

AIRPORT REGULATIONS

TWENTE AIRPORT

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VERSION MANAGEMENT

The display of amendments to the Airport Regulations is as follows:

- Added text is marked in grey
- Removed text is indicated in ~~strikethrough~~.

With the next edition of the Airport Regulations, the grey markings/strikethrough text will be removed.

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

DETAILS OF THE PRESENT VERSION

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Changes compared to previous version	➤ New layout
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In view of Section 8a.1 of the Aviation Act and Article 14a Regulation on the Safe Use of Airports and Other Terrain (RVGLT), adopt the following regulations:

CHAPTER I - DEFINITIONS

Article 1

Definitions

The definitions, as contained in the Aviation Act, the Aviation Act, the Regulation on the Safe Use of Airports and Other Sites (RVGLT) and the Regulation on Aviation Supervision (RTL), shall apply mutatis mutandis. In addition, unless expressly otherwise apparent from these Airport Regulations, the following definitions shall apply:

1. **Designated aerodrome** means an area designated under the Act for the take-off and landing of aircraft;
2. **Handling zone:** area bounded by the perimeter of the aircraft plus 2 metres;
3. **Airside:** that part of the aerodrome not open to the public and used for landing, taking off, taxiing, towing, parking and handling of aircraft, including perimeter and service roads and unpaved areas;
4. **APV:** the General Local Bye-Law of the Municipality of Enschede;
5. **APU** = Auxiliary Power Unit;
6. **ASU** = Air Start Unit;
7. **Calamity traffic:** traffic, equipped with optical and audio signals, that must use the apron, the manoeuvring area and/or the peripheral and service roads in the event of an emergency, such as, for example, ambulance, KMar and fire brigade, and vehicles Operational Service;
8. **Service traffic:** the traffic, such as for example cars, buses, baggage haulers, cyclists and pedestrians, using the aprons, the manoeuvring area and the peripheral and service roads, not being aircraft, towing, pushback or calamity traffic;
9. **Service roads:** roads, located airside within or outside the manoeuvring area, which by their nature and/or intended use do not form part of the apron area;
10. **Fatal injury:** fatal injury within the meaning of Regulation (EU) No 996/2010;
11. **DMO:** Duty Manager Operations, officer within the Operations Department of the Twente Airport Port Authority, responsible on behalf of the Operations Manager for the daily supervision of order and safety on airside;
12. **Serious defect or deficiency:** failure to meet a requirement in respect of the furnishing or equipment of an aerodrome as a result of which the safety of persons at the aerodrome or occupants of an aircraft is or may be endangered;
13. **Serious incident:** serious incident within the meaning of Regulation (EU) No 996/2010;
14. **Serious injury:** serious injury within the meaning of Regulation (EU) No 996/2010;
15. **Operator** means the legal person operating the airport;

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16. **FOD = Foreign Object Damage or Foreign Object Debris:**
 - a. Foreign Object Damage: damage to e.g. aircraft or injury caused by litter or loose objects and materials;
 - b. Foreign Object Debris: litter or loose objects and materials;
17. **Defect or Failure:** failure to meet a requirement in respect of the furnishing or equipment of an aerodrome;
18. **Ground handling services:** the services listed in the Annex to Council Directive No 96/67/EC of the European Union of 15 October 1996 on access to the ground handling market at Community airports (OJ L 272/36) provided to a user at an aerodrome;
19. **GPU** = Ground Power Unit;
20. **Airside Operations** means the service (airport authority) of the Operator, operating under the responsibility of the Operations Manager, which is responsible at the aerodrome for the daily implementation of safety and good order supervision, admission and coordination in the landing area, aprons and perimeter and **service roads;**
21. **Operations Manager:** a person, employed by the Operator of an aerodrome, in charge of the day-to-day implementation of aerodrome supervision and, in particular, the supervision of safety and good order;
22. **Incident** means an incident within the meaning of Regulation (EU) No 996/2010;
23. **Landside:** the publicly accessible part of the aerodrome;
24. **Air Traffic Control (LVNL):** the organisation for the provision of air traffic services referred to in Section 5.22 of the Aviation Act;
25. **Airport** means the Twente Airport aerodrome designated pursuant to the Aviation Act;
26. **Airport Authority:** the Operator, or the Operations Manager or on its behalf the DMO or the Safety Manager;
27. **Airport Decision:** the decision dated 30 March 2017, as referred to in Sections 8.43(1) and (2), 8.70(1) or 10.15 of the Aviation Act to adopt an Airport Decision for Twente Airport;
28. **Aviation accident:** any occurrence connected with the use of the aircraft during the period commencing at the moment at which any person enters the aircraft with the intention of flying until the moment at which these persons have all left the aircraft and in which, except in the cases determined by ministerial regulation:
 1. a person has suffered fatal or serious injury while on board the aircraft or through direct contact with the aircraft or parts thereof, or as a result of direct exposure to an exhaust jet; or
 2. the aircraft has sustained damage which adversely affects the structural strength, flight performance or characteristics of the aircraft and necessitates major repair or replacement of part(s); or
 3. the aircraft is missing or completely inaccessible;
29. **Aerodrome:** the Twente Airport aerodrome as stipulated in the Airport Decree, the boundaries of which are shown on a map which is attached to these Regulations as Annex I;

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30. **Manoeuvring area:** the area within airside designated for taxiing, taking off and landing aircraft, excluding the parts used for parking and handling aircraft;
31. **Motor vehicles:** all articulated and non-articulated vehicles, except mopeds and disabled vehicles equipped with an engine, intended to be propelled solely or partly by and mechanical power present on or attached to such vehicle itself;
32. **Accident** means an accident within the meaning of Regulation (EU) No 996/2010;
33. **Organisation:** company, partnership, firm, enterprise, association or institution, or part thereof, public or private, with or without legal personality, with its own functions and its own administration
34. **Passenger:** Any person participating in a flight with the consent of the air carrier or Aircraft Operator, excluding flight and cabin crew on duty during the flight;
35. **Apron:** The part of an aerodrome intended for the positioning of aircraft for the purpose of embarking or disembarking passengers, taking on fuel, parking or performing maintenance or other handling operations;
36. **Apron area:** area used primarily for parking and handling aircraft. This area consists of the aprons, perimeter road(s) and taxiways. The apron area is located outside the manoeuvring area;
37. **Pushback traffic** means traffic located on the apron and about to move into the manoeuvring area, consisting of an aircraft and a tractor that manoeuvres that aircraft into the correct position for further taxiing into the manoeuvring area;
38. **Perimeter roads:** Roads along aprons located outside the manoeuvring area. By their nature and/or intended use, these roads form part of the apron area;
39. **RVGLT:** Regeling Veilig Gebruik Luchthavens en andere Terreinen;
40. **Regulations:** these Airport Regulations;
41. **Safety Manager:** officer within the Operations Department responsible for aviation safety at the airport;
42. **Towing traffic:** traffic consisting of an aircraft tractor whether or not in combination with an aircraft;
43. **Runway:** the part of the manoeuvring area primarily intended for the take-off and/or landing of aircraft and made available by the Operator;
44. **Refuelling zone:** an area with a radius of 1.5 metres, counting from the filling and ventilation opening of aircraft
45. **Refuelling** means transferring, draining or pumping out aircraft fuel;
46. **Taxilanes:** the taxiways for aircraft located outside the Manoeuvring Area as part of the Apron Area;
47. **Taxiways:** the taxiways for aircraft located within the Manoeuvring area;
48. **Supplier:** organisation providing products or services to the Operator;

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49. **Safe Zone:** the area beginning at a distance of at least 15 metres from the filling and ventilation opening of aircraft and refuelling equipment;
50. **Aircraft engine** means any propulsion device of an aircraft;
51. **Aircraft stand (VOP):** a marked area on the apron intended for parking an aircraft;
52. **Vehicles:** all articulated and unarticulated motor vehicles, bicycles and other ride-on or other vehicles, except those intended to be propelled along rails, which also includes all moving or rolling movable equipment, whether motorised or not, used as an auxiliary means in the handling of aircraft and passengers;
53. **Roads:** the paved or unpaved lanes including the central shoulder or central guideway, the parking lanes, parking bays and emergency lanes, as well as the bridges situated in that road and the paths, verges and sides situated next to the carriageway;
54. **Implements and tools:** Products with a mechanical Operation

CHAPTER II - SCOPE AND OPERATION

Article 2

Applicability of rules

1. These Regulations apply to the entire Twente airfield.
2. Anyone present on the airfield is obliged to behave in accordance with the provisions of these Regulations.
3. Entering the airfield is at your own risk.

Article 3

Supervision

1. The supervision of compliance with the provisions of these Regulations and the further rules issued by or on behalf of the Operator has been assigned to the Airport Authority.
2. Anyone present at the airport must immediately follow the instructions given to him or her by a person authorised to supervise on the basis of these Regulations.

Article 4

Penalties

1. For violation of any provision of these Regulations or any provision of other applicable regulations, the Airport Authority is authorised to impose the following sanctions:
 - a. Shutting down (temporarily) the operation;
 - b. Reporting certain (unsafe, disorderly or environmentally threatening) situations and finding and reporting violations to the competent authority;
 - c. Interrupting or stopping an activity (or having it interrupted);
 - d. Moving or having moved a vehicle with which a violation is taking place;
 - e. Denial of the use of facilities at the airport;
 - f. Removal from the airport, including protected area, of persons and/or property, whether by or with the assistance of the competent authority;
 - g. Report to the competent authority (criminal investigation).
 - h. Recovery of damage (if any) on the part of the Operator and/or third parties by means of civil liability claims in accordance with Article 4(2) of the Dutch Civil Code.
2. For acts that, in the Exploiter's sole judgment, may seriously damage or endanger the protection of civil aviation, the Operator may impose a fine of up to EUR 100,000 in addition to the imposition of one or more of the above sanctions.
3. The Airport Authority reserves the right to take further sanctions, which it deems appropriate and which it is entitled to take under the law.

Article 5

Order and safety requirements

1. Also with due regard to Article 14a RVGLT, users of the aerodrome, suppliers, organisations carrying out work for the Operator at the aerodrome, as well as organisations carrying out ground handling services independently at the aerodrome, are obliged to comply with the requirements laid down by the

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- Operator in these Regulations with regard to order and safety at, and the safe use of, the aerodrome.
2. Airport users and organisations performing work for the Operator at the airport, as well as organisations performing ground handling services independently at the airport, are obliged to cooperate in the programme to promote order and safety at, as well as the safe use of, the airport.
 3. Airport users and organisations performing work for the Operator at the airport, as well as organisations performing ground handling services independently at the airport, are obliged to participate, on the instructions of the Operator, in consultation structures set up by the Operator as part of the safety management system.
 4. The airport authority will be entitled to remove from the aerodrome, or have removed from the aerodrome, persons who do not comply with the provisions of these Regulations, or to remove, or have removed from the aerodrome, items which are present at the aerodrome in violation of the provisions of these Regulations, whether or not by or with the assistance of the Royal Marechaussee or National Police.
 5. Persons involved in the operation and maintenance of the aerodrome, rescue and/or firefighting at the aerodrome, as well as unaccompanied persons operating on the movement area of the aerodrome and/or in other operational areas of the aerodrome shall not consume alcohol during their duty time and/or shall not perform duties and/or be on airside if they are under the influence of alcohol, psychoactive substances and/or medicines that may have an effect on their skills that is detrimental to safety.
 6. Any person who is under the influence of alcohol, psychoactive substances and/or medicines which may have an effect on their skills to the detriment of safety is prohibited from entering and/or remaining on airside.
 7. The Operator may temporarily deviate from the Airport Regulations in the interest of good order and safety or following an instruction from the competent authority.
 8. The Operator may grant dispensation or exemption from provisions of these Regulations upon the request of any person.
 - a. The Operator may attach conditions to any dispensation or exemption.
 - b. The Exploiter will be authorised to revoke an exemption or dispensation if the conditions attached thereto are not complied with or if it no longer complies with applicable laws and regulations or if the interests of good order and safety dictate otherwise.

HOOF CHAPTER III - GENERAL RULES OF CONDUCT

Article 6

Duty to report dangerous situations at an aerodrome

1. In the interest of the safety of persons and/or property, anyone present at the airport is obliged to contact the Airport Authority immediately in case of (possible) dangerous situations or a threat of such situations, including but not limited to: accidents,

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incidents, defects and deficiencies that are of significant safety significance. A dangerous situation shall in any case include collision with birds and other wildlife and related hazards.

Where possible and/or necessary, everyone shall provide assistance or take additional measures to combat and/or prevent the spread of (possible) dangerous situations or the threat of such a situation.

2. Anyone who is at the airport and observes an environmental incident involving spillage of oil or fuel is obliged to act in accordance with Article 35 of these Regulations.
3. Users of the airport, suppliers, organisations carrying out work at the airport for the Operator as well as organisations carrying out ground handling services independently at the airport are obliged, on the instructions of the Operator, to cooperate in an incident investigation in order to investigate the possible cause of the incident. Anyone involved in the aforementioned investigation will provide the Operator with all relevant information for the purpose of that investigation upon first request.

Article 7

Prohibited at the aerodrome

1. It is not permitted at the aerodrome without the written permission of the Operator:
 - a. participate in a gathering, move (together with others) in the direction of a gathering or any other event causing a crowd, impose oneself unnecessarily, harass others in groups or individually, fight or otherwise disturb order;
 - b. carrying a substance or object which, on the basis of the circumstances, is likely to be used intentionally or unintentionally to disrupt public order, cause damage to property or injury to persons or endanger safety;
 - c. to enter or be in those parts of the airport that have been cordoned off by or on behalf of the Operator in the interests of good order and safety or for the prevention of disorder;
 - d. to put fire detection, fire protection or fire extinguishing equipment into operation without necessity, or to diminish the operation thereof or make accessibility to such equipment more difficult;
 - e. to operate or have in operation any equipment which may interfere with radio communications at or in the vicinity of the airport;
 - f. to operate or cause to be operated any equipment, device or engines of aircraft or vehicles without authority;
 - g. misuse airport facilities or use these facilities at a time when they are not available for use or in a manner other than that for which these facilities are intended;
 - h. blocking or otherwise rendering unusable escape routes or other facilities which serve to enable or facilitate escape in the event of an emergency;
 - i. dispose of rubbish, waste, hazardous substances or other substances or deposit them anywhere on the airport, other than small waste in the waste bins provided for that

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- purpose and large waste in the waste containers provided for that purpose, the system being fully lockable and closed after use so that waste cannot be extracted by animals or otherwise become FOD
- j. feed animals;
 - k. to be in an apparent state of intoxication or under the influence of any narcotic drug;
 - l. to consume alcoholic beverages outside the catering outlets designated as such;
 - m. to light or maintain open fires;
 - n. to set off any fireworks and/or carry out any work constituting a fire hazard;
 - o. Smoking/carrying a burning pipe, cigar, cigarette (including e-cigarette) or other burning material:
 - On airside, both inside and outside the vehicles, with the exception of any (temporary) specific locations designated by Operator;
 - In all places where this is indicated or announced by the Operator for safety purposes;
 - p. in general, to do or refrain from doing anything which disturbs order or safety at the Airport or which might cause bodily injury to persons or damage to property;
 - q. to distribute leaflets, printed matter or circulars and to affix or cause to be affixed or otherwise advertise signs, posters, name indications, (company) logos and the like;
 - r. to make public speeches or perform any act of a propagandist nature;
 - s. to be off the beaten track without necessity;
 - t. to carry on business, professional or other commercial activities or to occupy a stand for hire or sale;
 - u. to peddle, canvass, collect or hold any other public collection or collection;
 - v. to camp;
 - w. to affix, draw, scratch or paint letters, numbers or signs on or to buildings, fences, signs or pavement;
 - x. to hold or organise on the ground or in the air, events, games, competitions and/or entertainments, meetings and/or demonstrations or to organise and hold any other form of event;
 - y. to carry out excavation work or otherwise make changes to the condition of the land;
 - z. to have or keep animals present other than tethered, leashed or caged animals, except for animals used by the Operator or government for the purpose of carrying out its duties;
 - aa. to store or transport hazardous substances;
 - bb. Making photographic, video and/or film recordings within the aerodrome and/or disclosing and/or sharing such recordings, unless:
 - 1. There is non-commercial, personal use and, in the Exploiter's sole opinion, the relevant material does not result in (reputational) damage to persons and/or companies;

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2. The relevant material is made to serve as factual evidence in an occurrence investigation and provided that it is used exclusively for that purpose;
 3. The foregoing will not apply if the photographic, video and/or film recordings are made or claimed by the competent authorities, including - but not limited to - the Aviation Police and the Dutch Safety Board.
 4. Prior written approval has been requested from the Operator. Written approval may be requested through ppr@twente-airport.nl. The Operator may attach conditions to its written approval. Approval given by the Exploiter may be withdrawn by the Exploiter at any time in the company's interest without giving reasons.
2. Approval given by the Exploiter may be withdrawn by the Exploiter at any time in the business interest without giving reasons.

Article 8

Parts of the aerodrome

Not applicable

Article 9

Vehicles and equipment at the aerodrome

1. Parking of vehicles and implements shall take place within the designated parking bays and parking areas.
2. Parking shall be at your own risk.
3. The parking of vehicles and equipment in spaces other than the designated parking areas is prohibited, unless the Exploiter's written permission has been granted.
4. It will be prohibited to tranship, clean or repair goods elsewhere than at the places designated by the Exploiter for that purpose.
5. In case of any breach of this provision or if good order or safety so requires, the relevant vehicle may be moved by or on behalf of the Exploiter to an area designated by the Exploiter for that purpose at the expense of the owner/holder.

Article 10

Environmental care

1. Everyone present on the aerodrome shall at all times do everything possible to keep the aerodrome clean and tidy and to prevent environmental incidents.
2. If an environmental incident is observed, such as Foreign Object Damage (FOD), litter or leaks, everyone is obliged, where possible and/or necessary, to do everything necessary to prevent the situation from deteriorating.
3. Any person observing an environmental incident is obliged to report this immediately to the airport authority.

Article 11

Found objects

1. The finder of an object is obliged to hand it over to the Airport Authority as soon as possible.

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2. The airport authority will be entitled to further examine any found objects and, if deemed necessary by the airport authority for reasons of safety or hygiene, to destroy them or have them destroyed.
3. Immediately upon taking possession of any found object, the Exploiter will notify the person whom the Exploiter considers to be the owner or the person authorised to take possession of the object of its discovery if, after a cursory examination, the Exploiter is able to determine who can be considered to be the owner or the person authorised to take possession.
4. If it is established who the owner or the person authorised to receive the object is, such person will be required to collect the found object from the Exploiter. Sending the found object to an address will not be possible.
5. A storage fee and costs incurred or to be incurred by the Exploiter may be charged to the person claiming the object.
If, within a period of one year after the find, the owner has not claimed the found object, Twente Airport will automatically become the owner.

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CHAPTER IV - FURTHER RULES TERMINAL

Article 12 ***Prohibited in the terminal***

Not applicable

Article 13 ***Feed and tools in terminal***

Not applicable

Article 14 ***Baggage areas***

Not applicable

CHAPTER V - FURTHER AIRSIDE REQUIREMENTS

Article 15

Authorisation to enter airside

1. It is prohibited to enter the parts of the airfield not accessible to the public without prior permission from the Operator.
2. The part of the Airside not open to the public is accessible only to persons in possession of a valid identity document with a good likeness of a photograph
3. Permission to enter or be in the landing area and apron shall only be granted to persons whose presence there is necessary in connection with their work or the operation of an aircraft, such as at the discretion of the Airport Authority.
4. Persons who have been granted temporary or indefinite permission to enter the landing area shall report to the airport authority before entering the landing area and shall report to the airport authority after leaving the landing area.
5. The person, who enters Airside and/or is on Airside with the permission of the Operator, is only authorised to enter or be on that part of Airside for which permission has been granted. De Luchthavenautoriteit kan – indien hier aanleiding en/of noodzaak voor is – te allen tijde toestemming tot betreden van Airside intrekken en personen te gelasten zich uit het landingsterrein, van het platform of de overige niet voor publiek toegankelijke ruimten te verwijderen of de bevoegdheid tot het betreden van bepaalde gebieden wijzigen.
6. The Airport Authority may - if there is cause and/or necessity for this - at any time revoke permission to enter Airside and order persons to remove themselves from the landing area, from the apron or other areas not accessible to the public, or change the authority to enter certain areas.
7. The Operator may change the layout of the Airside at any time and is always authorised to lay down further rules within the framework of access to and stay at the Airside.
8. The key holder or owner of a hangar accessing Airside must ensure that, in the event of unmanned gates/gates, they are closed and locked behind them before continuing on Airside.

Article 16

Airside activities

1. Unless explicitly authorised by or on behalf of the Operator, it will be prohibited to use the infrastructure and facilities at the parts of the airfield not open to the public outside the airport's regular opening hours. This includes, but is not limited to:
 - a. The runways
 - b. The taxiways and aprons
 - c. The fuel installations
 - d. The peripheral and service roads
2. It shall be prohibited for any person to behave on the parts of the airport not open to the public in such a way as to cause danger or impede or be likely to impede traffic.
3. The Airport Authority may, if good order and safety so require, immediately order an activity to be interrupted or stopped.

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4. When darkness falls or when visibility decreases and after completion of the activities, the landing area shall be vacated immediately, unless otherwise agreed with the Airport Authority.
5. Obstacles, tools, vehicles, materials and other movable property shall not be placed or left other than in the parts of the landing area designated by the Airport Authority. All movable property involved in the handling of an aircraft which does not need to be used immediately for the benefit of an aircraft shall be taken immediately by the user to the place designated for that purpose.
6. Damage to the terrain surface, installations or facilities placed thereon, which may cause any danger or damage to aircraft, must be reported immediately to the airport authority by the person causing the damage and/or the observer.
7. It is prohibited for anyone to let out an animal on the parts of the airport not accessible to the public.

Article 17 ***Moving of aircraft, vehicles or equipment following an incident or accident***

If an incident occurs during take-off, landing, towing or taxiing, the commander or the driver of the vehicle or equipment may only move the aircraft or the vehicle or equipment after permission has been granted by the competent authorities and after having obtained permission from the airport authority.

Article 18 ***Limited visibility conditions***

Not applicable

Article 19 ***Deployment and planning of airside assets***

1. Air carriers and handlers operating at the airport, or air carriers operating non-scheduled traffic flights, as well as aircraft operators operating non-commercial flights, shall provide the Operator in good time in advance with data necessary for the deployment and planning of assets. Such data shall at least include:
 - a. Schedule times of arrival and departure;
 - b. Type of aircraft and configuration;
 - c. Flight numbers and aircraft registration of arriving and departing flights;
 - d. Number of passengers carried, load and nature of flight;
 - e. Pre-known deviations from schedule times;
 - f. Any particularities arising from the nature of a particular flight(s);
 - g. Details of hazardous substances on board the aircraft.

Article 20 ***Passengers and airlines on airside***

1. Those in charge of passenger handling shall ensure - and if necessary intervene - that passengers proceed safely on the apron at all times only in continuous groups and accompanied by at least one employee aged 18 years or older of the handling company, air carrier, airline or person with whom they are flying.

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2. If passengers (will) be on the apron while another aircraft or other aircraft in the immediate vicinity of the aircraft stand to or from which the passengers are (to or from) are taxiing, the person in charge of passenger handling must wait until the aircraft has left.
3. Passengers shall be escorted to or from the aircraft under the supervision of the persons referred to in the first paragraph.
4. Unless another arrangement has been made with the airline company or aviation company concerned, the captain of an aircraft shall report to this duty officer immediately upon arrival, as well as before departure, and furthermore in all other cases in which the Airport Authority considers this desirable.

Article 21

Feed and tools on airside

1. Vehicles and equipment shall have access to the part of the airfield not open to the public only if authorised by the airport authority.
2. Vehicles and equipment shall have access only for the duration of the operations in which they are required.
3. All feed and equipment present in the manoeuvring area must be equipped with an amber flashing light and with markings prescribed by the Operator, unless accompanied by a vehicle of the airport authority.
4. Temporary obstacles, such as cranes, shall in addition have a red/white chequered flag in top or an obstacle light emitting red light all around, at the discretion of the Airport Authority.
5. Vehicles and equipment, the engine of which is running, shall not be left unattended, with the exception of vehicles serving to supply parked aircraft with power or air.
6. A vehicle and/or equipment shall be positioned near an aircraft in such a way that it can be driven away from it at all times without hindrance.
7. A vehicle and/or equipment shall be equipped with a proper parking brake or other locking device, which device shall be engaged when the operating personnel is not in or on the vehicle.
8. The lighting (dipped beam) of vehicles and/or implements moving in the manoeuvring area is always switched on.

Article 22

Drivers of feed and equipment on airside

1. Drivers of vehicles participating in traffic on the parts of the airport not open to the public:
 - a. comply with terrain knowledge and driving skills requirements to be set by the Operator;
 - b. adhere to driving routes and service roads determined by the Operator;
 - c. will conduct themselves in accordance with the regulations contained in the Reglement Verkeersregels en Verkeerstekens 1990 (the Traffic Rules and Signs Regulations 1990, RVV 1990);
 - d. conduct themselves in accordance with the additional rules for traffic on the parts of the airport not accessible to the public to be drawn up by the Operator;
 - e. not be influenced by disruptive or distracting activities.
2. The installation, relocation and removal of traffic signs will be carried out by the Operator or on its express instructions.

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3. Contrary to the provisions of subsection 1(c), a maximum speed of 30 km per hour will apply to service roads not open to the public and a maximum speed of 15 km per hour will apply on aprons.
4. The provisions of the third paragraph shall not apply to vehicles of the Airport Authority and emergency services, insofar as this is in the interest of service performance.
5. The Airport Authority may make it compulsory for drivers of vehicles used in the landing area to be provided with means of communication.
6. Drivers of vehicles participating in traffic on the parts of the airport not open to the public shall, before entering the landing area, apply to the Airport Authority for permission to enter it.
7. For drivers authorised to enter the runway area, in addition to paragraph 1 under a of this Article, it also applies that they must comply with requirements to be laid down by the Operator with regard to radiotelephony procedures and have extensive knowledge of the runway area.
8. Drivers of vehicles accompanying another vehicle shall ensure that the driver of the accompanied vehicle understands and complies with the instructions given.

Article 23

Rules of priority on airside

In the landing area and on the apron, the categories of users listed below have priority over each other in the order given:

1. aircraft taking off or landing;
2. motor vehicles serving the police and fire brigade, ambulances and motor vehicles of other emergency services, insofar as they use the optical and sound signals prescribed by the Road Traffic Rules and Signals Regulations 1990;
3. taxiing aircraft, as well as motor vehicles accompanying them;
4. passengers being escorted on foot to and from aircrafts
5. towed aircraft;
6. other vehicles.

Article 24

Parking of aircraft

1. Aircraft shall be parked on the apron in accordance with the instructions issued by the Airport Authority.
2. The positioning, parking and stabling of, as well as the carrying out of repairs to, aircraft shall be permitted only after permission has been obtained from the airport authority at or in the locations intended or designated for this purpose.
3. The airport authority may order aircraft parked, set up or parked to be moved if it considers this necessary for reasons of good order and safety. Service roads shall remain clear to allow traffic to pass unhindered.

Article 25

Movement of aircraft

1. Landing on and taking off from the aerodrome shall take place on and from the runways designated for this purpose and made available as such by the Operations Manager or by a person appointed on his behalf, located within the part of the manoeuvring area in use.

2. Aircraft shall taxi on the designated taxiways or designated parts of the landing area at a maximum speed of 15 knots.
3. Taxiing, towing and push-back of aircraft shall be done in accordance with the instructions given by the Airport Authority.
4. Outside the areas referred to in the preceding paragraphs, the movement of aircraft at the aviation site is only allowed on the areas of land made available for that purpose by the Aviation Authority.

Article 26

Commissioning of aircraft engine

1. The starting up of an aircraft engine is only permitted if:
 - a. persons, vehicles and other equipment, to the extent not necessary in the aircraft engine start-up procedure, are at a safe distance from the aircraft;
 - b. substances which may cause danger or damage are cleared away or removed from the immediate vicinity of the aircraft;
2. With due observance of the first paragraph, during the operation and maintenance of aircraft engines:
 - a. an appropriately qualified person shall be present in the flight deck of the aircraft, having control over the controls and brakes;
 - b. ensure that no damage is caused to property by aircraft engines and that the safety of persons is not endangered.
3. Without prejudice to the second paragraph, the starting up of an aircraft engine by means of moving the airscrew with manual force shall be performed by persons who have been instructed in this matter.
4. When the aircraft is stationary on a platform, it is prohibited to start or have the aircraft engine operating at a speed higher than the idle speed.
5. The fourth paragraph does not apply if the relevant flight manual prescribes a higher speed for cooling down the aircraft engine after flight, or warming up the aircraft engine before flight.
6. It is prohibited to operate or maintain aircraft engines or 'Auxiliary Power Units' (APUs) in hangars.
7. It is prohibited to move an aircraft with one or more engines in operation, if this may cause injury or damage to persons or property or endanger the safety of persons.
8. If a liquid leakage, including but not limited to a fuel and/or oil leakage, is detected on or from an aircraft, the engines shall not be started or restarted until after consultation with the airport authority.

Article 27

Aircraft engine test run

1. Aircraft engines will only be tested at places designated for that purpose by the Operator.
2. The Operator may prohibit the test run during certain hours or days and may attach additional conditions to the test run.
3. Performing a test run on an apron will be prohibited without the Airport Authority's prior consent.

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Article 28***Getting in and out with the engine running***

1. It is prohibited to allow persons to enter or leave an aircraft with an engine running.
2. The first paragraph shall not apply with regard to multi-engine aircraft, insofar as it concerns the engine or engines on the other side of the aircraft than where boarding and disembarking takes place, and such persons do not have to pass the engine or engines in operation when leaving or approaching the aircraft.
3. The persons, as referred to in the second paragraph, who qualify as passengers, must in this situation still be accompanied to the aircraft door and/or in the opposite direction from the aircraft door, as referred to in Article 20 of these Regulations.

Article 29***Hot air balloon and airship***

1. The taking off of a free balloon or airship is only permitted with the prior written consent of the Operator and from the part of the landing area designated for that purpose by the Operator.
2. When taking off a free balloon or airship, all instructions given by the airport authority must be complied with.

Article 30***Explosives and hazardous substances***

1. Aircraft carrying explosives on board shall be parked at the places designated for that purpose by the Operator.
2. Any hazardous substances on board an aircraft shall be reported in detail in advance by the possessor or holder thereof to the Airport Authority or the ground handling service. Instructions of the Airport Authority with regard to hazardous substances must be strictly followed.

CHAPTER VI - FUELS AND REFUELLING

Article 31

Storage of fuels

1. It will be prohibited, without the Exploiter's written consent:
 - a. to store (aviation) fuels at the airport in any other storage areas than those designated for that purpose by the Operator;
 - b. storing or transporting (aviation) fuel or other hazardous substances without complying with the relevant statutory provisions.
2. Subject to the Exploiter's permission, it will be prohibited to carry out flammable activities within a distance of 20 metres from an aircraft or from a storage area for aircraft or other fuels.

Article 32

Fuelling

1. All work directly related to refuelling takes place under the responsibility of the parties involved (refuelling service, airline and/or handling agent).
2. Companies providing the supply, transport and refuelling of aviation fuels shall ensure that their personnel strictly comply with the provisions of these Regulations.
3. Refuelling operations shall refrain from any action that may cause or increase the risk of fire.

Article 33

Preparation and actions during refuelling

It is prohibited

- a. commence refuelling of aircraft, if the aircraft and the refuelling vehicle or refuelling system are not electrically conductively connected to each other;
- b. during aircraft refuelling:
 1. set up (E-)GPUs under the wing(s) or in the refuelling zone;
 2. start (E-)GPUs;
 3. connect or disconnect (E-)GPUs;
 4. refilling an operating GPU with fuel;
 5. operating APUs when the exhaust exits into the refuelling zone, with the understanding that in the event of an APU failing during refuelling, it may be restarted only when the flow of fuel has been stopped by the valves and there is no risk of ignition of fuel vapours;
 6. to cause or permit vehicles to stop within the refuelling zone other than when directly involved in the loading or unloading of the aircraft;
 7. using other than gas-tight lanterns or floodlights in the refuelling zone;
 8. using strobe lights or electron flashes within the refuelling zone;

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9. putting electrical switches or electronic switches that are not part of the aircraft in any position that is not necessary for refuelling, loading or unloading;
10. to test or use electrical equipment or electronic equipment of the aircraft, unless the maintenance and operating documentation of the aircraft shows that this is permitted;
11. to carry out incendiary work within the refuelling zone.

Article 34

Prohibited when refuelling

It is prohibited:

- a. to carry out refuelling operations near an aircraft with an engine in operation;
- b. to position a refuelling vehicle under the wing or near an aircraft in such a way that it cannot move unobstructed forward to a safe area under all circumstances;
- c. to position a tank lorry, ground handling equipment or vehicles near an aircraft in such a way that free and direct access to the aircraft by the fire brigade is blocked or impeded;
- d. to position ground handling equipment or vehicles under the wing(s) or in front of a refuelling vehicle in such a way as to obstruct drive-away operations;
- e. leave a tank lorry unattended other than in a designated parking area;
- f. blocking the emergency stop buttons present on a tank;
- g. refuelling aircraft while parts of the landing gear are excessively heated;
- h. to perform any action, which may increase or cause a fire hazard;
- i. transporting aircraft fuels with vehicles, on which there is not at least one fire extinguisher fitted with a certificate of type approval and control date with sufficient capacity and suitable for fighting liquid fires ready for immediate use;
- j. to refuel on an unsound surface;
- k. to refuel unless measures have been taken to prevent environmental pollution;
- l. to refuel in hangars and within 15 metres of hangars or other buildings and objects that could cause a spark;
- m. to refuel when above or in the immediate vicinity (< 5 km) of the airport, weather conditions (such as lightning and thunderstorms) warrant it.

Article 35

Spillage of oil and fuel

1. Refuelling shall be carried out in such a way that no fuel is spilled.
2. Any leakage or spillage of oil or fuel shall immediately be notified to the Airport Authority.
3. Spilled oil and fuel shall be removed immediately in consultation with the Airport Authority.

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4. For cleaning and clearing up spilled oil and fuel an external party may be engaged after assessment by Twente Airport. The costs thereof will be charged to the party causing the spill/pollution.
5. In accordance with Article 26 paragraph 8 of these Regulations, starting or restarting the engines after a fuel spill will not take place before permission has been obtained from the airport authority.

Article 36

Refuelling with passengers (embarking or disembarking) on board

Refuelling an aircraft with passengers on board or while passengers are embarking or disembarking is not permitted:

- a. without permission of the captain and the Airport Authority;
- b. if the aircraft is not refuelled by means of a closed system;
- c. over the wing of the aircraft;
- d. with paraffin Jet B, AVGAS, MOGAS or hydrogen;
- e. if a communication link is not established between the personnel on board the aeroplane and the ground crew;
- f. if the cabin aisle is blocked and at least two exits are not designated and connected to a passenger stairway or a passenger bridge or equipped with a chute and, in the latter case, no qualified personnel are present at these exits during refuelling in order to initiate an immediate evacuation if necessary;
- g. if the designated (emergency) exits and escape routes are located on the refuelling side of the aeroplane;
- h. if the designated (emergency) exits and escape routes are blocked on the apron by the refuelling truck, handling equipment or vehicles;
- i. if passengers have not been informed that:
 1. refuelling will take place and they must remain in their seats unless they board or disembark;
 2. the safety belts must be unbuckled;
 3. they are not allowed to perform actions, in which a spark or open fire arises or could arise;
- j. if during fuelling in the aircraft, the (emergency) exit and no-smoking lights are not lit;
- k. if the person responsible for refuelling is not aware that passengers are on board or boarding or disembarking.

Article 37

Pumping out fuel (defueling)

It is prohibited to pump fuel from an aircraft when persons are on board or boarding or disembarking.

Article 38

Refuelling helicopters

1. It is prohibited to refuel helicopters:
 - a. With persons on board;
 - b. With rotors turning;
 - c. With engine(s) running;
2. Paragraph 1 of this Article does not apply to helicopters used for social flights if there is an urgent need for this or if it is within the

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framework of an exercise and the airport authority has given its prior approval. This is only permitted for the fuel JET A-1.

Article 39**Hydrant dispensers**

Not applicable

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CHAPTER VII - PROVISIONS RELATING TO AERODROME TRAFFIC

Article 40

Aerodrome traffic

1. The use of the Twente aerodrome is only permitted to aerodrome traffic if the intended use has been coordinated with the operator in advance;
2. Aerodrome traffic will maintain two-way radio communication within the ATZ/RMZ Twente with the duty officer of the airport authority on the designated frequencies, as published in relevant aeronautical publications (AIP);
3. The conduct of circuit and practice flights may, in deviation from the Airport Decree, be restricted by the Operator to certain parts of the day or to certain days of the week.

Article 41

Advertising tows

Picking up and/or shedding of advertising tows is not allowed.

CHAPTER VIII - FINAL PROVISIONS

Article 42

Liability

1. The Operator will only be liable for direct damage and/or personal injury arising at the aerodrome as a result of intent and/or gross negligence on the part of the Operator.
2. The Exploiter will not accept any liability for direct or indirect damage caused by the fact that accommodation, aircraft and/or handling facilities cannot be made available in whole or in part. Nor will the Exploiter accept any liability for direct or indirect damage or loss caused by the fact that the aerodrome cannot be reached or cannot be reached in time.
3. The party whose acts or omissions, including those of its own personnel or third parties for whom it is responsible, caused the damage to the aerodrome and/or the Operator will be fully liable to the Operator for any damage caused to the aerodrome. Indirect damage will include, inter alia, loss of profit, stagnation damage and the costs of administrative and criminal fines and measures.
4. The Operator will be entitled to make changes to the layout of and the facilities within the designated Aerodrome at any time, including but not limited to changes to, the infrastructure, buildings and runways and other facilities. The airport operator will provide timely information on these (intended) changes or, if the changes give cause to do so, consult with third parties.

Article 43

Privacy and confidentiality

It is prohibited for anyone at the aerodrome to publicly disclose knowledge of the presence at the aerodrome of persons who are well known to the general public, such as members of the Royal Family, heads of government, ministers and famous Dutch people or persons of non-Dutch nationality, both if this knowledge was obtained before such a person's presence at the aerodrome and if the knowledge was obtained during and/or after such a person's presence at the aerodrome.

Article 45

Amendments

The Operator reserves the right to amend these Regulations at any time. These amendments will not take effect until the time announced for their implementation. The current Regulations can be obtained from the Operator and are published on the Operator's website: www.twente-airport.nl.

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Adoption

Adopted at Twente Airport on 1 February 2025

On behalf of the management of Twente Airport,

Mr T. van Snellenberg
Director

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ANNEX I - TWENTE AIRPORT TERRAIN MAP

