AIRPORT CHARGES 2026

Airport Charges

The Joint Technology Base Scheme, operator of Twente Airport,

decides:

to set the following rates for the use by aircraft and/or passengers of the designated area of Twente Airport with effect from 1 January 2026.

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Airport Charges

Artikel 1 Definitions

Lid 1 For the purposes of this regulation, the following definitions apply:

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

Artikel 2 Landing fees

Lid 1 A landing fee is charged for landing or simulated landing with an aircraft on the airport grounds, the amount of which is determined by the following factors:

a. The weight of the aircraft (hereinafter referred to as 'the weight-based charge').
b. The day and (local) time at which the aircraft lands.
c. The noise category of the aircraft.

Lid 2 When calculating the weight-based fee referred to in paragraph 1(a) of this article, a distinction is made between a **cross-country flight** and a **local flight** up to a weight of 4,000 kg.

a. The fee for a **cross-country flight** based on the weight of the aircraft is calculated as follows:

1) up to 4,000 kg ***EUR 25*** for every 1,000 kg of weight or part thereof, with a maximum of ***EUR 25*** for an aircraft weighing up to 2,000 kg;

2) weighing more than 4,000 kg up to 35,000 kg ***EUR 125*** plus **EUR *14.15*** for every 1,000 kg of weight or part thereof exceeding 4,000 kg;

3) with a weight exceeding 35,000 kg, ***EUR 585*** plus ***EUR 16.25*** for every 1,000 kg of weight or part thereof exceeding 35,000 kg.

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

1) up to 4,000 kg***: EUR 12*** for every 1,000 kg of weight or part thereof, with a maximum of ***EUR 12*** for an aircraft weighing up to 2,000 kg;

2) for aircraft weighing more than 4,000 kg, the same rate applies for a **field flight** as for an **overland flight**, unless otherwise agreed in advance with the operator.

Lid 3 The daily and local time surcharge referred to in paragraph 1(b) of this article will be levied on the basis of the day and time of landing in accordance with the amounts in the tables below.

surcharge per landing due to night-time noise penalty factor		
Time	weight	
all weekdays	4,000 kg - 35,000 kg	> 35,000 kg
after 7 p.m. LT	***EUR 3.45*** per tonne or part thereof	***EUR 3.95*** per tonne or part thereof

surcharge per landing on Saturdays, Sundays and/or public holidays (April to September)		
weight		
< 4,000 kg	4,000 kg - 35,000 kg	> 35,000 kg
EUR 7.05	***EUR 3.45*** per tonne or part thereof	***EUR 3.95*** per tonne or part thereof

Lid 4 The noise category charge referred to in paragraph 1(c) of this article will be subject to a surcharge or a discount based on the noise produced by the aircraft as evidenced by a

noise statement up to a weight of 4,000 kg.

Noise surcharges and discounts				per landing
category	chap. 6 dB(A)	chap. 10 dB(A)		
1 and 2	75 to >78	79.6 > 82.3	surcharge	***EUR 6.50***
3 and 4	69 to 75	74.2 to 79.6	surcharge	***EUR 3.00***
5 and 6	63 to 69	68.9 to 74.2	-	-
7 and 8	<60 to 63	<66.2 to 68.9	discount	***EUR 2.05***
electric			discount	***EUR 3.50***

Artikel 3 Rescue and Firefighting Services (RFFS)

Lid 1 RFFS surcharge aircraft category 3 – 4/5 – 6/7 (in accordance with ICAO Annex 14 / RVGLT)

a. CAT 3 ***EUR 150*** per 2 hours or part thereof.
b. CAT 4/5 ***EUR 325*** per hour or part thereof, with a minimum of 3 hours.
c. CAT 6/7 ***EUR 485*** per hour or part thereof, with a minimum of 3 hours.

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

Artikel 4 Passenger-related charges

Lid 1 The compensation to passengers is determined by the number of passengers on board at the time of departure from the airport and amounts to ***EUR 19.05*** per passenger.

Lid 2 The compensation referred to in paragraph 1 is payable when using an aircraft weighing more than 4,000 kg.

Lid 3 In order to determine the amount of compensation to passengers, the owner of the aircraft weighing more than 4,000 kg or someone acting on their behalf must provide the operator with a statement of the number of passengers on board the aircraft at departure for each flight. In the operator's opinion, this statement must be made in a reliable and verifiable manner. Accepted documents include the General Declaration (GenDec), the Passenger Manifest or the authorised loadsheet. The number of passengers is determined on the basis of the number of 'persons on board' minus the cabin crew.

Lid 4 The fee is not payable for cabin crew and passengers under the age of two. This fee is payable by the owner of the aircraft and is not collected separately from the passenger.

Artikel 5 Parking fees

Lid 1 For parking an aircraft at the airport (up to a maximum of one week), parking fees based on weight are charged per 24-hour period or part thereof, in accordance with the

following:

a.	MTOW < 2,000 kg	***EUR 25***
b.	2,000 kg > MTOW < 4,000 kg	***EUR 50***
c.	MTOW > 4,000 kg	***EUR 75*** + ***EUR 2.45*** per 1,000 kg or part thereof above 4,000 kg

Lid 2 No parking fee as referred to in paragraph 1 of this article will be charged if parking takes place for a period of less than six hours following landing.

Lid 3 If an aircraft is parked exclusively on land owned by the owner or user of the aircraft, or for which the operator has entered into a lease or ground lease agreement with the owner or user, no parking fee will be charged, unless otherwise specified in that agreement.

Artikel 6 Compensation for extended opening of the airport area

Lid 1 For extended opening of the airport area outside the opening hours specified in these regulations for aircraft movements, passengers, cabin crew and/or personnel who need to perform work on an aircraft**,** a fee of ***EUR 150*** per 30 minutes or part thereof will be charged**,** with a minimum of one hour.

Lid 2 Extended opening hours also refer to the time required for the crew to prepare for or handle the flight.

Lid 3 The use of the airport area as referred to in paragraphs 1 and 2 above shall be equated with a reservation that, for whatever reason, is not or cannot be used. Cancellation of the extended opening hours within 24 hours prior to the start of the extended opening hours will be charged in full.

Artikel 7 Fee for hovering a helicopter

Lid 1 For hovering a helicopter per half hour or part thereof**,** ***EUR 40.75***.

Artikel 8 Aircraft tax

Lid 1 Under the Aviation Tax Act, Twente Airport must apply a rate of ***EUR 30.25*** per passenger on departure for aircraft with a maximum permissible weight of more than 4,000 kilograms, with the exception of aircraft used by the Dutch or allied armed forces.[1] .

Lid 2 A passenger is defined as a natural person aged 2 years or older who is transported by aircraft other than as a member of the cabin crew.

Artikel 9 Other provisions regarding the levying of charges

[1] If this amount is changed in the Air Passenger Tax Act, this will be implemented accordingly in this scheme from the moment the Act comes into force.

Lid 1 If, after taking off from the aerodrome, an aircraft returns to that aerodrome without having called at another aerodrome due to bad weather conditions, engine failure or other unforeseen extraordinary causes, no charges as referred to in Articles 2 and 4 will be levied.

Lid 2 If a helicopter takes off at low altitude for the purpose of moving that helicopter in connection with parking and storage at the aerodrome, this will not be regarded as a **local flight**.

Lid 3 If the owner of an aircraft cannot demonstrate the noise category to which the aircraft in question is assigned, the fee will be determined on the basis of categories 1 to 2 (according to both H6 and H10 ICAO Annex 16). This provision applies only to aircraft weighing up to and including 4,000 kg.

Artikel 10 Payment obligation and method

Lid 1 The owner (as referred to in Article 1(c)) of an aircraft, the user thereof or the person acting as the authorised representative of the owner or user is liable for payment.

Lid 2 All rates mentioned in these airport charges are in euros (€) and do not include any taxes or levies that may be due.

Lid 3 All fees due must be paid by credit or debit card to the Twente Airport airport services department before the aircraft departs, or must be credited to the operator's bank account before the aircraft departs.

Lid 4 If the amount of compensation due cannot be determined at the time of departure of the aircraft, the compensation shall, by way of derogation from Article 6(3), be paid as soon as the amount due can be determined. In such cases, the operator may require that an advance payment be made on the terms and conditions it sets in order to cover those fees. It shall set this amount at no more than the amount at which the fees are likely to be determined. The advance payment shall be deducted from the determined amount of the fees due.

Lid 5 Notwithstanding the provisions of paragraphs 3 and 4, the harbour master or his deputy may, at his discretion, grant eligible natural or legal persons permission to pay on account with a payment term of 30 days from the date of the invoice. This shall be subject to conditions set or to be set by the operator. The operator may withdraw a payment term at any time if the payment behaviour or creditworthiness of the owner gives cause to do so.

Lid 6 An administration fee ***of EUR 10*** will be charged per invoice. Invoices will only be issued in euros (€). Invoices will be drawn up according to the information provided by the owner (identification number, billing address, VAT number, registration, etc.). The owner is obliged to inform the operator of any changes.

Lid 7 In addition to paragraph 5, the operator may require advance payment from an owner who pays on account. The advance payment will be deducted from the final fee due.

Lid 8 The operator reserves the right at all times to refuse, not to carry out and/or to suspend the handling of a flight or series of flights if, in the operator's opinion, there is a risk that an owner will not be able to pay the fees due to the operator within a reasonable period

of time. Exceeding the payment term by the owner concerned with the operator is, in advance, but not exclusively, a reason for this.

Artikel 11 Turnover tax

Lid 1 In accordance with Dutch tax legislation (Wet Omzetbelasting 1968), sales tax must be levied on all rates and amounts mentioned, with the exception of the government levies mentioned.

Lid 2 A zero rate applies to users who hold an Air Operator Certificate (AOC), provided that the aircraft is operated by the user as a means of public transport in international traffic.

Artikel 12 Liability

Lid 1 Except in cases of intent or gross negligence, the operator is not liable for any damage (including loss) caused by or during the stay at the airport, including the buildings located there, to an aircraft, equipment, cargo, property of flight crew and/or passengers, or for personal injury suffered by flight crew or passengers during their stay at the airport.

Lid 2 The operator accepts no liability for damage that has been or may be caused by the infrastructure or facilities, or part thereof, being temporarily unavailable in the opinion of the operator or any other authority.

Lid 3 The owner of an aircraft is liable to the operator for damage caused by his aircraft to the operator's property. The owner indemnifies the operator against claims that third parties may make against the operator for damage caused by the aircraft in question at the airport to persons and/or property of third parties.

Artikel 13 Applicable law

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

Artikel 14 Entry into force

These airport charges regulations shall enter into force on 1 January 2026.

On behalf of the Board of the Technology Base Joint Arrangement and the management of Twente Airport. Adopted on 7 November 2025, Enschede.

Opening hours

Summer (last Sunday in March – last Sunday in October)

MONDAY to FRIDAY	0600Z – 1800Z (0800LT – 2000LT) within UDP[2] ;
SATURDAY	0700Z – 1800Z (0900LT – 2000LT) within UDP;
SUNDAY AND PUBLIC HOLIDAY(S)	0800Z – 1800Z (1000LT – 2000LT) within UDP.

Winter (last Sunday in October – last Sunday in March)

MONDAY to SATURDAY	0800Z – 1600Z (0900LT – 1700LT) within UDP;
SUNDAY AND PUBLIC HOLIDAY(S)	0900Z – 1600Z (1000LT – 1700LT) within UDP.

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

** Extended opening hours are possible (subject to the provisions of the airport decree) and under certain conditions. Please send your specific request to ppr@twente-airport.nl .*

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

Customs/Immigration Regulations

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

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

[2] DAYLIGHT PERIOD as published in the AIP Netherlands.

General information and contact details

Twente Airport

Address	Vliegveldstraat 100 7524 PK Enschede
Website	www.twente-airport.nl

Joint Arrangement Technology Base

Address	Vliegveldstraat 230 7524 PK Enschede
Website	www.technologybase.nl
Bank	BNG BANK BIC: BNGHNL2G IBAN: NL22BNGH0285167057
Chamber of Commerce (KvK)	51373653
VAT	NL823248161B01

Relevant departments

For questions about invoices:

Financial administration	telephone	+31 (0)53 - 480 0097
	email	facturen@technologybase.nl

For questions about operational matters:

Port Authority	telephone	+31 (0)6 - 45 48 47 19 (Duty Manager OPS)
	telephone	+31 (0)6 - 21 34 29 53 (Tower)
	e-mail	ppr@twente-airport.nl