

**PPR
REGULATIONS
FOR BUSINESS AND GENERAL
AVIATION AT EINDHOVEN AIRPORT**

Eindhoven, as at 30 March 2025

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1. Scope of application

- 1.1 EANV adopts these regulations which will apply to all civil aircraft movements in the category non-commercial traffic, i.e. general aviation including flights in the public interest, business aviation, with civil jet aircraft, helicopters and propeller aircraft.
- 1.2 These regulations have been in place since 1 October 2016 and this update will take effect from the IATA summer season 2025 (31 March 2025).
- 1.3 An application for a PPR is not to be submitted without being familiar with these regulations.
- 1.4 In these regulations, the term “PPR” refers to an aircraft movement (take-off or landing) of any type of aircraft, regardless of its take-off weight or propulsion system.
- 1.5 After approval of the PPR application is received, the handler is to request a slot from the slot coordinator, Airport Coordination Netherlands (ACNL), www.slotcoordination.nl

2. Definitions

In these regulations, the following definitions apply:

- a. “Prior Permission Requested (“PPR”)”: permission granted by EANV, not being the same as a slot allocated by the slot coordinator, to use, at a set date and time, the airport infrastructure necessary for performing a flight for non-commercial traffic (designated terminal and apron), and the take-off and landing runways to be used for landing or taking off, as allocated by EANV.
- b. “EANV”: Eindhoven Airport N.V., operator of the civil section of Eindhoven military airport, Eindhoven.
- c. “Commercial Aviation” (“handelsverkeer”): Flights that count for commercial quota: Flights performed by an air carrier which are open for individual bookings for passengers and/or freight and/or mail, and which concern: scheduled flights, being regular service or commercial flights operated on a fixed route according to a published timetable, and non-scheduled flights, being charter flights in passenger and/or cargo transport or commercial ad hoc flights. This includes positioning flights: flights in support of scheduled or charter flights.
- d. “General Aviation” (“algemene luchtvaart”): een operatie met een civiel luchtvaartuig, al dan niet tegen vergoeding of de betaling van huur, anders dan handelsverkeer.
Business Aviation: shall mean that sector of general aviation which concerns the operation or use of aircraft by companies for the carriage of passengers or goods as an aid to the conduct of their business, where the aircraft are flown for purposes generally considered not for public hire and are piloted by individuals having, at a minimum, a valid commercial pilot license with an instrument rating.
- e. “Applicant”: a natural or legal entity with an aircraft who, in the context of general or business aviation, wishes to acquire a PPR for a certain day and time at Eindhoven Airport and thereby undertakes to faithfully comply with these regulations.

3. Capacity

- 3.1 The available capacity for general aviation is indicated through the capacity declaration per IATA season. See www.slotcoordination.nl for the latest version.
- 3.2 ACNL has established a working procedure for slot allocation. See www.slotcoordination.nl for the latest version.
- 3.3 Eindhoven Airport is open for business and general aviation seven days a week from 08.00 to 23.00 LT. No extensions are possible.
- 3.4 Due to the limited parking capacity at Eindhoven Airport, it is prohibited for general aviation to park for longer than 24 hours. If a longer parking period is required, this is to be done in consultation with the port authority of Eindhoven Airport.

4. Conditions of General Aviation flights

- 4.1 General Aviation flights to and from Eindhoven Airport may only take place when a PPR for this purpose has been obtained in accordance with these regulations. In addition, Eindhoven Airport is a slot-coordinated airport. This means that, in accordance with European Slot Regulation (95/93), an operation may only take place after obtaining a slot from the slot coordinator.
- 4.2 Circuit flights and training flights are not allowed (AIP EHEH AD 2.20), and for this reason, no PPRs will be allocated to these types of flights.

5. PPR applications

- 5.1 An application for a PPR can only be submitted digitally via www.eindhovenairport.nl
- 5.2 An application for a PPR can be submitted between 15 days to no later than 2 hours before the scheduled flight. Please bear in mind that a slot from the slot coordinator is required in addition to the PPR.
- 5.3 EANV will not process the application as long as it does not contain all information necessary for the application. If the application is not complete, EANV will reject it.
- 5.4 If third-party aircraft are used, the operator that performs the flight must apply for the PPRs, unless agreed otherwise with EANV.

6. PPR allocation procedure

- 6.1 Allocation of PPRs to applicants will take place based on the order of entry. The time when EANV receives the application will be decisive.
- 6.2 EANV takes into account the available parking capacity at the GA/BA platform when assessing an application for a PPR. If there is no available parking capacity, EANV will inform the applicant, reject the application and propose an alternative if applicable.
- 6.3 An applicant has to pay a reservation fee of €400.00 when applying for a PPR. Flights in the public interest are exempted from this requirement. A reservation fee cannot be changed, refunded or cancelled. Allocation of a PPR always takes place subject to receipt of payment of the reservation fee. Payment of the PPR applied for is part of the PPR application process. A PPR can only be allocated upon receipt of payment of the reservation fee. The reservation fee is still due if the PPR is not used.
- 6.4 An allocated PPR can be changed no more than twice. In case of a third change, the rights of the booked PPR will lapse. If the date passes and the PPR has not been used, it will lapse. The PPR must be used within a period of one month from the time of allocation.
- 6.5 An operational margin of one hour prior to and one hour following the time of the allocated PPR is provided. The margin must be within the opening hours for GA at Eindhoven Airport (see 3.4).
- 6.6 An allocated PPR is issued as a PPR number by EANV. Filling in the allocated PPR number on field 18 of the flight plan is mandatory.
- 6.7 An allocated PPR gives no entitlement to claims and can in principle not be transferred to third parties (except in technical emergencies).

7. Other provisions

- 7.1 These regulations, the current available capacity, and the current rates (landing fees, parking fees, reservation fees, etc.) are published on the EANV website: www.eindhovenairport.nl.

- 7.2 These regulations apply in addition to the charges and conditions set annually by EANV, which can be consulted on the EANV website.
- 7.3 EANV reserves the right to amend these regulations without prior notice thereof. In doing so, EANV shall do its utmost to ensure that the amended regulations do not take effect earlier than the following quarter.
- 7.4 EANV reserves the right, in the event of suspected misuse of (applications for) PPRs, to withdraw PPRs already allocated or to refuse applications.
- 7.5 If an aircraft lands at or departs from Eindhoven Airport without a PPR having been allocated for that landing or departure, or if it lands or departs outside the time period for which a PPR has been obtained, the owner of the aircraft or the operator carrying out the flight will be subject to an immediately payable fine of €5,000.00. This fine will not be imposed in the case of force majeure situations, at the exclusive discretion of EANV.
- 7.6 EANV may modify or cancel a confirmed PPR in the event of suspected compliance violations. The PPR fee will be credited to the account that was used to pay for the PPR.
- 7.7 Without prejudice to Article 6.7, EANV is not liable for loss or damage in connection with these regulations or with the allocation, refusal, withdrawal of or change to a PPR, except insofar as the loss or damage is the consequence of demonstrable intent and/or gross negligence on the part of EANV.