



Airport Charges Agreement Maastricht Aachen Airport



MAASTRICHT AACHEN AIRPORT BV
EFFECTIVE AS OF 1 APRIL 2025

ALL AMOUNTS STATED IN THIS AIRPORT CHARGES AGREEMENT ARE EXCLUSIVE OF VAT

Maastricht Aachen Airport B.V., operator of the designated airfield Maastricht Airport,
Whereas the Airport Charges Agreement in force require a revision as of 1 April 2025 fixes:
CHARGES FOR AIRCRAFT OPERATING AT THE DESIGNATED AIRFIELD MAASTRICHT AIRPORT,
laid down in the Airport Charges Agreement.



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ARTIKEL 1: DEFINITIONS

- a. **Airport:**
The designated airfield, "Maastricht Airport".
- b. **The company:**
The operator of the designated airfield "Maastricht Airport" : Maastricht Aachen Airport Inc.
- c. **Natural day:**
A twenty-four hours' period counting from the time of landing of aircraft at the airport.
- d. **Aircraft:**
Aircraft heavier than air and equipped with a propulsion device.
- e. **Weight:**
The maximum certificated take-off weight, i.e. the maximum permissible total weight with which the aircraft, in accordance with the certificate of air worthiness, may take off under the most favourable circumstances (Maximum Take-Off Weight – MTOW).
- f. **Certificate of airworthiness:**
The valid certificate of airworthiness issued by the competent authorities for the aircraft or the certificate of equality issued by the competent authorities under international agreement.
- g. **Passenger fee:**
Fee according to passengers computed according to the number of passengers at departure of the aircraft from the airport on a scheduled or non-scheduled commercial flight with a destination elsewhere or on flights whereby use is made of the departure hall of the airport.
- h. **Point-to-point flight:**
A flight whereby the aircraft lands at an airport other than the one from which it has taken off.
- i. **Overshoot:**
A landing procedure with a continued take-off without the aircraft touching the runway.
- j. **Local flight:**
A flight after which the aircraft lands at the same airport as the one from which it has taken off without having made an intermediate landing at another airport; the overshoots at the airport are herewith likewise regarded as local flights.
- k. **Chapter 2 aircraft:**
A civil subsonic aircraft, certified under the standards referred to in Annex 16, volume 1, Chapter 2, to the ICAO convention (fifth edition, 2008).
- l. **Parking:**
Making the aircraft stay in the open air.
- m. **Owner:**
The owner, holder and user of an aircraft or their respective authorized representatives.
- n. **Passenger:**



Occupant of an aircraft not belonging to the aircraft crew.

- o. **Transit passenger:**
A passenger arriving at the airport on an on-going flight and subsequently departing with the same aircraft (or with a replacing aircraft because of a breakdown) without having left the customs area.
- p. **Transfer passenger:**
A passenger arriving at the airport by aircraft and subsequently departing from the airport by another aircraft (not being an aircraft replacing the first aircraft because of a breakdown).
- q. **Service passenger:**
An official of an airline company who by order of his/her company and exclusively for company purposes departs from the airport to elsewhere for the purpose of carrying out work by contractual obligation, provided that the nature and purpose of the flight has been clearly expressed on the passenger ticket, on the understanding that ON BEING ASKED this is to be demonstrated to the satisfaction of the company.
- r. **Security Charge:**
The fee due to costs for safety measurements made by the company at the airport, as laid down by the government, according to the number of passengers, the moment the aircraft takes-off from the airport for a scheduled or non-scheduled commercial flight or another kind of flight indicated by the government.
- s. **Test run:**
Testing of aircraft engines after overhaul, control or repair in open skies, in which the engines are mounted on the aircraft.



ARTICLE 2: LANDING AND TAKE-OFF FEES

2.1. Introduction

For the landing at and take-off from the airport of an aircraft, landing and take-off fees are due to the company the level of which is determined by the following factors:

- I. the weight of the aircraft classified in Code A1 up to A9 (2.2.1.) and Code B1 or B2 (2.2.2.);
- II. the number of passengers on board at departure of the aircraft from the airport (this factor hereinafter to be referred to as the fee according to passengers Code C1 (2.3) and security charge Code C2 (2.4);
- III. the time of the landing or take-off.
- IV. During special events, a surcharge of 25% can be submitted on landing fee.

2.2. Computation principle

For the computation of the landing fee a distinction is made between:

- point-to-point flight (2.2.1.);
- local flight (2.2.2.).

2.2.1. In case of a point-to-point flight the landing fee will be computed as follows:

| CHARGES OVERLAND FLIGHTS MAA 01-04-2025 - 31-03-2026 | | | | | |
|---|---|---------------------------------|--|--|--|
| CODE | CHARGES LANDING OR START | UNIT | CHARGES LANDING OR START 07:00-18:59 hrs lt | CHARGES LANDING OR START 19:00-22:59 hrs lt | CHARGES LANDING OR START 23:00-06:59 hrs lt |
| A1 | Aircraft MTOW ≤ 3.000 kg | charge | € 18,26 | € 57,70 | € 182,60 |
| A2 | Aircraft MTOW > 3.000 kg ≤ 10.000 kg | charge | € 44,65 | € 141,09 | € 446,50 |
| A3 | Aircraft MTOW > 10.000 kg noise category A | per 1.000 kg MTOW | € 5,68 | € 17,95 | € 56,80 |
| A4 | Aircraft MTOW > 10.000 kg noise category B | per 1.000 kg MTOW | € 4,54 | € 14,36 | € 45,44 |
| A5 | Aircraft MTOW > 10.000 kg noise category C | per 1.000 kg MTOW | € 3,69 | € 11,67 | € 36,92 |
| A6 | Aircraft MTOW > 10.000 kg noise category D | per 1.000 kg MTOW | € 2,84 | € 8,97 | € 28,40 |
| A7 | Aircraft MTOW > 10.000 kg noise category E | per 1.000 kg MTOW | € 2,56 | € 8,08 | € 25,56 |
| A8 | Aircraft MTOW > 10.000 kg noise category F | per 1.000 kg MTOW | € 2,27 | € 7,18 | € 22,72 |
| A9 | Aircraft MTOW > 10.000 kg noise category G | per 1.000 kg MTOW | € 1,99 | € 6,04 | € 19,11 |
| | Minimum charge (regardless of noise category) | CARGO aircraft < 70.000 kg MTOW | € 191,87 | € 606,31 | € 1.918,70 |

2.2.2. In case of a local flight, the landing fee will be computed as follows:

| CHARGES TERRAIN FLIGHTS MAA 01-04-2025 - 31-03-2026 | | | | | |
|--|--------------------------|-------------------|--|--|--|
| CODE | CHARGES LANDING OR START | UNIT | CHARGES LANDING OR START 07:00-18:59 hrs lt | CHARGES LANDING OR START 19:00-22:59 hrs lt | CHARGES LANDING OR START 23:00-23:59 hrs lt |
| B1 | Aircraft MTOW ≤ 3.000 kg | charge | € 18,26 | € 57,70 | € 182,60 |
| B2 | Aircraft MTOW > 3.000 kg | per 1.000 kg MTOW | € 6,09 | € 19,24 | € 60,90 |

These tariffs are also applicable on flights whereby feigned landings, overshoots, approaches or low passes are made.



2.2.3. It is not allowed to operate with 'Chapter 2 aircraft' at the airport. An additional surcharge is imposed on the owner of such an aircraft who nevertheless lands at the airport, for example in the event of an emergency.

2.2.4. The surcharge for "Chapter 2 aircraft" but also for aircraft listed under noise category 0 in Appendix B, is € 3,500.00 per take-off or landing.

2.3. Passenger fee

The passenger fee is € 14,59 per passenger

This fee is not due for:

- transit passengers;
- transfer passengers;
- passengers under the age of two; and
- service passengers.

2.3.1 The passenger fee is due by the owner/user of the aircraft and will not be collected separately from the passengers.

2.4. Security charge

The security charge is € 11,96 per passenger leaving the airport.

This fee is not due for:

- transit passengers;
- transfer passengers;
- passengers under the age of two;
- service passengers.

2.4.1. The security charge is due by the owner/user of the aircraft and will not be collected separately from the passengers

2.5. Passengers Reduced Mobility

The PRM charge is € 0,72 per departing passenger.

2.6. GIS Charge

The central government uses a scheme from which facade insulation of houses in the vicinity of the airport is financed. (Part of) the costs for the implementation of this scheme are financed by means of a levy on civil aviation at the airport.

The GIS levy is the levy that applies to the amount of noise generated by a specific aircraft. The basis is the noise production in EPNdB values per aircraft, according to the certification as recognized and accepted by ICAO. The EPNdB must be defined within the certification of Chapter 3 or Chapter 4.

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 Δ EPNdB is then multiplied by the amount of the annual fee (2025 = € 48, € 1 is added each year).



If no noise certificate is provided by the airline, the noise charge is taken from a general table. This is of course higher than the calculated noise charge derived from the noise certificate.

2.7. Government air passenger tax

The national government has determined that an air passenger tax must be levied per departing passenger (Dutch Flight Tax). This tax is € 29,40 (2025) per departing passenger.

2.8. Providing data

For the computation of the fees a statement of the number of passengers on board at departure of the aircraft and of the kind of flight is to be made to the company per flight by or on behalf of the owner/user of the aircraft **prior to** departure. Such data are to be provided - in the company's judgement - in a proper and controllable manner. The information should be send to airportauthority@maa.nl for General Aviation flights and to operations@maa.nl for all other passenger flights. In case of non-compliance, computation will take place as follows: the passenger fee will be computed according to the seating capacity of the type of aircraft concerned on an "all economy" basis.

2.9. Exemption

The landing and take-off fees referred to under 2.2.1. - 2.2.2. - 2.2.3. - 2.3. - 2.4. – 2.5. and 2.7. will not be levied if it concerns aircraft which:

after having taken off from the airport return to it because of poor weather conditions, engine trouble or because of any other unforeseen causes without the aircraft having called at another airport.

ARTICLE 3: PARKING FEES

For making an aircraft stay on the parts of the airport destined therefor for general use, a parking fee per natural day or part thereof is due in accordance with the provisions laid down hereinafter under points 3.1. and 3.2.

3.1. Parking fee

3.1.1. The parking fee amounts to € 4,07 per 1,000 kg of weight (or part thereof).

3.1.2. No fee is due if parking takes place during a period shorter than six hours.

3.1.3. During special events, a surcharge of 25% can be submitted to the parking fees

3.2. Stay at the airport

If the stay of an aircraft at the airport for performing a local flight is interrupted, such a stay will be regarded as a non-interrupted one for computation of the parking fee.

ARTICLE 4: COSTS FOR PEFORMING TEST RUN

4.1. Test run

The charge for performing a test run is € 8,73 per 1.000 kg per session, with a minimum off 30 minutes / block.



4.2. Ground run

The ground run to check the systems before commencing a flight, will not be charged.

ARTICLE 5: COSTS FOR ASSISTANCE AND SERVICE PROVISION

5.1. The fees referred to in articles 2, 3 and 4 do not include costs for rendering any assistance of whatever nature.

5.2. The way in which such assistance and service provision are arranged and the fees to be levied therefor are determined by the company.

5.3. Assistance and service provision means, among other things, providing assistance with the anchoring of stationary aircraft, the guiding of activities in the maneuvering area, transport of individuals and the like, on request.

ARTICLE 6: FEE-RELATED OBLIGATIONS AND PERSONS LIABLE TO PAY FEES

6.1. For payment of the fees referred to in articles 2, 3 and 4 are severally liable the owner of the aircraft, the holder and user of it and the person acting as the authorized representative of the owner, holder or user.

6.2. All tariffs and fees stated in this Agreement are exclusive of duties or levies due on them.

ARTICLE 7: LIABILITY

7.1. The company is not liable for any damage caused to an aircraft because of or during its stay at the airport and for damage caused in/to the aircraft hangars located at the airport and in/to other buildings nor is the company liable for damage caused to its equipment or load or to the property of the crew or passengers of an aircraft or for personal injury caused to the crew or passengers because of or during that stay. The company is not liable either for any loss that might occur at the airport and in the aircraft hangars located at the airport and in other buildings at the airport.

7.2. The company does not assume any liability for damage that might arise because the airport, a part of it, or its accommodations - in the company's or any other body's judgement - cannot be made available temporarily.

7.3. The owner or user of an aircraft is liable towards the company for all damage that might be inflicted by his/her aircraft upon the property of the airport. He/She indemnifies the company at its first written request against all claims which third parties might bring against the company for damage inflicted by the aircraft concerned upon persons and/or upon property of third parties and for claims for damages because of loss as referred to in article 6.1.

ARTICLE 8: COMPANY INFORMATION



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ARTICLE 9: COMING INTO FORCE

This Agreement will come into force from the 1st April 2025.

Maastricht Aachen Airport

Mr. A.H. Latour
Head of Aerodrome Services



Appendix A: Table Charges

| CHARGES OVERLAND FLIGHTS MAA 01-04-2025 - 31-03-2026 | | | | | |
|---|---|-------------------------------------|---|---|---|
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| B2 | Aircraft MTOW > 3.000 kg | per 1.000 kg MTOW | € 6,09 | € 19,24 | € 60,90 |
| OTHER CHARGES MAA 01-04-2025 - 31-03-2026 | | | | | |
| | ITEM | UNIT | CHARGE | | |
| C1 | Passenger Service Charge | per local departing passenger | € 14,59 | | |
| C2 | Passenger Security Charge | per local departing passenger | € 11,96 | | |
| C3 | Passenger Reduced Mobility Charge | per local departing passenger | € 0,72 | | |
| C4 | Parking (first 6 hrs free) | per 1.000 kg MTOW | € 4,07 | | |
| C5 | Testrun site (per occasion) | per 1.000 kg MTOW | € 8,73 | | |
| C6 | Surcharge Aircraft noise category 0 | per landing or start | € 5.000,00 | | |
| C7 | Dutch Flight Taks | per local departing passenger | € 29,40 | | |
| C8 | Transit Service Charge | per transit passenger | € 3,65 | | |
| C9 | GIS Charge | depending on aircraft configuration | | | |



Appendix B: Noise Categories Types

| NOISE CATEGORIES AIRCRAFT TYPES MAASTRICHT AACHEN AIRPORT (01-04-2025) | | | | | | | |
|--|---|--|--|--|--|--|-----------------|
| PHASED OUT (CAT 0) | CAT A | CAT B | CAT C | CAT D | CAT E | CAT F | CAT G |
| Airbus A300-600/84 | | Airbus A300-600 | Airbus A310 Airbus A319 Airbus A320 Airbus A321 | Airbus A318 Airbus A320 | Airbus A330-300 Airbus A350-900 | Airbus A320 Airbus A321XLR Airbus A350-900/1000 Airbus A380 | Airbus A320-NEO |
| Boeing 747-200/300 Boeing MD MD 80/82/83/87/88 Boeing MD DC8/9/10 Boeing MD MD11 | Boeing 737-300/400/500 | Boeing 747-400 Boeing 767-200/300/400 | Boeing 737-600/700/800/900 Boeing 757-200/300 | Boeing 717 Boeing 777-200/300 | Boeing 747-8 Boeing MD MD90 | Boeing 737-MAX Boeing 787-8/9/10 | |
| Fokker F28 Antonov - alle typen Ilyushin - alle typen Lockheed - alle typen Tupolev - alle typen | Cessna 650 Gulfstream V/III Falcon 10/20/50 Hawker 700 | Avro/Bee 146-70/100 Fokker 50 | Bombardier CRJ 100/120 Embraer 170/175 | Embraer 190/195 Fokker 70/100 Sukhoi Superjet SJ-100 Falcon 200/900/2000/7X Hawker 750/800/800XP Learjet 31/35/36/45/55/60/65/60SPX | Bombardier CRJ 700/900/1000 Bombardier Global Express Dornier 328/ET Embraer 135/145 Gulfstream IV/V | Gulfstream VI/VII | Embraer 195-E2 |
| Fokker F27 | Bae ATP | ATR 42-300 ATR 72-200 | | De Havilland DHC8-300/400 | ATR 42-500/600 ATR 72-500/600 | Seab 340 Seab 2000 | |
| | All aircraft not listed in noise categories B/C/D/E/F/G | All helicopters | | | All aircraft < 6 ton MTOW | | |
| | | | | | All propeller aircraft < 9 tons MTOW | | |