as a regional gateway

In 2025, Eindhoven Airport continued to develop significantly as an international hub for the region. Research shows that one in three passengers (2019: one in seven) now flies to and from Eindhoven Airport to visit family and friends. This

improvement is a clear indication of the region's increasing internationalisation due to the investments made in the high-tech sector. The airport is committed to maintaining its role in facilitating connectivity between the region and Europe, as reflected in its mission statement: We aim to strengthen the region.

Looking forward

Despite the challenges that lie ahead, Eindhoven Airport looks to both the near and distant future with confidence. In 2026, significant progress will be made with the terminal expansion, while regular airport operations will continue unabated. Airport management will also complete its preparations for the upcoming temporary airport closure. All plans are centered on ensuring a stable and safe restart of air traffic and associated operations by the summer of 2027.

Read more at www.eindhovenairport.nl

Rotterdam The Hague Airport



In 2025, Rotterdam The Hague Airport (RTHA) welcomed 2.4 million passengers (5.2% more than in 2024). The rise in passenger numbers is due to the use of larger aircraft with greater seating capacity. Revenue grew by 11.0%

to 68.1 million euros, mainly due to increased airport charges. RTHA's Net Promotor Score in 2025 was 70, its highest ever. Passengers were satisfied with the small scale of the airport and the speedy, friendly service provided.

New Airport Traffic Decree

In September 2025, RTHA submitted the request for a new Airport Traffic Decree to the Ministry of Infrastructure and Water Management. The decree is based on reducing noise and emissions. As a result, commercial flight movements will not increase until at least 2032, and any future increase in flights will only be possible for fossil-free aviation, e.g., the use of hydrogen, 100% SAF or electric propulsion. Additionally, there will be a reduction in night flights. The new decree is expected to take effect from 2027.

Terminal renovations

The airport is renovating its terminal to improve its quality of service and make it future proof. The offices on the top floor of the terminal are being renovated to improve the quality of work for all operational partners. Additionally, work has commenced on the landside restaurant Het Uitzicht. The restaurant will be moved to airside to expand the commercial offering for departing passengers. Both projects are expected to be ready by summer of 2026. Further terminal renovations are planned and will be finalised in 2028. These include more self-service options for passengers and expanded restaurant and retail facilities. Furthermore, a small extension will be built to meet changing laws and regulations and to create additional space for the associated needs of the Royal Marechaussee (passport control) and Customs (goods control).

Innovation

The Netherlands' first self-driving bus operating on public roads has been launched: a shuttle between the nearest metro station (Meijersplein) and RTHA.

Additionally, a landside hydrogen gas refueling station for vehicles is being built at the airport. This landside station, developed by Fountain Fuel, will be the first hydrogen refueling station in the municipality of Rotterdam. It will not

only serve passenger cars, but also trucks, vans and special vehicles. The station is scheduled to open in 2026.

Further hydrogen-related developments included the opening of a liquid hydrogen storage facility on airside as part of the TULIPS programme. The first hydrogen demonstrations will take place in 2026. As part of the European research project ALBATROS, RTHA has simulated an emergency landing with a pretend hydrogen plane. The exercise aimed to assess whether the new draft procedures are effective, safe and clear in practice.

Read more at www.rotterdamthehagueairport.nl

Lelystad Airport



In the 2008 Alders Agreement, Lelystad Airport was designated as an overflow airport for Schiphol, specifically for non-mainport traffic. In 2015, the airport decree for Lelystad Airport was issued. Since then, the actual start date for the airport's new role has been postponed several times.

Status regarding the addition of commercial traffic

In late January 2026, the proposed new government presented its coalition proposition, including a favourable decision on commencing commercial traffic at Lelystad Airport. Lelystad Airport is a vital part of the Dutch airport system and plays an important role in keeping air travel

accessible for Dutch citizens. It also contributes to the economy of Flevoland. The province of Flevoland and the municipality of Lelystad have expressed their support for the opening of the airport to commercial aviation.

Preferred location for stationing F-35 fighter aircraft

In December 2025, as part of the National Space for Defence Programme, the Dutch outgoing cabinet decided that Lelystad Airport will become an operating base for F-35 fighter aircrafts. The decision is based on the military co-use of a civilian airport. The Ministry of Defence sees advantages in the dual use of Lelystad Airport, particularly due the speed of implementation and synergies created by sharing facilities, services and infrastructure.

Investments in sustainability

Lelystad Airport has implemented several improvements to become a more sustainable airport. More sustainable building methods were applied in the construction of the new terminal and the widening and extension of the runway. The new terminal is LEED Gold-certified. Additionally, the runway and taxiway are equipped with LED lighting, and all operational vehicles are electric. For vehicles for which a more sustainable solution is not yet available, HVO100 is used as fuel. The charging station for electric aircraft is fully operational.

Find out more at: www.lelystadairport.nl

Maastricht Aachen Airport



Schiphol Group owns a 40% share in Maastricht Aachen Airport (MAA), with the remaining shares held by the Province of Limburg. In 2025, MAA focussed on recovery and strengthening its position as a regional airport, processing 41,600 tonnes of air cargo and welcoming 159,300 passengers.

Airport developments

The combined impact of commercial contract changes and high flight taxes in the border region resulted in the departure of two passenger airlines. At the same time, the airport secured a long-term partnership with Wizz Air, which operated its first flights in December 2025.

Cargo volumes grew by 41% compared to 2024. Although this increase was below expectations, it still represents a substantial step forward. The return of former partners and intensified activity among existing aviation partners fuelled this growth. MAA expects further expansion in the coming years.

Strategic direction and transformation

In 2025, MAA focussed on strengthening its financial foundation and advanced its strategy to secure a sustainable future as an independent regional airport. The airport launched improvement programmes to reduce costs,

increase revenues and continue eliminating maintenance backlogs.

MAA's strategy centres on cargo and passengers, which form the backbone of its recovery. The three core objectives are: (1) delivering excellent cargo handling to position MAA as the fastest cargo airport in Europe, (2) reinforcing MAA's role as an integral part of the national cargo network and the wider Schiphol Group cargo proposition, and (3) expanding the passenger network with additional European destinations.

Sustainability and innovation

MAA continued investing in more sustainable aviation. In 2025, the airport received the Airports Council International Eco-Innovation Award for the Electrify project. MAA also announced the Flying Field Lab, a partnership with educational institutions and the business community aimed at accelerating innovation and sustainability in the aviation sector.

Permits and regulations

The permitting process is experiencing delays. MAA started a full environmental impact assessment to support its application for a new Airport Traffic Decree. The airport is also awaiting additional regulations on nitrogen emissions, which are required for its nature permit under the Nature Conservation Act (Wet natuurbescherming). MAA will submit the operating permit application in the first quarter of 2026.

Organisational developments

In January 2026, Maastricht Aachen Airport welcomed a new CEO, succeeding the interim leadership in 2025.

More information at www.maa.nl