



Airport Charges 2025



Twente Airport

Airport Charges 2025

De 'Gemeenschappelijke Regeling Technology Base', operator of Twente Airport,

decides:

as of 1 January 2025, to apply the following rates for the use by aircraft of the designated area of Twente Airport (aerodrome).

This is a translation of a Dutch source text. Please note that in a legal sense, the Dutch source shall prevail.

Content

| | |
|---|----|
| Airport charges | 4 |
| Article 1 Definitions | 4 |
| Article 2 Landing charges | 5 |
| Article 3 Rescue and Firefighting Services (RFFS) | 6 |
| Article 4 Passenger Surcharge..... | 6 |
| Article 5 Parking Fees..... | 6 |
| Article 6 Charges for extended opening of airport area | 7 |
| Article 7 Fee for hovering a helicopter..... | 7 |
| Article 8 Dutch air passenger tax | 7 |
| Article 9 Other provisions regarding the levying of charges..... | 8 |
| Article 10 Payment obligation and method..... | 8 |
| Article 11 Turnover tax | 9 |
| Article 12 Liability..... | 9 |
| Article 13 Applicable law..... | 9 |
| Article 14 Entry into force..... | 9 |
| Opening hours* | 10 |
| Customs/Immigration Regulations | 10 |
| General information and contact details..... | 10 |

Airport charges

Article 1 Definitions

Section 1 For the purposes of these airport charges is understood by:

- | | |
|---|---|
| a. <i>aerodrome</i> | the aerodrome as designated by the Province of Overijssel |
| b. <i>aircraft</i> | a power-driven heavier-than-air aircraft; |
| c. <i>certificate of airworthiness</i> | the valid Certificate of Airworthiness issued by the competent authorities for the aircraft, or the Certificate of Equivalency issued by the competent authorities pursuant to international agreement; |
| d. <i>local flight</i> | a flight at the end of which the aircraft lands at the same aerodrome as the one from which it took off, without having made an intermediate landing at another aerodrome; |
| e. <i>crew</i> | member of the cockpit crew and anyone who performs or has to perform work on board an aircraft for the benefit of the occupants or the cargo, which work shall be understood to include preparations prior to the flight; |
| f. <i>cross-country/point-to-point flight</i> | a flight in which the aircraft lands at a different aerodrome from the one from which it departed; |
| g. <i>day</i> | a time-period of 24 hours, counted from the time an aircraft lands on the aerodrome; |
| h. <i>free balloon</i> | a lighter-than-air aircraft that is not power-driven and not attached to the ground by an anchor cable or line; |
| i. <i>glider</i> | a non-power-driven heavier-than-air aircraft, deriving lift in flight from aerodynamic reactions on surfaces which remain fixed in position under given conditions of flight; |
| j. <i>helicopter</i> | a power-driven rotary-wing aircraft supported in flight by reactions of the air on one or more rotors; |
| k. <i>landing</i> | a landing for which landing fees are payable. this includes mock landings, overshoots, touch-and-go's, missed approaches and low passes; |
| l. <i>motor glider</i> | a fixed-wing aircraft capable of sustained soaring flight without power from a means of propulsion; |
| m. <i>noise categories</i> | the division of aircraft into eight noise categories as per the Lden (Level day- evening-night); |
| n. <i>operator</i> | Gemeenschappelijke Regeling Technology Base (TB); |
| o. <i>overshoot</i> | an overshoot is a landing procedure with a go-around without hitting the runway; |
| p. <i>owner</i> | the owner, holder and user of an aircraft or their respective agents; |
| q. <i>parking</i> | the stay of an aircraft in the open air at the aerodrome; |
| r. <i>passenger</i> | occupant of an aircraft, not belonging to the flight crew; |
| s. <i>surface the product</i> | of the largest length and width (in m ²) of the aircraft in airworthy condition, or in a condition in which the wings or rotors have been folded; |
| t. <i>weight</i> | the certified maximum take-off weight of the aeroplane, as evidenced by the certificate of airworthiness accompanying the aeroplane; |

Article 2 Landing charges

Section 1 Landing (apparent) with an aircraft on the airport area is subject to a landing fee, the amount of which is determined by the following factors:

- a. the weight of the aircraft (hereinafter referred to as the weight charge);
- b. the point in time of landing or take- off (hereinafter referred to as the charge for early/late opening);
- c. the noise caused by the aircraft.

Section 2 When calculating the weight charge referred to in section 1, sub a of this Article, a distinction is made between **point-to-point flights** sans **local flights** up to a weight of 4,000 kg.

a. The fee for a **point-to-point flight** by weight of aircraft is calculated as follows:

1) up to 4,000 kg **EUR 24.25** for every 1,000 kg of weight or part thereof, with a maximum of **EUR 24.25** for an aircraft weighing up to 1,500 kg;

2) weighing over 4,000 kg up to 35,000 kg **EUR 121.25** plus **EUR 13.75** for every 1,000 kg or part thereof by which the weight exceeds 4,000 kg;

3) weighing over 35,000 kg **EUR 575.-** plus **EUR 15.75** for every 1,000 kg of weight or part thereof, by which the weight exceeds 35,000 kg.

b. The fee for a **local flight** by weight of aircraft is calculated as follows:

1) up to 4,000 kg **EUR 11.60** for every 1,000 kg of weight or part thereof, with a maximum of **EUR 11.60** for an aircraft weighing up to 1,500 kg;

2) weighing more than 4,000 kg will be charged the same rate for a **local flight** as for an **point-to-point flight**, unless otherwise agreed in advance with the operator.

Section 3 The fee referred to in section 1, sub b of this article by day and local time shall be surcharged based on the day and time of landing in accordance with the amounts in the tables below.

| surcharge per landing due to noise night factor | | |
|---|---|---|
| time | weight | |
| all weekdays | <u>4,000 kg - 35,000 kg</u> | > <u>35,000 kg</u> |
| after 19:00h LT | EUR 3.45 per ton or part thereof | EUR 3.95 per ton or part thereof |

| surcharge per landing on Saturday, Sunday and/or holiday (April through September) | | |
|--|---|---|
| weight | | |
| < <u>4,000 kg</u> | <u>4,000 kg - 35,000 kg</u> | > <u>35,000 kg</u> |
| EUR 6.85 | EUR 3.45 per ton or part thereof | EUR 3.95 per ton or part thereof |

Section 4 The fee referred to in section 1, sub c of this article by noise category shall be surcharged or discounted based on the noise produced by the aircraft as evidenced by a so-called noise statement up to a weight of 4,000 kg.

| Sound surcharges and discounts | | | | per landing |
|--------------------------------|----------------------------|--------------------------------|-----------|-----------------|
| category | Hst 6 dB(A) | Hst 10 dB(A) | | |
| 1 and 2 | 75 up to and including >78 | 79,6 > 82,3 | surcharge | EUR 6.50 |
| 3 and 4 | 69 up to and including 75 | 74,2 up to and including 79,6 | surcharge | EUR 3.00 |
| 5 and 6 | 63 up to and including 69 | 68,9 up to and including 74,2 | - | - |
| 7 and 8 | <60 up to and including 63 | <66,2 up to and including 68,9 | reduction | EUR 2.05 |
| electric | | | reduction | EUR 3.50 |

Article 3 Rescue and Firefighting Services (RFFS)

Section 1 RFFS surcharge aircraft category 3 – 4/5 – 6/7 (in accordance with ICAO Annex 14 / 'Regeling veilig gebruik luchthavens en andere terreinen' (RVGLT))

- a. CAT 3 **EUR 125.-** per 2 hours or part thereof.
- b. CAT 4/5 **EUR 300.-** per hour or part thereof, with a minimum of 3 hours.
- c. CAT 6/7 **EUR 450.-** per hour or part thereof, with a minimum of 3 hours.

Section 2 Section 2 Schedule changes within 24 hours prior to the STA/STD that deviate from the original STA/STD by more than one hour will be charged an additional hour. Cancellation or "no-show" within 24 hours prior to scheduled landing and/or departure will be charged in full.

Article 4 Passenger Surcharge

Section 1 The compensation to passengers is determined according to the number of passengers, who are on board at departure from the airport and amounts to **EUR 18.50** per passenger.

Section 2 The fee as mentioned in paragraph 1 is due when using an aircraft whose weight exceeds 4,000 kg.

Section 3 To determine the amount of compensation for passengers, the owner of the airplane \geq 4,000 kg must provide the airport operator with a statement for each flight of the number of passengers on board the airplane at the time of departure. This statement must be made in a proper and verifiable manner in the opinion of the airport operator. Accepted documents are at least the General Declaration (GenDec), the Passenger Manifest or the authorized load sheet. Determination of the number of passengers is made on the basis of the number of named "persons on board" minus the flight crew.

Section 4 The fee is not charged for flight crew and passengers under the age of two. This fee is charged to the owner of the aircraft and is not collected separately from the passenger.

Article 5 Parking Fees

- Section 1 For parking an aircraft at the aerodrome (for up to a maximum of 1 week), parking fees are charged per day or part thereof, in accordance with the following:
- a. MTOW < 1500 kg **EUR 27.50**
 - b. 1500 kg > MTOW < 6000 kg **EUR 55,-**
 - c. MTOW > 6000 kg **EUR 75.- + EUR 2.35** per 1,000 kg or part thereof in excess of 6,000 kg
- Section 2 There will be no charge for parking as referred to in section 1 of this Article if the aircraft is parked for a period shorter than six hours subsequent to landing.
- Section 3 If an aircraft is parked exclusively on the land owned by the owner or user of the aircraft, or for which the operator has entered into a lease or leasehold agreement with the owner or user, there will be no charge for parking unless otherwise provided in that agreement.

Article 6 Charges for extended opening of airport area

- Section 1 For extended opening of the airport area outside the opening hours mentioned in these regulations for movements of aircraft, passengers, flight crew and/or personnel who need to perform work on an aircraft, a fee of **EUR 80.-** will be charged per 30 minutes or part thereof, with a minimum of one hour.
- Section 2 Extended opening also refers to the time required for the crew to prepare or handle the flight.
- Section 3 The use of the airport area, as referred to in section 1 and 2 above, is equivalent to a reservation that, for whatever reason, is not or cannot be used. Cancellation of the extended opening within 24 hours prior thereto will be charged in full.

Article 7 Fee for hovering a helicopter

- Section 1 Hovering with a helicopter per half hour or part thereof **EUR 39.50**.

Article 8 Dutch air passenger tax

- Section 1 Under the Dutch Air Passenger Tax Act, Twente Airport is required to charge a per-passenger departure fee of **EUR 29.05¹** for aircraft with a maximum allowable weight of more than 4.000 kilograms, with the exception of aircraft in use with the Dutch or allied armed forces.
- Section 2 For this purpose, a passenger is defined as a natural person 2 years of age or older who is transported on an aircraft other than as a member of the flight crew.

¹ If this amount is changed in the Dutch Air Passenger Tax Act, it will be reflected accordingly in this regulation from the moment the Act comes into force.

Article 9 Other provisions regarding the levying of charges

- Section 1 If an aircraft, after having taken off from the aerodrome, returns to it without calling at another aerodrome, due to bad weather conditions, engine failure or other unforeseen extraordinary causes, no compensation as referred to in Articles 2 and 4 will be levied.
- Section 2 If a helicopter takes off to a low altitude for movement of that helicopter, in connection with parking and stabling at the aerodrome, this will not be considered a **circular flight**.
- Section 3 If the owner of an aircraft cannot show according to which noise category the aircraft in question is classified, for determining the amount of compensation, categories 1 to 2 (both according to H6 and H10 ICAO Annex 16) are used. This provision only applies to aircraft weighing up to and including 4,000 kg.

Article 10 Payment obligation and method

- Section 1 Liable for payment is the owner (as referred to in Article 1, sub c) of an aircraft, its user or the person acting as an agent of the owner or user.
- Section 2 All rates mentioned in these airport charges regulations are in euros (€) and are exclusive of any taxes or levies payable thereon.
- Section 3 All fees due must be paid before the departure of the aircraft by credit or debit card at the Twente Airport Authority or credited to the operator's bank account before the departure of the aircraft.
- Section 4 If the amount of fees due cannot be determined at the time of departure of the aircraft, the fees shall, notwithstanding the provisions of Article 6 section 3, be paid as soon as the determination of the amount due is possible. In such cases, the operator may require that an advance amount be paid in settlement of such fees on such terms as it may determine. It shall set this amount at no more than the amount at which the fees are likely to be determined. The advance amount shall be deducted from the established amount of the fee payable.
- Section 5 Contrary to the provisions under section 3 and 4, in the opinion of the harbor master or his deputy, eligible natural or legal persons may be granted permission to pay on account with a payment term of 30 days after the date of the invoice. This will take place under conditions set or to be set by the operator. The operator may revoke a payment term at any time if warranted by the payment history or creditworthiness of the owner.
- Section 6 A handling administration fee of **EUR 9.50** will be charged per invoice. Invoices are issued only in euros (€). Invoices are prepared according to the information provided by the owner (identification number, billing address, VAT number, registration, etc.). The owner is obliged to inform the operator of any change.
- Section 7 In addition to section 5, the airport operator may require prepayment from an owner paying on account. The prepayment shall be deducted from the final determined fee due.
- Section 8 The airport operator always reserves the right to refuse, not execute and/or suspend handling of a flight or series of flights if, in the airport operator's opinion, there is a risk that an owner will be unable to pay the operator the fees due within a reasonable period

of time. A delay in payment by the owner concerned to the airport operator is a priori, but not exclusively, reason for this.

Article 11 Turnover tax

- Section 1 Turnover tax is to be levied pursuant to Dutch tax law ('Wet Omzetbelasting 1968') on all rates and amounts listed, with the exception of the government levies listed.
- Section 2 For users who hold an Air Operator Certificate (AOC), a zero rate is applied, provided that the aircraft is operated by the user as a means of public transport in international traffic.

Article 12 Liability

- Section 1 Except in the case of wilful misconduct or gross negligence, the airport operator 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 the stay at the airport.
- Section 2 The airport operator accepts no liability for damage that has been or may be incurred because, in the judgment of the operator or any other authority, the infrastructure or facilities, or any part thereof, could not be made available temporarily.
- Section 3 The owner of an aircraft is liable to the airport operator for damage caused by his aircraft to the operator's property. The owner shall indemnify the airport operator for claims that third parties may make against the airport operator for damage caused by the aircraft in question at the airport to persons and/or to the property of third parties.

Article 13 Applicable law

- Section 1 All rights, obligations and disputes arising from these Airport Charges Regulations shall be governed by Dutch law to the exclusion of other legal systems.

Article 14 Entry into force

This Airport Charges regulation will take effect from January 1, 2025.

On behalf of the Board of the 'Gemeenschappelijke Regeling Technology Base' and the management of Twente Airport. Adopted on December 20, 2024, Enschede.

Opening hours*

Summer (last Sunday March - last Sunday October)

| | |
|-----------------------|---|
| MONDAY - FRIDAY | 0600Z - 1800Z (0800LT - 2000LT) within UDP**; |
| SATURDAY | 0700Z - 1800Z (0900LT - 2000LT) within UDP; |
| SUNDAY AND HOLIDAY(S) | 0800Z - 1800Z (1000LT - 2000LT) within UDP. |

Winter (last Sunday October - last Sunday March)

| | |
|-----------------------|---|
| MONDAY - FRIDAY | 0800Z - 1600Z (0900LT - 1700LT) within UDP; |
| SUNDAY AND HOLIDAY(S) | 0900Z - 1600Z (1000LT - 1700LT) within UDP; |
| NIGHT-VFR (NVFR) | on request. ² |

The airport is closed on Christmas Day, Boxing Day and New Year's Day.

** Extending opening hours is possible (subject to compliance with the provisions of the Air Haven Decree) and subject to conditions. Please direct your specific request to ppr@twente-airport.nl.*

** UDP = UNIFORM DAYLIGHT PERIOD as published in the AIP.*

For all flights to and from Twente Airport, a PPR request must be submitted at least 24 hours in advance to the Airport Authority via ppr@twente-airport.nl.

Customs/Immigration Regulations

Mandatory digital submission of general declaration (GENDEC) via www.gendec.eu for all general aviation flights originating from non-Schengen countries or all flights with destination to non-Schengen countries. GENDEC submission at least 2 hours prior to all departures from a non-Schengen country to the Netherlands or all departures from the Netherlands to non-Schengen countries. Ref AIP Netherlands gen 1.2.

Copy of the GENDEC must be sent to ppr@twente-airport.nl in combination with the handling request.

General information and contact details

² For local flying club and business aviation to fly occasionally outside the daylight period (NVFR)

Twente Airport

Address Vliegveldstraat 100
7524 PK Enschede

Website www.twente-airport.nl/en

Gemeenschappelijke Regeling Technology Base

Address Vliegveldstraat 230
7524 PK Enschede

Website www.technologybase.nl

Bank details BNG BANK
SWIFT: BNGHNL2G
IBAN: NL22BNGH0285167057

Chamber of Commerce (KvK) 51373653

VAT NL823248161B01

Relevant departments

For questions about invoices:

Financial administration Phone +31 (0)53 - 480 0097
e-mail facturen@technologybase.nl

For questions about operational matters:

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Phone +31 (0)6 - 21 34 29 53 (Tower)
e-mail ppr@twente-airport.nl