



Liege Airport in a nutshell

January 26, 2023



Liege Airport in a nutshell

| | | |
|--|--|---|
| <div>1st Belgium cargo airport</div> <div></div> <div>5th European cargo airport</div> <div>20th In worldwide ranking</div> <div> Carbon zero in 2028</div> <div> WHO/WFP hub</div> | <div>100</div> <div>millions euros turnover Group Liege Airport</div> | <div>Public/private ownership</div> <div>75% public / Region 25% ADP</div> |
| | <div>10.115</div> <div>Direct and indirect jobs</div> <div>143</div> <div>Companies on site</div> | <div>1.412.000</div> <div>tonnes freight (2021)</div> <div>200.000</div> <div>passengers</div> |
| | <div>20.000 m² offices</div> <div>200.000 m² warehouses</div> | <div>H24 &</div> <div>39,000 flights of a/c > 34 tons (2021)</div> |

Renewal of our operating permit

- Operating permit of the airport to be renewed every 20 years
- Today: H24 & no operating restrictions
- New permit issued on August 26, 2022:
 - Introduction of a cap: maximum 50,000 flights per year
 - Introduction of a QC Global at night (23h00 – 06h00):
 - Reduction of 5% per year for the 10 first years
 - Reduction of 3% per year for the 10 following years
 - Means a very rapid ban of night flights
- Appel lodged by the Airport and decision being taken by the authorities (Walloon government) by end of January 2023 at the latest

Impact of the new permit

- A killer for a full cargo airport requiring flexibility
- Does not provide an operating environment acceptable for:
 - Express courier operators
 - Full cargo airlines
- Does not enable to deliver our Business Plan 2020-2040 aiming to reach 70,000 flights
- Massive jobs losses estimated at 5,000
- Put the airport in an unsustainable financial situation

Specific measures taken by the airport

- One of the “best in class” noise protection program in the world
- Very severe Walloon environmental regulations to be followed
- Certified level 3 ACA
- Aeronautical charges adapted on 01/01/2023 to financially incentivize day flights and quietest aircraft
- CEM / CDO, PRS, provisioning of SAF, ...
- Ambitious environmental master plan with 6 pillars: Co2, water, soil, mobility, air & noise

The airport's long term “noise” development plan / area (“PDLT”)

- Environmental policy managed by an independent public company (Sowaer)
- Concentration of aircraft trajectories to minimize the number of inhabitants being impacted by the airport activities
- Based upon a maximum limit to airport development embedded in a Walloon “law”, being a maximum of 175,000 flights per year (480 per 24h)
- “PDLT” is the maximum geographical area potentially impacted by the noise originating from airport activities and the precise area is defined in a Walloon “law”
- Total of 24,379 housings (apartment, house, buildings) concerned in that area
- Preventive provisions for the development of the territory (no new housing construction in area A, mandatory provisions in notarial deed for buy & sales, mandatory soundproofing for new construction...)



The Noise Exposure Plan (« PEB »)

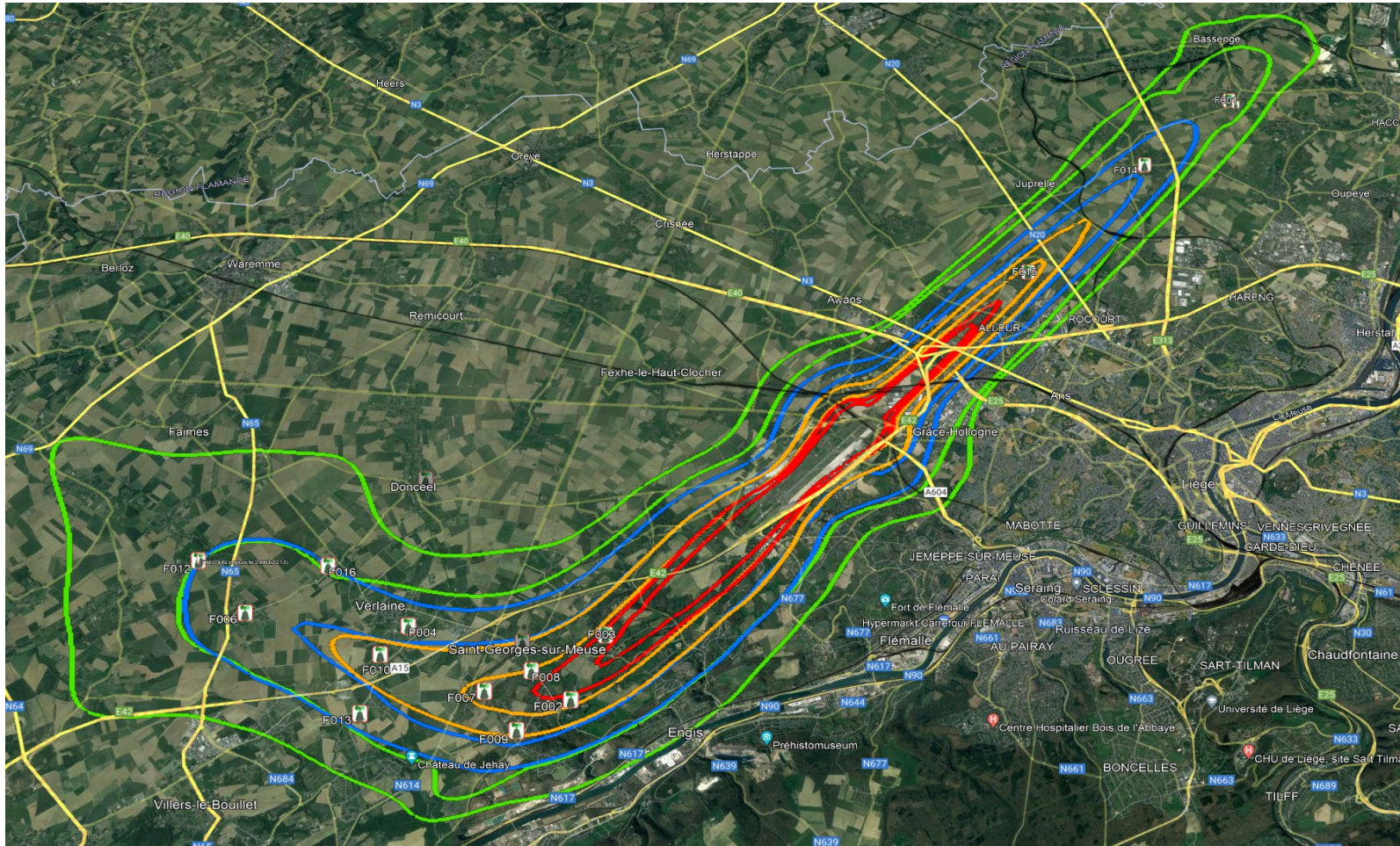
- Revised every 3 years based upon the current airport activity (the last available year) and a 10 years' projection
- Use of the Bradley methodology (“determining acceptable limits for aviation noise”) and the “Lden” rule (EU Directive 2002/49/CE)
- Noise monitoring with 16 sonometers
- “PEB” is divided in 4 areas (A, B, C & D)




| | | | |
|--|-----------------------|--|-----------------------|
|  | ZONE A'-LDEN-70 - PEB |  | ZONE A-LDEN-70 - PDLT |
|  | ZONE B'-LDEN-66 - PEB |  | ZONE B-LDEN-65 - PDLT |
|  | ZONE C'-LDEN-61 - PEB |  | ZONE C-LDEN-60 - PDLT |
|  | ZONE D'-LDEN-56 - PEB |  | ZONE D-LDEN-55 - PDLT |

- The real noise in areas A, B, C, D is lower than Lden 70/66/61/56 as this classification is based on a 10 year projection further to the airport growth
- Total of 16,610 housings in the current plan
- The “PEB” area can not exceed the “PDLT” area



"PEB" & "PDLT"



| | | | |
|---|-----------------------|---|-----------------------|
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|  | ZONE D'-LDEN-56 - PEB |  | ZONE D-LDEN-55 - PDLT |



Solutions for citizens in « PEB » areas

- **Area's solution:**

A' and B':

- Buy housings or soundproofing
- Moving premiums for tenants
- Specific allowances for traders and liberal professions

C' : Soundproofing

D' : Soundproofing aid

- **Noise monitoring** with 16 sonometers and live noise measures
- **Full transparency** for inhabitants via website

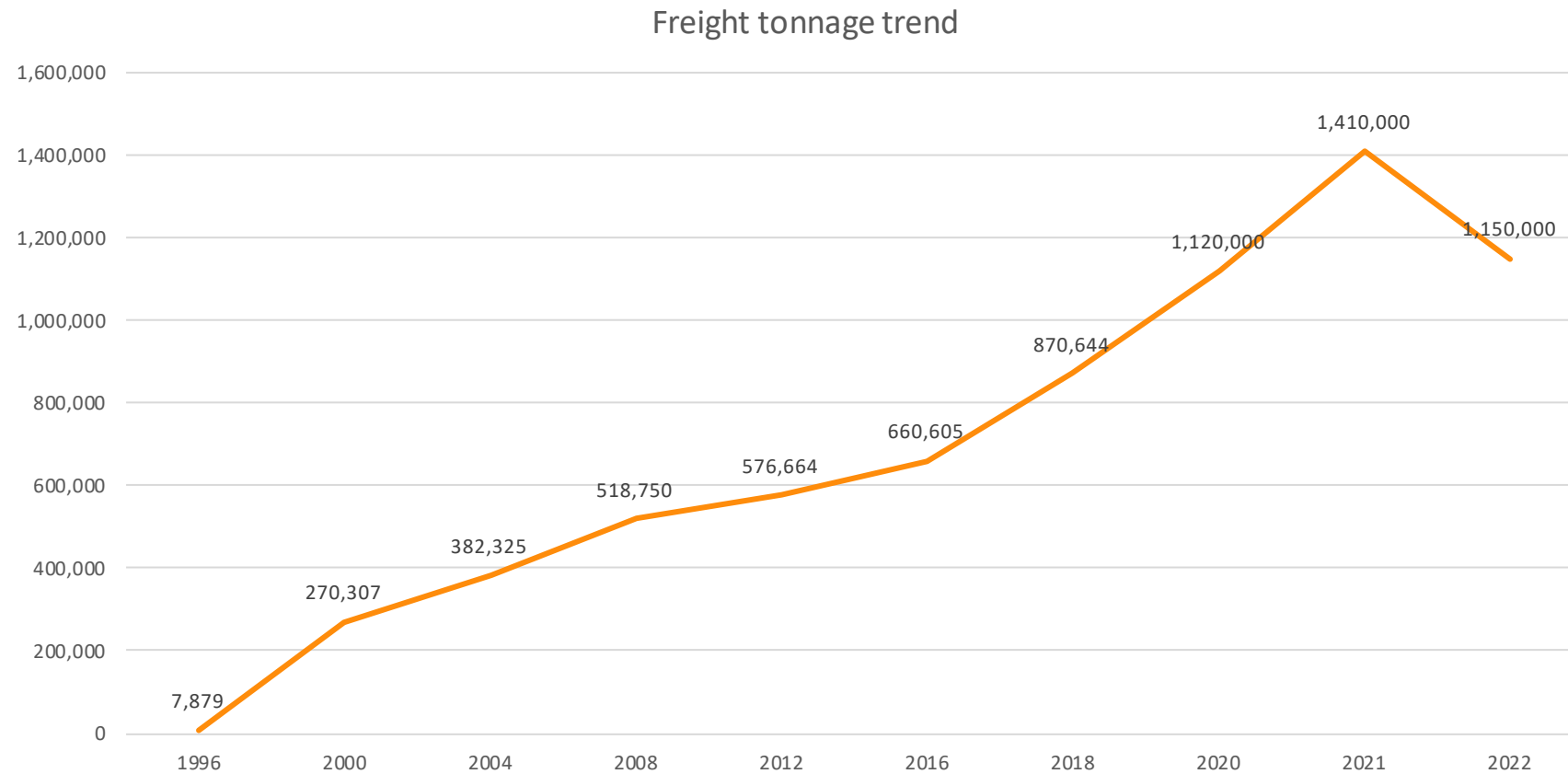
Facts & figures:

- Buy 1,600 housings and subsidies for noise isolation to 6,000 housings
- Investment of EUR 450 Mio over the last 20 years
- Claim management : circa 3,500 claims in 2022 with small number of complainants (250 in 2021 and 350 in 2022 with 24 totalling 85% of the claims)

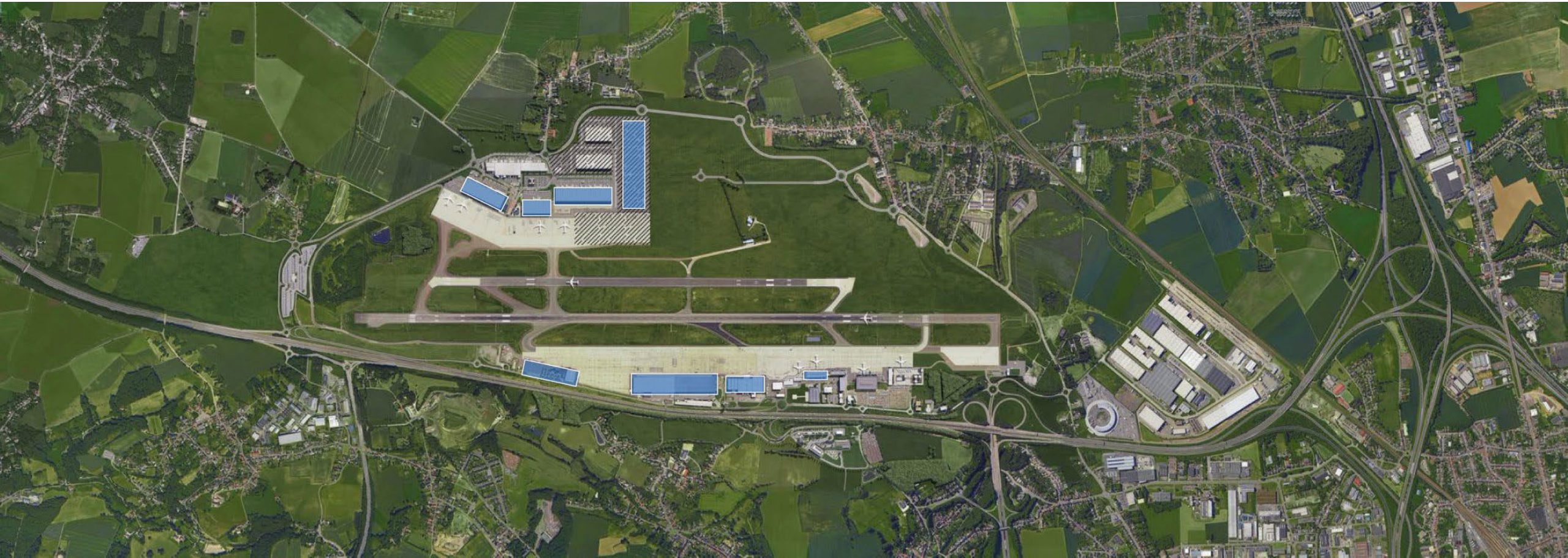


ANNEXES

Cargo evolution & forecasts in tons (strong and uninterrupted growth up to 2021)

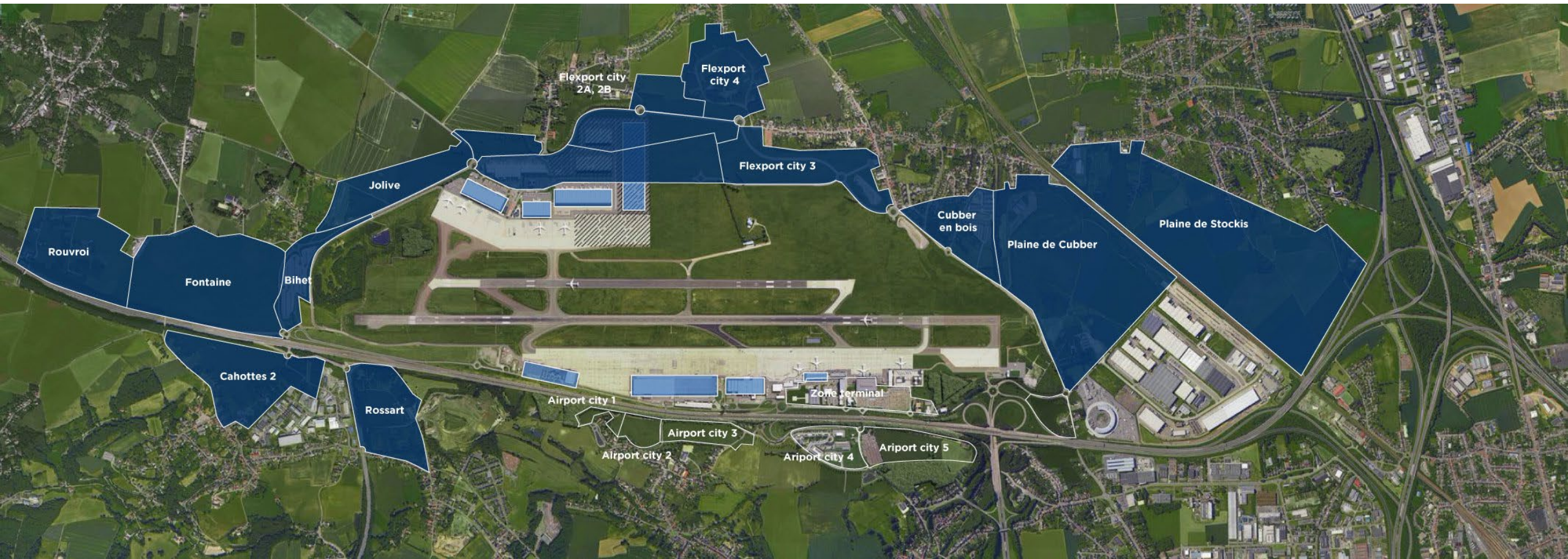


Infrastructures as of today



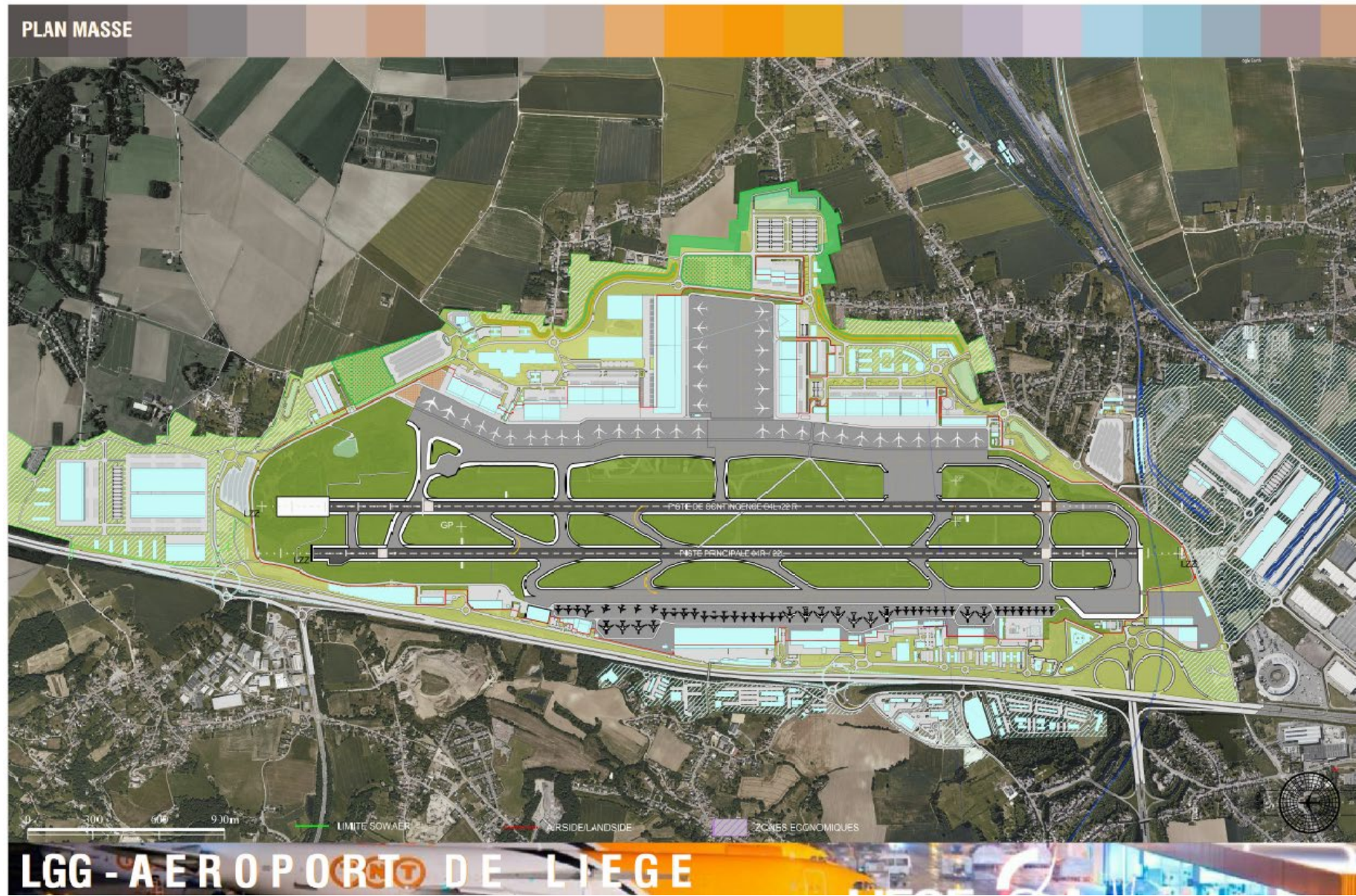
Logistic hub

Potential of development for tomorrow



Long term planning

Masterplan – 2040



Multimodal Strategy & Connectivity



The Liege Port

- Ideally situated at the centre of the world's most extensive navigable network
- **Third largest** inland port in Europe
- With **115,921** TEU 2020
- Connected to Antwerp & Rotterdam



Cargo railway terminal

- Handled **16,103** containers (+66%) to and from China in 2021.
- **172.893** tons, increase of 70% compared VS 2020.