

## AOM Annex H

# REGULATIONS TWENTE AIRPORT

The management of Twente Airport, establishes the following regulations:

Considering article 8a.1 the Act on Aviation, article 14a National Regulations for the safe use of Airports and other Aerodromes (*in Dutch: RVGLT*);

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

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## Chapter I - Definitions

### Article 1

#### Definitions

The definitions, as contained in the Aviation Act, the Act on Aviation, the national regulations for the safe use of airports and other aerodromes (*in Dutch: RVGLT*) and the Aviation Supervision Regulations (*in Dutch: RTL*), apply accordingly. In addition to that unless expressly stated otherwise in these Airport Regulations, the following definitions apply:

1. **Dedicated aerodrome / airport area:** an area designated by law for the departure and landing of aircrafts;
2. **Designation:** the airport decree of the State Secretary for Infrastructure and Environment of November 00, 2013 number. When reference is made to the Designation, it always refers to the current Designation;
3. **Ground handling zone:** an area delineated by the area occupied by the aircraft plus a circumference of two metres;
4. **Airside:** part of the aerodrome that is used for the landing, take-off, taxiing, towing, parking and handling of aircrafts, including the peripheral and service roads and the unpaved areas;
5. **APV:** the General Local Regulation of the municipality of Enschede;
6. **APU =** Auxiliary Power Unit;
7. **ASU =** Air Start Unit;
8. **Available departure and landing runways:** the part of the aerodrome that is primarily intended for the departure/take-off and/or landing of aircrafts and that has been made available by the operator;
9. **Emergency traffic:** traffic, provided with optical and sound signals, that should make use of the apron, the aerodrome and/or the peripheral and service roads, such as an ambulance, Royal Netherlands Marechaussee (*in Dutch: KMAR*), fire brigade and airport operations/authority vehicles;
10. **On duty Airport Manager:** a person designated by the operator who is charged with operational supervision on behalf of the Airport Manager;
11. **Service traffic:** the traffic, such as cars, buses, luggage pullers, cyclists and pedestrians, that use the aprons, the aerodrome and the peripheral and service roads, not being an aircraft, towing, pushback or emergency traffic;
12. **Service roads:** the paved or unpaved roads, located in the aerodrome;
13. **Fatal injury:** injury sustained by a person in an accident at an aerodrome that results in death within 30 days of the time of the accident;
14. **Serious deficiency or defect:** fail to meet a requirement for the aerodrome layout or equipment that endangers or may endanger the safety of persons at the aerodrome or occupants of an aircraft;
15. **Serious incident:** incident that occurs under circumstances that indicate that an aviation accident has almost occurred;
16. **Serious injury:** injury that has occurred to a person in an accident at an aerodrome that results in hospitalization for more than 48 hours within 7 days of the time of the accident, or has resulted in:
  - a. a bone fracture, with the exception of simple fractures such as those of fingers, toes or nose;
  - b. ruptures that lead to heavy bleeding or brain, nerve, muscle, or tendon injury;
  - c. internal injury;
  - d. second- or third-degree burns, or any burns affecting more than 5% of the body surface;
  - e. determined exposure to harmful radiation or infectious substances;

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17. **Operator:** Twente Airport, public limited company established under Dutch law, and the legal entities/persons designated by the company;
18. **FOD = Foreign Object Damage of Foreign Object Debris:**
  - a. Foreign Object Damage: damage to aircraft or injury, for example, caused by litter or loose objects and materials;
  - b. Foreign Object Debris: litter or loose objects and materials;
19. **Deficiency or defect:** failure to meet a requirement for the layout or equipment of an aerodrome;
20. **Ground handling services:** The services provided at an airport to users as specified in the appendix to Council Directive 96/67/EC of October 15, 1996 on access to the ground handling market at Community airports (PbEG L 272/36);
21. **GPU = Ground Power Unit;**
22. **Airside Operations:** the service (airport authority) of the operator, operating under responsibility of the Airport Manager, entrusted with the day-to-day supervision of safety and good order, admission and coordination in the aerodrome, on the aprons and on the peripheral and service roads at the designated aerodrome;
23. **Airport Manager:** a person designated by the Airport operator and as such charged with the day-to-day supervision of the aerodrome and in particular with its supervision of safety and good order;
24. **Incident:** any occurrence, other than an accident, which has occurred at an aerodrome and which is or could affect the safety or operation of the aerodrome, or where the safety of persons has been endangered;
25. **Landing area:** that part of airside indicated on the map (Appendix A);
26. **Air Traffic Control the Netherlands (in Dutch LVNL):** the organization for the provision of air traffic control (ATC) services, as referred to in Article 5.22 of the Aviation Act;
27. **Airport:** pursuant the Aviation Act designated aerodrome, Twente Airport;
28. **Airport authority:** the operator or (on duty) Airport Manager;
29. **Airport decree:** the decision, as referred to in Articles 8.43, first and second paragraph, 8.70, first paragraph, or 10.15 of the Aviation Act;
30. **Aviation accident:** any occurrence related to the use of the aircraft during the period commencing when any person enters the aircraft with the intent to fly until the moment all persons have left the aircraft and where, except in the case of ministerial regulation in certain cases:
  1. a person has suffered fatal or serious injuries while on board of the aircraft, or through direct contact with the aircraft or parts thereof, or because of direct exposure to an exhaust jet; or
  2. the aircraft has suffered damage, which is detrimental to the strength of the construction, the flight performance, or properties of the aircraft and which necessitates major repairs or replacement of one or more parts; or
  3. the aircraft is missing or completely unreachable;
31. **Aerodrome:** the aerodrome of Twente Airport, as stipulated in the airport decree, the boundaries of which are indicated on a map, which is added to these regulations as Appendix A;
32. **Motor vehicles:** all vehicles, except mopeds and motorised vehicles for use by disabled people, intended for movement exclusively or partly by a mechanical device attached to the vehicle or integrated into it;
33. **Unavailable runway:** a paved area of the landing area primarily intended for the take-off and / or landing of aircrafts that has not been made available by the operator, for example due to with maintenance;
34. **Accident:** any occurrence at an aerodrome involving fatal or serious injury or significant damage;
35. **Organization:** company, partnership, firm, venture, association or institution, or part thereof, public or private law, with or without legal personality, with its own functions and its own administration;

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36. **Passenger:** Any person who participates in a flight with the permission of the airliner or aircraft operator, excluding flight and cabin crew who serve the flight;
37. **Apron:** that part of the airport that is indicated on the map intended for aircraft parking;
38. **Pushback traffic:** the traffic that is on the apron and is about to move to the landing area, consisting of an aircraft and a tractor that manoeuvres that aircraft into the correct position for further taxiing on the landing area;
39. **Peripheral roads:** the roads located along the aprons on Airside of the airport, with the exception of the landing area and the aprons, not being service roads;
40. **Regeling B.Z.O. (Dutch):** Regulation Limited View Conditions;
41. **RTL (Dutch):** Aviation Supervision Regulations;
42. **RVGLT (Dutch):** National Regulations for the safe use of Airports and other Aerodromes;
43. **Regulation:** this airport regulation;
44. **Significant damage:**
  - I. **regarding an aircraft:** damage where:
    1. the strength of the construction, performance or flight characteristics of the aircraft is affected; and
    2. there is a need for extensive repair or replacement of damaged components, except for engine failures, which will lead only to damage to the affected engine and damage to unimportant components.
  - II. **regarding the layout or equipment of an aerodrome:** damage of such a nature that because of this:
    1. the safe use of a runway, roadway or apron is no longer possible; and
    2. there is a need for an extensive repair of the relevant runway, roadway or apron, or repair or replacement of damaged parts thereof;
  - III. **regarding third parties:**
    1. damage that affects the condition of material or equipment in use for flight or aircraft handling, such that the material or equipment in question can no longer be used safely;
45. **Towing traffic:** the traffic consisting of an aircraft tractor, whether or not in combination with an aircraft;
46. **Tank-zone:** an area with a radius of 1.2 meters, calculated from the filling and ventilation opening of aircraft and tank equipment;
47. **Fuelling:** transferring, draining or pumping out jet fuel;
48. **Supplier:** organization that provides products or services to the Operator;
49. **Safe area:** the area beginning at a distance of at least 15 meters, counting from the filling and ventilation opening of aircraft and tank equipment;
50. **Aircraft engine:** any aircraft propulsion device;
51. **Aircraft stand:** a marked area on the apron for parking an aircraft;
52. **Vehicles:** all articulated and non-articulated motor vehicles, bicycles and other driving vehicles, with the exception of those intended to be moved along rails, including all rolling or moving vehicles, whether or not motorized, that are used as a tool to the aircraft and passenger handling;
53. **Roads:** The surfaced or unsurfaced traffic lanes, including the median, the parking areas and emergency lanes, as well as the bridges located on the roads and the paths, verges and sides located alongside the roadway;
54. **Equipment and tools:** Products with a mechanical action and the means to maintain or improve this mechanical action.

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## Chapter II – Scope and operation

### Article 2

#### Applicability of the Regulations

1. These Regulations apply to the entire designated airport area / aerodrome of Twente Airport. (see Appendix I)
2. Everyone who is on the airport area / aerodrome is obliged to behave in accordance with the provisions of these Regulations;
3. Entering the airport area / aerodrome 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 is entrusted to the operator itself, as well as to the airport manager or his replacement, to be further designated as the airport authority.
2. Everyone who is at the aerodrome must immediately comply with instructions given to him or her by a person who is authorized to supervise these Regulations.

### Article 4

#### Sanctions

1. In the event of a violation of any provision of these Regulations or any provision of other applicable regulations, the operator is authorized, without prejudice to its powers under the authorization of parties to carry out commercial activities at airports, to impose the following sanctions:
  - a. The (temporary) halt of the operation;
  - b. Reporting certain (unsafe, disorderly or environmentally threatening) situations and the discovery and reporting of violations to the competent authority;
  - c. Interrupt or stop an activity;
  - d. Move or have moved a vehicle with which a violation has occurred;
  - e. Denial of use of facilities on the aerodrome;
  - f. Removal of the aerodrome, including protected area, from persons and / or goods;
  - g. Reporting to the police and / or the judicial (criminal investigation);
  - h. Reclaim of the (possible) damages on the side of the operator and / or third parties by means of civil liability in accordance with Article 4, paragraph 2 of the Dutch Civil Code.
2. For actions that, in the exclusive opinion of Twente Airport, could seriously damage or endanger the protection of civil aviation, the operator can impose a fine of up to 100,000 euros in addition to imposing one or more of the above sanctions.
3. The operator reserves the right to impose further sanctions at its discretion and for which it is authorized by law to take them.

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## Article 5

### Requirements for order and safety

1. In relation to article 14a National Regulations for the safe use of Airports and other Aerodromes (*in Dutch: RVGLT*), users of the aerodrome, suppliers, organisations performing work on the aerodrome for the operator, as well as organizations providing ground handling services independently at the aerodrome, are obliged to meet the requirements set by the operator in these Regulations with regard to order and safety and the safe use of the aerodrome.
2. Aerodrome users and organizations that perform work on the aerodrome for the operator, and organizations providing ground handling services independently at the aerodrome, are obliged to participate in the program to promote order and safety and the safe use of the aerodrome.
3. The airport authority has the right to remove or have removed persons from the aerodrome who do not comply with the provisions of these Regulations or to remove or have removed objects from the aerodrome that are in violation of the provisions of these Regulations.

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## Chapter III – General rules of conduct

### Article 6

#### Notification of incidents and unsafe situations at the aerodrome

1. For the sake of the safety of persons and/or property, everyone on the aerodrome is obliged to contact immediately (via the telephone number applicable at the aerodrome) the Airport Manager - or, in his absence, his deputy - who is charged with the daily supervision of good order and safety in the event of (potentially) dangerous situations or a threat of such situations, including but not limited to: accidents, incidents, defects and faults that are of significant importance in relation to safety.

Wherever possible and/or necessary, any person should help or take additional measures to combat and/or prevent the spread of (potential) dangerous situations or a threat of such a situation.

2. Anyone who is at the aerodrome and notices an environmental incident regarding spillage of oil or fuel is obliged to act in accordance with article 35 of these Regulations.
3. Aerodrome users, suppliers, organisations that perform work for the operator at the aerodrome, as well as organisations that provide ground handling services independently at the aerodrome, are obliged, at the request of the operator or the airport manager on its behalf, to cooperate in an incident investigation in order to investigate the possible cause of the incident. Any person involved in the investigation shall provide the operator, on first request, with all relevant information for the purpose of the investigation.

### Article 7

#### Prohibited at the aerodrome

It is not permitted on the aerodrome without written permission from the operator to:

- a. Participate in a gathering, move (together with others) in the direction of a gathering or any other public event, impose oneself unnecessarily, harass others in a group or individually, fight or otherwise disrupt the order;
- b. Carrying a substance or item which, given the circumstances, is likely to be used intentionally or unintentionally to disorder, damage property or injure persons or to compromise safety;
- c. Going to or being on those parts of the aerodrome that have been blocked by or on behalf of the operator in the interests of good order and safety or to prevent disorder;
- d. Activate fire detection, fire protection or fire extinguishing equipment without needing, or to reduce its operation or make it more difficult to reach such equipment;
- e. Operate or have equipment that may interfere with radio communications at or near the aerodrome;

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- f. Operate or cause to operate unauthorized any equipment, device or engines of aircraft or vehicles;
- g. Abuse airport facilities or make use of such facilities at a time when they are not available for use or in a manner other than that for which they are intended;
- h. Block or otherwise render unusable escape routes or other facilities designed to permit or facilitate evacuation in an emergency;
- i. Dumping of garbage, waste, dangerous substances or other substances or depositing it anywhere at the aerodrome, other than small waste in the appropriate refuse bins;
- j. Feed animals;
- k. Be in an apparent state of intoxication, or under the influence of any narcotic;
- l. Consume alcoholic beverages outside the, as such designated, catering points;
- m. Igniting or keeping open fires;
- n. Ignite any fireworks and / or carry out activities that pose a fire risk;
- o. Smoke / have a burning pipe, cigar, cigarette, or other burning material:
  - At the aerodrome, other than in the so-called smoking areas, which are designated as such;
  - On Airside, both inside and outside the vehicles, with the exception of any (temporary) specific locations indicated by the operator;
  - At all locations where this has been indicated or disclosed by the operator for safety purposes;
- p. In general, do or refrain from doing anything which disrupts order or safety at the aerodrome or which could result in bodily injury to persons or damage to property;
- q. Distribute flyers, printed matter or circulars and put up, do or cause to be put up advertising signs, posters, etc., or advertise in any other way;
- r. Give speeches in public or to perform any act of a propagandistic nature;
- s. Go off the beaten track or paths without necessity;
- t. Carry on business or professional activities or other commercial activities or to take up a place for rental or sale;
- u. Peddle, to collect or to hold any other (public) collection;
- v. Camp;
- w. Apply, on or at buildings, fencing, signs or pavements, draw, scratch or paint letters, numbers or signs;
- x. Hold or organize events, games, competitions and / or entertainment, gatherings and / or demonstrations or organize and hold any other form of event;

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- y. To perform excavation work or to make other changes in any other way to the condition of the site;
- z. To have or keep animals present other than tied, on a leash or in a cage, except for the animals used by the operator or government for the purpose of performing there function;
- aa. Store or transport hazardous substances;
- bb. Make photo, video and / or film recordings;
- cc. Provide or publish photo, video and / or film recordings through social media, including but not limited to Twitter, Hyves, blogs and Facebook;

## **Article 8**

### **Parts of the aerodrome**

irrelevant

## **Article 9**

### **Vehicles and equipment at the aerodrome**

1. Parking of vehicles and equipment must take place within the designated parking spaces and parking areas.
2. Parking is at your own risk.
3. The parking of vehicles and equipment on other than the designated parking spaces is prohibited unless written permission has been granted by the operator.
4. It is forbidden to transfer, clean or repair goods elsewhere than at the places designated by the operator.
5. In the event of a violation of this article, or if good order or safety so require, the vehicle in question may be moved by or on behalf of the operator to a site section designated by him for the owner / holder's expense.

## **Article 10**

### **Environmental care**

1. The operator can appoint an Environmental Coordinator.
2. Everyone who is at the aerodrome is always obliged to do everything to keep the aerodrome clean and tidy and to prevent environmental incidents.
3. When identifying an environmental incident, including Foreign Object Damage (FOD), litter or leaks, everyone is obliged, where possible and / or necessary, to take all necessary steps to prevent worse.
4. Anyone who detects an environmental incident is obliged to report this to the airport authority as soon as possible.

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## Article 11

### Found objects

1. The finder of an item is obliged to hand it over to the airport authority as soon as possible.
2. The operator is entitled to further investigate found objects and to destroy them or have them destroyed, if deemed necessary by the operator for reasons of safety or hygiene.
3. Immediately after receiving a found object, the operator will notify the person whom the operator considers to be the owner or the person authorised to receive it, if the operator, after a brief examination, is able to determine who can be considered the owner or the person authorised to receive it.
4. If it is established who the owner or the person authorised to receive the found object is, the person must collect it from the operator. It is possible to send the found object to an address within the Netherlands stated in writing, provided that the found object fits in an A4-size envelope and has previously deposited an amount of €10 (in words: ten euros) plus postage costs into a bank account to be indicated by the operator. The risk of shipment lies with the owner or the person authorised to receive the goods. It is not possible to ship valuable objects, at the operator's discretion, or send them to an address outside the Netherlands.
5. The person claiming the item may be charged a deposit and costs incurred or to be incurred by the operator.
6. If it is not immediately possible to determine who is to be regarded as the owner or as authorized to receive, the operator can report the find to the municipality of Enschede.
7. If the owner has not claimed the found object within a period of one year after the discovery, Twente Airport will automatically become the owner.

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## **Chapter IV - Further regulations concerning the Terminal complex**

<b>Article 12</b>	<b>Prohibited in the Terminal</b>
	n.v.t.
<b>Article 13</b>	<b>Vehicles and equipment in Terminal</b>
	N.v.t
<b>Article 14</b>	<b>Baggage areas</b>
	N.v.t.

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## Chapter V – Further airside regulations

### Article 15

#### Jurisdiction to enter the Airside

1. It is forbidden to enter, without the operator's prior permission, parts of the aerodrome that are not open to the public.
2. The section of the aerodrome that is not open to the public is only accessible to persons in possession of a valid identity document with a clear and resemblance photo.
3. Permission to enter or be on the landing area and the apron shall be granted only to persons whose presence is required in connection with their work or the operation of an aircraft, at the discretion of the Airport Manager or on his behalf, the Airport Manager on duty.
4. Persons who have been granted temporary or indefinite permission to enter the runway area report to the Airport Manager or, on his behalf, the Airport Manager on duty, before entering the runway area, and after they have left the runway area.
5. The operator or on its behalf the Airport Manager or the Airport Manager on duty may - if there is reason and/or necessity to do so - at all times order persons to remove themselves from the runway area, apron or other non-public areas or change the authority to enter certain areas.
6. The operator may at any time change the layout of the aerodrome and is always authorised to lay down further rules in the context of access to and stay on the aerodrome.
7. The key-holder or owner of a hangar accessing the airside must ensure that in case of unmanned fences/gates, they are closed behind him and locked before continuing the airside.

### Article 16

#### Activities on Airside

1. Except with the express permission of or on behalf of the operator, it is prohibited to use the infrastructure and facilities at those parts of the aerodrome that are not open to the public outside the regular opening hours of the aerodrome. This includes, but is not exhaustive, the following:
  - a. The runway(s)
  - b. The taxiways and aprons
  - c. The service roads
2. On those parts of the aerodrome not open to the public, it is prohibited for any person to conduct himself/herself in such a way as to cause danger or hinder or be likely to cause hindrance to traffic.
3. The operator or, on its behalf, the Airport Manager or the Airport Manager on duty can, if good order and safety so require, immediately have an activity interrupted or stopped.

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4. When darkness sets or with deteriorating visibility and after completion of work, the landing area shall be vacated immediately, unless otherwise agreed with the Airport Manager or the Airport Manager on duty.
5. Obstacles, tools, vehicles, materials, and other movable property shall not be placed or left behind, other than in those parts of the landing area designated by the Airport Manager or the Airport Manager on duty. All movable property involved in the handling of an aircraft that is not required to be used immediately on behalf of an aircraft must be brought immediately to the designated place by the user.
6. Damage to the terrain surface, the installations or facilities placed thereon, which may cause any danger or damage to aircraft, must be reported immediately by the person causing the damage and/or the observer to the Airport Manager or the Airport Manager on duty.

## **Article 17**

### **Moving aircraft and/or vehicles or equipment after an incident or accident**

If an incident or accident occurs during take-off, landing, towing or taxiing, the pilot-in-command or driver of the vehicle or equipment may only move the aircraft or the vehicle or equipment again, after permission has been granted by the competent authorities and after obtaining permission from the airport authority.

## **Article 18**

### **Regulation Limited View Conditions**

irrelevant

## **Article 19**

### **Deployment and planning of assets on Airside**

Airliners and at the airport working handling agents, or aviation companies carrying unscheduled public transport flights, as well as pilots of aircraft operating non-commercial flights, provide the operator with information necessary for the deployment and planning of company resources sufficiently in advance. This information includes at least the following:

- a. Schedule times of arrival and departure;
- b. Aircraft type and configuration;
- c. Flight numbers and aircraft registration of arriving and departing flights;
- d. Number of passengers carried, cargo and type of flight;
- e. Deviations from schedule times known in advance;
- f. Any particulars arising from the nature of (a) particular flight(s);
- g. Data about dangerous goods on board of the aircraft.

## **Article 20**

### **Passengers and airlines on Airside**

1. Those responsible for passenger handling ensure - and if necessary intervene - that at all times passengers are only allowed to enter the apron safely in contiguous groups and accompanied by at least one person employed by the handling company, airliner, aviation company or person with whom they are

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travelling, who is at least 18 years of age.

2. If passengers are (going to be) on the apron during taxiing in and out of another aircraft or other aircraft in the immediate vicinity of the aircraft parking stand where the passengers go (towards or from), the person in charge of passenger handling must wait until the aircraft has left.
3. For safety and security reasons, the person in charge of passenger handling must have a good view of the passenger flow, any aircraft stairs, the gate/bus, and the arrival hall throughout the entire handling process.
4. Passengers will be escorted to or from the aircraft under the supervision of the persons referred to in the first paragraph.
5. Unless other arrangements have been made with the airliner or the aviation company concerned, the captain of an aircraft shall report to the Airport Manager or Airport Manager on duty immediately upon arrival, before departure and also in all other cases in which the official considers this desirable.

## **Article 21**

### **Vehicles and equipment on Airside**

1. Vehicles and equipment may enter the non-public area of the aerodrome only if authorised by the airport authority.
2. Vehicles and equipment do have access only for the duration of the work for which they are required.
3. Vehicles and equipment have to bear the marking prescribed by the operator.
4. All vehicles and equipment present on the landing area have to be equipped with an orange flashing light which has to be used during operation.
5. In addition, temporary obstacles, such as cranes, have a red/white chequered flag at the top and, for the airport manager or his deputy to determine, an all-round red light emitting an obstacle light.
6. Vehicles and equipment with the engine running may not be left unattended, except for vehicles used to power or air-power parked aircraft.
7. A vehicle and equipment has to be so positioned adjacent to an aircraft so that it can always be moved freely away from it.
8. Vehicles and equipment are equipped with an appropriate parking brake or other locking device, which has to be engaged when the operating personnel are not in or on the vehicle.
9. The lights of vehicles and equipment moving in the landing area are always switched on.

## **Article 22**

### **Drivers of vehicles and equipment on Airside**

1. Drivers of vehicles engaged in traffic on those parts of the aerodrome not open to the public shall meet the requirements of aerodrome knowledge and driving proficiency to be set by the operator.

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2. Drivers of vehicles driving on the parts of the aerodrome not open to the public have to comply to driving routes and service routes established by the operator.
3. Drivers of vehicles travelling on non-public areas of the aerodrome have to behave in accordance with the rules laid down in the Traffic Regulations and Signs 1990 (*in Dutch: Reglement Verkeersregels en Verkeerstekens 1990*).
4. Drivers of vehicles circulating on those parts of the aerodrome not open to the public have to behave in accordance with the traffic signs. The installation, movement and removal of traffic signs will be carried out by the operator or on the operator's express instructions.
5. Contrary to the provisions of subsection 4, the maximum speed limit for service roads and peripheral roads not accessible to the public is 30 km/h and the maximum speed limit on the aprons is 15 km/h.
6. The provisions of the fifth paragraph do not apply to vehicles of the airport authority and emergency services as far as this is in the interest of the performance of the service.
7. The operator can make it compulsory for drivers of vehicles used on the landing area to be provided with connecting devices.
8. Drivers of vehicles taking part in traffic on the parts of the aerodrome that are not accessible to the public, request permission from the airport authority to enter the landing area before entering it.

## **Article 23**

### **Priority rules on Airside**

In the landing area and on the apron the following categories of users have priority over each other in the order specified:

- a. Aircraft taking off or landing;
- b. Motor vehicles in the service of the police and fire brigade, ambulances and motor vehicles of other emergency services, in so far as they carry the optical and acoustic signals prescribed by the Traffic Regulations and Road Signs 1990 (*in Dutch: Reglement Verkeersregels en Verkeerstekens 1990*);
- c. Taxiing aircraft and motor vehicles accompanying them;
- d. Towed aircraft;
- e. Other vehicles.

## **Article 24**

### **Parking of aircrafts**

1. Aircraft are parked on the apron in accordance with the instructions given by the Airport Manager, the Airport Manager on duty or air traffic control (ATC).
2. The parking and stabling of, and repairs to, aircraft is permitted only with the permission of the airport authority, at or in the locations designated for that purpose.

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3. The airport authority may order parked, docked, or stored aircraft to be moved if it deems this necessary for reasons of good order and safety. Service roads must remain free to allow unhindered passage of traffic.

## **Article 25**

### **Movement of aircraft**

1. Landing on and departure from the aerodrome takes place on and from the runways designated for that purpose and made available as such by the Airport Manager or his deputy, located within the part of the runway area in use.
2. Aircraft taxiing on the designated taxiways or designated parts of the landing area at a maximum speed of 15 knots.
3. Taxiing and towing and push- back of aircraft is carried out in accordance with the rules laid down by the Airport Manager or his deputy.
4. In addition to the parts of the aerodrome referred to in the previous paragraphs, aircraft may only be moved at the aerodrome on those parts of the aerodrome made available for that purpose by the operator.

## **Article 26**

### **Activation of aircraft engine**

1. Switch on an aeroplane engine is permitted only if:
  - a. Passenger, vehicles and other equipment, as far as not necessary for the start-up check of the aeroplane engine, are at a safe distance from the aeroplane;
  - b. Substances which may present a hazard or damage shall be disposed of or removed from the immediate vicinity of the aeroplane.
2. With due observance of the first paragraph the following also applies during the start-up and maintenance of aircraft engines:
  - a. An authorised person who is in control of the controls and brakes is present in the cockpit of the aeroplane;
  - b. Ensure that the aircraft engines do not cause damage to property and that the safety of persons is not endangered.
3. Without prejudice to the second paragraph an aircraft engine is put into operation by means of the manual movement of the propeller by persons who have been instructed in the matter.
4. If the aeroplane is stationary on an apron, it is prohibited to operate the aeroplane engine or have it running at a speed higher than idle.
5. The fourth paragraph does not apply if a higher engine speed is prescribed in the relevant flight manual for cooling the aircraft engine after the flight or for warming up the aircraft engine before the flight.
6. It is prohibited to switch on or leave on aircraft engines or 'Auxiliary Power Units' (APUs) in hangars.

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7. It is prohibited to operate an aeroplane with one or more operating engines if doing so could cause injury or damage to persons or property or endanger the safety of persons.
8. If a leakage of liquid, including but not limited to fuel and/or oil, is detected on or from an aircraft, the engines may only be started or restarted until after consultation with the airport authority.

## **Article 27**

### **Test run aircraft engine**

1. Carry out (engine) test runs may only take place at locations designated by the operator.
2. The operator may prohibit the test run for certain hours or days and may attach further conditions to the (engine) test run.
3. Test run on a apron is prohibited unless prior permission has been obtained from the airport authority.

## **Article 28**

### **Getting in and out while the engine is running**

1. It is prohibited to allow persons to enter or leave an aircraft with an engine running.
2. The first paragraph does not apply to multi-engine aircraft insofar as it concerns the engine or engines on the other side of the aircraft than where the boarding and alighting takes place and these 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 can be regarded as passengers in this situation must be accompanied up to the aircraft door and/or in the reverse direction from the aircraft door by a competent person.

## **Article 29**

### **Hot air balloon and Airship**

1. The take-off of a free balloon or airship is permitted only with the operator's or the Airport Manager's prior written consent and from the part of the runway area designated for that purpose by the operator.
2. When a free balloon or airship takes off, all instructions given by the airport authority have to be followed.

## **Article 30**

### **Explosives and hazardous substances**

1. Aircraft with explosives on board will be parked at the places designated by the operator for that purpose.
2. Dangerous substances on board of an aircraft has to be reported in detail in advance by the owner or holder to the operator or the ground handling service. Instructions from the operator regarding hazardous substances must be followed punctually.

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## Chapter VI – Fuels and refuelling

### Article 31

#### Fuel storage

1. It is, without written permission from the operator, prohibited to:
  - a. store (aircraft)fuels on the aerodrome at storage sites other than those designated by the operator;
  - b. store or transport (aircraft)fuels or other dangerous substances, without observing the relevant legal provisions;
2. It is forbidden to carry out fire-hazardous activities within 20 meters from an aircraft or from a jet- and other fuel storage facility, subject to the permission of the airport authority.

### Article 32

#### Refuelling

1. All activities directly related to refuelling take place under the responsibility of the parties involved.
2. Persons who supply, transport, and refuel aviation fuel, strictly observe the provisions of these Regulations.
3. When refuelling, any action, that can cause or increase the risk of fire, will be bequeathed.

### Article 33

#### Preparations and actions during refuelling

It is prohibited:

1. To start with refuelling an aircraft, if the aircraft and the fuel truck or the refuelling system are not electrically connected to each other.
2. When refuelling aircrafts:
  - a. install GPUs or ASUs under the wing (s) or in the refuelling zone;
  - b. start a GPU's or ASU's;
  - c. connect or disconnect GPUs or ASUs;
  - d. refill an operating GPU or ASU with fuel;
  - e. operate APUs, when the exhaust opens into the refuelling zone, with that understanding that in the event that an APU fails during refuelling, it may only be restarted when the fuel flow through the valves has been stopped and there is no risk of ignition of fuel vapours;
  - f. to stop vehicles within the tank zone, other than when they are directly involved in the loading or unloading of the aircraft;
  - g. use, other than gas-tight lanterns or spotlights, in the tank zone;

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- h. use Flash lights or electron flashes in the tank zone;
- i. move electrical switches or electronic switches not part of the aircraft to another position that is not necessary for refuelling, loading or unloading;
- j. test or use electrical or electronic equipment of the aircraft, unless the aircraft maintenance and operating documentation shows that this is permitted;
- k. to carry out fire-hazardous work within the tank zone.

## **Article 34**

### **Prohibited during refuelling**

It is prohibited to:

- a. Refuel an aircraft with a running engine;
- b. Install a fuel truck under the wing or placing it near an aircraft in such a way that it cannot drive forward to a safe zone unobstructed under all circumstances;
- c. Place a fuel truck, handling equipment or vehicles near an aircraft in such a way that a free and direct access to the aircraft by the fire brigade is blocked or obstructed;
- d. Place handling equipment or vehicles under the wing or in front of a fuel truck, which impedes driving away;
- e. Leave a fuel truck unattended other than in a designated parking place;
- f. Block the existing emergency stop buttons of a tank;
- g. Refuel an aircraft as long as parts of the landing gear are overheated;
- h. Take any action that may increase or cause a fire hazard;
- i. Transport aviation fuels with vehicles on which is not at least one fire extinguisher available with proof of type approval and date of inspection with sufficient capacity and suitable for fighting liquid fires and which is ready for immediate use;
- j. Refuel on a faulty surface;
- k. Refuel if no measures have been taken to avoid environmental pollution;
- l. Refuel in hangars and within 15 meters from hangars or other buildings and objects that could cause a spark;
- m. Refuel if the weather conditions (such as lightning and thunderstorms) give cause for this above or in the immediate vicinity (<5 km) of the aerodrome.

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**Article 35**

**Spillage of oil and fuel**

1. The airport manager or his deputy has to be notified immediately of any leakage or spillage of oil or fuel.
2. Spilled oil or fuel is immediately removed in consultation with the airport authority.
3. In accordance with Article 26, paragraph 8 of these Regulations, the starting or restarting of the engines after fuel spillage can only take place after consultation with the airport authority.

**Article 36**

**Refuelling with (in- or outgoing) passengers onboard**

irrelevant

**Article 37**

**Pumping fuel**

irrelevant

**Article 38**

**Refuelling rotorcrafts**

irrelevant

**Article 39**

**Hydrant dispensers**

irrelevant

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## Chapter VII – Provisions related to aerodrome traffic

### Article 40

#### Aerodrome traffic

1. The use of the aerodrome of Twente Airport is only permitted to aerodrome traffic if the intended use is coordinated with the operator before the start of the flight;
2. Aerodrome traffic continuously maintains two-way radio communication with the duty officer of the airport operations at the frequencies designated for that purpose, as published in relevant aviation publications (A.I.P., NOTAM);
3. To perform circuit and training flights, special permission is required from the airport manager or on duty airport manager;
4. Contrary to the airport decree, the operating of circuit and training flights may be limited by the operator to certain parts of the day or to certain days of the week.

### Article 41

#### Drop trawl

irrelevant

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## Chapter VIII – Final provisions

### Article 42

#### Liability

1. The operator is only liable for direct damage and / or personal injury caused at the Aerodrome because of intent and / or gross negligence on the part of the operator.
2. The operator does not accept any liability for direct or indirect damage, caused by the fact that accommodation, aircraft and / or handling facilities, in whole or in part, cannot be made available. The operator also does not accept liability for direct or indirect damage caused by the fact that the Aerodrome cannot be reached or is not reached on time.
3. For damage caused to the aerodrome and / or the operator, the person whose act or omission, including that of his own personnel or third parties for which one is responsible, caused the damage, is fully liable to the operator. Indirect damage includes loss of profit, stagnation damage, as well as the costs of administrative and criminal penalties and measures.
4. The operator is always authorized to make changes to the layout of and facilities within the designated aerodrome, including in any case but not limited to changes to, the infrastructure, buildings and runways and other facilities. The operator will provide timely information about these (intentions to) changes or, if the changes give reason to do so, consult with their users. The operator is never obliged to pay any compensation in connection with such changes, except for intent or gross negligence.

### Article 43

#### Presence

It is forbidden to anyone, who is on the aerodrome, to publicize information about the presence on the aerodrome of persons who are generally known, such as members of the Royal Family, government leaders, ministers and famous Dutch people or persons of non-Dutch nationality, both if this knowledge has been obtained for the presence of such a person at the aerodrome as if the knowledge was obtained during and / or after the presence of such a person at the aerodrome. It is also prohibited to take photo, video and / or film recordings of such a person without written permission from the operator.

### Article 44

#### Changes

The operator reserves the right to change these Regulations at any time. These changes will take effect no earlier than at the announced time; the current Regulations are available by the operator and are published on the operator's website: [www.twente-airport.nl](http://www.twente-airport.nl).

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**Determination**

**Date April 16, 2014**

Enacted Twente Airport

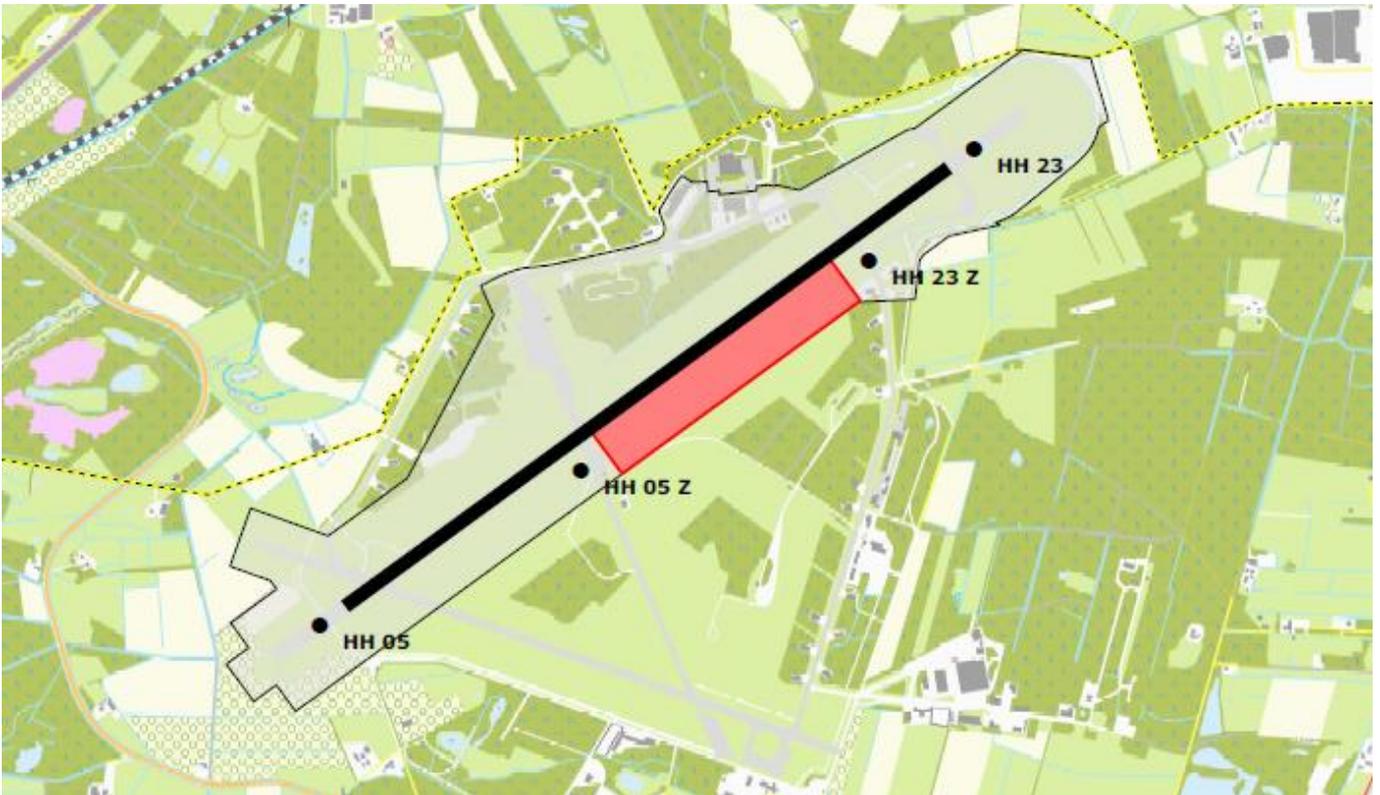
The management of Twente Airport

CEO

M.H. de Groot

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## Appendix A – Twente Airport Regulations – Airport Area / Aerodrome map



-  Paved runway 05/23 (2406x45m)
-  Unpaved runway 05z/23z (950x150m)
-  Airport area
-  municipal boundary

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