GRONINGEN
AIRPORT EELDE

AIRPORT CHARGES

Groningen Airport Eelde

2027

The limited company Groningen Airport Eelde, operator of the 'Airport Eelde', has taken into consideration the Airport Charges applicable since January 1st, 2026 are due for revision;

Hereby sets charges and conditions for to the use of aircraft at the airport Eelde, as stated in these "Airport Charges[1]" applicable from January 1st, 2027.

[1] This document is a translation of the Dutch document "Havengeldregeling" of Groningen Airport Eelde NV. Should any discrepancy, inconsistency or difference in interpretation arise between both documents, the Dutch version "Havengeldregeling" will prevail for legal matters.

Article 1 Definitions

Within this document the following definitions apply:

A) *The airport:*
the airport Eelde (‘de luchthaven Eelde’) as designated by the “Luchthavenbesluit luchthaven Eelde”.

B) *The company:*
the operator of the airport Eelde: Groningen Airport Eelde NV.

C) *24-hour period:*
a time span of 24 hours, starting from the time of landing of an aircraft at the airport.

D) *Aircraft:*
any propelled flying craft heavier than air, including unmanned craft and helicopters.

E) *Weight:*
the maximum certified take-off weight, i.e. the maximum permitted total weight with which the aircraft may take off in accordance with the Certificate of Airworthiness under the most favorable conditions (MTOW), expressed in kilograms or tons (1,000 kilograms).

F) *Certificate of Airworthiness:*
the valid Certificate of Airworthiness as issued by the competent authority, or an appropriate equivalent certificate issued by a competent authority pursuant to an international agreement.

G) *Landing:*
a landing (aircraft movement) for which according to the registration of Dutch Air Traffic Control (Luchtverkeersleiding Nederland) landing charges apply. Included are simulated landings, overshoots, touch-and-go’s, missed approaches and low passes.

H) *Landing fee:*
fee payable to the company, based on the weight of the aircraft, for a landing of different categories of flights at the airport.

I) *Passenger charge:*
fee payable to the company, based on the number of departing passengers on board of an aircraft departing from the airport.

J) *Cross-country flight:*
a flight where the aircraft lands at an airport other than the one from which it took off. Helicopter flights are regarded as a cross-country flight when a landing is made at any place, as well as when no landing is made but persons or cargo are dropped off or taken on board.

K) *Local flight:*
a flight where the aircraft lands at the same airport from which it took off, without having performed a landing, simulated landing, et cetera at another location.

L) *Overshoot:*
a landing procedure with a go-around without touching the runway of the airport.

M) *Training flight:*
a flight operated solely for instructional purposes.

N) *Parking:*
allowing an aircraft to stay in the open air on the airport premises (apron).

O) *Owner:*
the owner, user or operator of an aircraft or their respective authorized representatives.

P) *Passenger:*
occupant of an aircraft, not being a member of the flight crew.

Q) *Transit passenger:*
a passenger who arrives at the airport on a through flight and subsequently departs on the same aircraft (or a replacement aircraft due to malfunction) without having left the area that can only be entered with a valid boarding pass.

R) *Transfer passenger:*
a passenger who arrives at the airport on an aircraft and then departs on another aircraft (not being a replacement aircraft due to malfunction) on the basis of a single ticket, where the connection is the main reason for using the airport and the passenger has not left the area of the airport, which a departing passenger may only enter with a boarding pass, for more than 24 hours between the time of arrival and departure.

S) *Flight crew:*
any person on board of the aircraft carrying out activities which is of direct importance for the operation of the aircraft or carrying out activities on behalf of the passengers or the load, including the preparatory actions preceding the flight (including dead-heading crew).

T) *Security charge:*
fee paid to the company, based on the number of departing passengers upon departure of the aircraft from the airport, for which certain security checks (on passengers and/or goods) apply as prescribed by the government.

Article 2 Airport charges

paragraph 1 *General conditions*

Airport charges are due to the company for landing or departure with an aircraft at the airport, the amount of which is determined by the following factors:

I The weight of the aircraft (this factor hereinafter referred to as “the weight charge”).

II The classification of the flight by category, in the sense that a flight can be characterized as a:
   A. Cross-country flight;
   B. Local flight;
   C. Training flight.

III The number of passengers on board when the aircraft departs from the airport on a scheduled or non-scheduled commercial flight to a destination elsewhere, or flights using the airport terminal or other agreed locations (this factor hereinafter referred to as "the passenger fee" and the “passenger with reduced mobility fee).

IV The number of departing passengers on board when the aircraft departs from the airport on flights where, as designated by the government, passengers and their baggage must be screened in the manner prescribed by the government by security personnel and using electronic equipment (this factor hereinafter referred to as the “security charge”).

V The day and local time when the landing of the aircraft takes place.

VI The noise level category of the aircraft.

Noting that:

VII All amounts stated in these Airport Charges are exclusive of value added tax (Omzetbelasting, B.T.W.) and are also exclusive of other taxes and levies to be imposed by the Dutch government, for which a different basis of calculation can be determined by the government.

VIII The Dutch government imposes a national aviation tax per departing passenger (invoiced as “Dutch Flight Tax”), differentiated by flight distance to the final destination of the passenger. The company is legally obliged to collect this tax from the owner, as specified in the Act on taxation of flying (“Wet Vliegbelasting”). The owner is responsible for keeping himself informed of the contents of this Act, the relevant criteria and the applicable rate, and for any onward charging to third parties.

The company will initially invoice the distance-based Dutch Flight Tax based on the distance to the destination specified in the flight plan. At the end of the year, or earlier after the ending of a seasonal series of flights, the company will request information from owners regarding the final destination of passengers departing from Airport Eelde in cases where the final destination differed from the flight destination. Owners must provide this information to the company within four weeks. If the data received by the company indicates that the final destination differed from the flight destination, a settlement with the owner will be effected.

IX As of January 1st, 2008 the costs of national air traffic control services of Luchtverkeersleiding Nederland are charged to the owner by Eurocontrol. For more information, please refer to www.eurocontrol.int for details.

X The company observes the Dutch statutory retention period for data it receives from third parties with regard to these Airport Charges, and applicable taxes and levies imposed by the Dutch government.

paragraph 2 *Landing fees*

The weight charge is calculated as follows:

Class A Cross-country flight

1) up to and including 10,000 kg: € 22.65 for every 1,000 kg weight or part thereof, with a maximum of € 24.00 for an aircraft with a weight of up to 1,500 kg, and a maximum of € 42.00 for an aircraft with a weight of up to 2,000 kg.

2) with a weight of more than 10,000 kg up to and including 20,000 kg: € 200.00 increased by € 14.30 for every 1,000 kg of weight or part thereof, for as far as the weight exceeds 10,000 kg.

3) with a weight of more than 20,000 kg: € 335.00 increased by € 20.35 for every 1,000 kg of weight or part thereof, for as far as the weight exceeds 20,000 kg.

Class B Local flight

1) up to and including 10,000 kg: € 17.70 for every 1,000 kg weight or part thereof, with a maximum of € 18.50 for an aircraft with a weight of up to 1,500 kg

2) with a weight of more than 10,000 kg up to and including 20,000 kg: € 160.00 increased by € 15.65 for every 1,000 kg of weight or part thereof, for as far as the weight exceeds 10,000 kg.

3) with a weight of more than 20,000 kg: € 308.00 increased by € 15.70 for every 1,000 kg of weight or part thereof, for as far as the weight exceeds 20,000 kg

Class C Training flight

1) for a cross-country training flight: € 22.60 for every 1,000 kg weight or part thereof;

2) for a local training flight: € 15.55 per 1,000 kg weight or part thereof, with a minimum of € 22.60.

A. A noise certificate surcharge or discount on the landing charge is levied if the aircraft falls into the noise level category according to the noise level certificate issued by the competent authority:

Noise level category	Surcharge / discount %
1	+30
2	+15
3	+10
4	-5
5	-10
6	-10
7	-15
8	-15

For aircraft without a noise certificate and/or whose noise production is disproportionate to its weight, and the ratio between the use of noise allowance and the landing fee is therefore unfavorable for the company, the company and aircraft operator will in advance agree upon a customized noise surcharge.

B. The landing charges referred to in paragraph 1 are not levied in case the aircraft which, after taking off from the airport, without landing at another airport, is forced to return due to bad weather conditions or engine failure.

C. In addition to the landing charges due in accordance with paragraph 2, class B or C, an amount of € 155.00 per hour is due, with a minimum of € 85.00, and will be charged to the owner for the use of runway lighting and/or approach lighting, under circumstances at the discretion of air traffic control (Luchtverkeersleiding Nederland) and/or the airport operator for training flights, simulated landings, overshoots or the like.

D. Based on the noise-night penalty factor (‘nachtstraffactor’), on flights taking place after 19:00 local time (LT), on all days, the landing charges as referred to in the first paragraph are due including a surcharge of:

- 20% on cross-country flights,
- 35% on local flights and
- 50% on training flights.

Excluded from this surcharge are scheduled, charter, taxi and position flights.

paragraph 3 *Passenger charge*

A) The passenger charge as referred to in paragraph 1, sub III of this article is based on the number of passengers on board at the time of departure from the airport and amounts to € 28.25 per departing passenger. For a transit passenger the passenger charge is € 4.65, and for a transfer passenger € 7.00. For a sightseeing flight a passenger charge of € 14.50 is due.

B) The passenger charge is not due for flight crew and passengers under the age of two years old. Passengers on a flight other than a commercial flight are also exempt.

C) The passenger charge is payable by the owner of the aircraft and is not collected separately from passengers.

D) For the purpose of calculating the passenger charge, the company must be provided per flight by or on behalf of the owner of the aircraft, of the number of passengers on board at the time of departure of the aircraft, subdivided into the categories described in paragraph 3B. The information must be effected in such a manner that it deems properly verifiable by the company. If this condition is not met, the calculation of the passenger charge will be based on the seat capacity of the relevant aircraft type on an "all economy basis".

E) Regulation EC 1107/2006 regulates the rights of passengers with disabilities or reduced mobility ("Passengers with Reduced Mobility"; PRM). The purpose of the regulation is to ensure that these passengers receive assistance so that they have the same opportunities to use air transport as other passengers. The regulation stipulates that PRM passengers receive assistance at no extra cost; the costs are spread proportionally among all passengers using the airport. To finance the assistance, the company imposes a specific fee on all airlines at the airport on a non-discriminatory basis. This is a cost-related fee. Airlines serving the airport are charged based on the number of departing passengers from the airport.
The PRM fee is € 1.75 per passenger on board of an aircraft departing from the airport on a commercial flight. This fee is not applicable for flight crew and passengers under the age of two. Transfer and transit passengers are also exempt.

paragraph 4 *Security charge*

A) The security charge as referred to in paragraph 1, sub IV of this article, is based on the number of departing passengers on board at the time of departure from the airport and amounts to € 0.10 per departing passenger.

B) The security charge is not due for flight crew and passengers under the age of two years old.

C) The security charge is payable by the owner of the aircraft and is not collected separately from passengers.

D) For the purpose of calculating the security charge, the company must be provided per flight by or on behalf of the owner of the aircraft, of the number of passengers on board at the time of departure of the aircraft, subdivided into the categories described in paragraph 4B. The information must be effected in such a manner that it deems properly verifiable by the company. If this condition is not met, the calculation of the passenger charge will be based on the seat capacity of the relevant aircraft type on an "all economy basis".

E) If the government adjusts, expands, changes, tightens and/or declares that the regulations for the performance of security checks are also applicable to flights other than usual, or otherwise changes the security checks, as a result of which the company has to incur additional costs for carrying out these security checks, then these additional costs can be passed on directly in the rate referred to under A of this paragraph.

paragraph 5 *Parking fees*

For allowing an aircraft to stay on the airport premises intended for general use (apron), parking fees are due per 24-hour period or part thereof in accordance with the provisions set out below.

A) The parking fee is € 4.25 per 1,000 kg weight or part thereof, with a minimum of € 15.00.

B) No parking fee is charged for aircraft weighing up to 3,000 kg if parking takes place during a period shorter than six hours after landing.

C) No parking fee is charged for aircraft weighing more than 3,000 kg if parking takes place during a period shorter than three hours after landing.

paragraph 6 *Surcharge for (nightly) opening outside regular opening hours*

For flights legally allowed outside regular opening hours, the company will charge the owner a surcharge of € 1,125.00 per (nightly) opening, unless otherwise agreed upon in advance.

For maintenance or work on an aircraft or other activities of an owner on the airport premises outside regular opening hours that require the deployment or presence of employees of the airport, the company will charge the owner a surcharge of € 1,125.00 per (nightly) opening, unless otherwise agreed upon in advance.

Article 3 Subscriptions and customized services

paragraph 1 *Subscription for landing fees*

A) The owner of an aircraft belonging to branches, companies or institutions based on the airport premises can enter into a subscription for landing fees with the company. Requests for these landing subscriptions must be submitted in writing to the company. The subscription only relates to the airport-based aircraft (based on registration), not to the owner (natural person or legal entity).

B) The subscription can start on the first day of the month following the establishment (ownership, rent or lease of buildings) on the airport premises and after written permission from the company.

C) For an aircraft for which a subscription has been granted, 80% of the landing fees based on the weight as stated under Article 2, paragraph 2 A, class A, B and C will be charged. The subscription does not apply to other components such as the noise-night penalty, noise class and the use of runway lighting.

D) The landing subscription conditions can be revised annually by the company.

E) The company is not obliged to offer a landing subscription nor is it obliged to provide a motivation if the application for a subscription is refused.

F) The amount due under a landing subscription shall be paid in the manner to be indicated by the company.

paragraph 2 *Customized services*

A) Under specific circumstances the company may deviate from the rates as referred to in Article 2 of these airport charges, at the discretion of the company. This does not apply to the amount of taxes and duties imposed by the Dutch government.

B) The circumstances under which it is possible to deviate from the rates referred to in Article 2 of these airport charges are:
- series of flights;
- efficient handing services
- customized handling services;
- new routes or destinations;
- expansion on existing routes or destinations;
- basing or stationing of one or multiple aircraft

For further information, conditions and a list of preferred (new) destinations, please refer to: https://www.groningenairport.nl/en/business/route-development.

C) Where applicable, the company applies the principles set out in the communication from the European Commission "Guidelines for state aid to airports and airlines" (EU Official Journal C 99/3 dated 4.4.2014).

D) Handling at Airport Eelde is mandatory for aircraft with an MTOW of 3,000 kg or more.

Article 4 Payment method

A) The owner as defined in Article 1, sub O, is jointly and severally liable for payment of the fees referred to in these airport charges.

B) All fees due, including government-imposed taxes and levies, must be paid (in cash or by debit or credit card) to the airport's Airport Authority prior to aircraft departure.

C) If the amount of the fees due cannot be determined at the time of departure of the aircraft, the fee, contrary to the provisions of Article 4B, must be paid as soon as it is possible to determine the amount due. In these cases, the company may require that an advance amount be paid on the conditions to be set by it as payment for these fees. It shall set this amount at a maximum of the amount at which the fees are likely to be determined. The advance amount shall be deducted from the final fees due.

D) Contrary to the provisions of Articles 4B and 4C, the company may allow payment on account with a payment term of 14 to 30 days after the date of the invoice, at the discretion of the company and prior to the departure of the aircraft. Payment of the invoiced amount must be made in the manner to be provided by the company. The company may withdraw a payment term at any time if the payment behavior or the creditworthiness of the owner gives cause to do so.

E) If the permitted payment term as referred to under Article 4D is exceeded, the owner is in default without a written notice of default or other announcement being required. From that moment on and at its sole discretion, the company may claim interest and credit compensation of 2% on a monthly basis of the outstanding amount and charge it to the owner.

F) If the fees due as stated in Article 4B are not (or cannot be) paid at the airport's Airport Authority, and Articles 4C and 4D do not apply, then an amount of € 17.00 for administration costs is due. This amount will be charged in addition to the fees due.

G) In addition to Article 4D, the company may require prepayment from an owner paying on account. The prepaid amount will be deducted from the amount of the final invoice.

H) In addition to Article 4D, the company may require an advance payment from an owner operating a series of flights over a longer period of time and paying on account. The advance payment will be deducted from the finally determined amount due on the last invoice of the series of flights.

I) The company reserves the right to refuse, not to carry out and/or suspend the handling of a flight or series of flights if, to the sole judgement and discretion of the company, there is a risk the owner will not settle amounts due within a reasonable time. Exceeding the payment term by the relevant owner with the company will provide, but not exclusively, a valid reason for this.

Article 5 Liability

A) Except for intent or gross negligence, the company is not liable for any damage (including loss) caused by or during the stay at the airport, including the buildings located thereon, to an aircraft, equipment, cargo, property of flight crew and/or passengers, or for personal injury suffered by flight crew or passengers during their stay on the airport premises.

B) Due to scarce available capacity (operational, material, platform space, environmental and services from third parties or government services such as air traffic control), the company may temporarily adjust its availability (opening hours) and facilities (including handling) and/or request an owner to arrange an arrival, departure or other (handling) activity at an alternative time. Where appropriate, the company gives first priority to medical and social air traffic, then to passenger traffic and lastly to other traffic.

B) The company accepts no liability for damage that has arisen or may arise because airport infrastructure or facilities, or parts thereof, were (temporarily) not available or could not be made available due to the judgement of the company or a relevant authority.

C) The owner of an aircraft is liable to the company for any damage caused by his aircraft to the property of the company. The owner indemnifies the company against any claims that third parties may make against the company for damage caused by the aircraft in relation to persons and/or property of third parties on the airport premises.

Article 6 Applicable law

Dutch law applies exclusively to all rights, obligations and disputes arising from these Airport Charges.

Article 7 Starting date

These Airport Charges come into force on January 1st, 2027, which means that all previous versions of the Airport Charges have lapsed.

Eelde, November 1st, 2026

Groningen Airport Eelde NV



M.H. de Groot
CEO