

AIRPORT REGULATIONS EINDHOVEN AIRPORT

The board of Eindhoven Airport N.V., Operator of the civil airport of Eindhoven military airport, hereinafter referred to as Eindhoven Airport, draws up the following regulations:

In view of Article 10.11 under b in conjunction with Article 8a.1 of the Aviation Act [Wet Luchtvaart], Article 14 and 14a of the Regulations on the Safe Use of Airports and Other Sites [Regeling Veilig Gebruik Luchthavens en andere Terreinen, RVGLT] and Article 1 of the regulations on safety requirements to be observed by the civil operator of a military airport [Regeling Veiligheidseisen Burgerexploitant Militaire Luchthaven (RVBML)];

Contents

Section I - Definitions	3
Section II - Scope and operation	7
Section III - General rules of conduct	9
Section IV - Additional regulations applicable to the terminal	13
Section V - Additional regulations applicable to Airside	14
Section VI - Fuel and refuelling.....	22
Section VII - Provisions relating to traffic at the airport.....	26
Section VIII – Final stipulations.....	27
Annex A - Map showing the Eindhoven Airport Area	29

Section I - Definitions

Article 1

Definitions

The definitions as included in the Aviation Acts and the Regulation on the Safe Use of Airports and Other Sites (RVGLT) and the regulations on safety requirements to be observed by the civil operator of a military airport (RVBML) apply analogously. The following definitions also apply, unless explicitly determined otherwise in these Airport Regulations:

1. **Designated airport area:** the civil part of Eindhoven military airport that is designated by law for the take-off and landing of aircraft, hereinafter referred to as airport;
2. **Handling zone:** the area marked by the periphery of the aircraft plus 2 metres;
3. **Airside:** the part of the airport that is used for the landing, starting, taxiing, towing, parking and handling of aircraft, including the peripheral and service roads and the unsurfaced sites;
4. **Airport Operations Manager (AOM):** a person designated by the Operator who is charged, on behalf of the Airport Manager, with the operational supervision;
5. **APV:** the General Municipal Bye-Law [Algemene Plaatselijke Verordening] of the Municipality of Eindhoven;
6. **APU:** Auxiliary Power Unit;
7. **ASU:** Air Start Unit;
8. **Available runway:** the part of the landing area that is primarily intended for the take-off and/or landing of aircraft and which is made available by air traffic control;
9. **Emergency vehicles:** vehicles, fitted with optical and audible signals, that have to use the apron, the landing area and/or the peripheral and service roads, such as ambulances, vehicles of the Royal Military Constabulary (KMAR) and fire brigade and airport service vehicles;
10. **Service vehicles:** vehicles, such as cars, buses, baggage tractors and pedestrians that use the aprons, the landing area and the peripheral and service roads, which are not aircraft, or towing, pushback or emergency vehicles;
11. **Service roads:** the surfaced or unsurfaced roads located in the landing area;
12. **Lethal injury:** injury suffered by a person in the event of an accident at an airport that results in death within 30 days after the time of the accident;
13. **Serious shortcoming or defect:** non-fulfilment of a requirement relating to the furnishing or equipping of an airport, whereby the safety of people at the airport or aircraft passengers is, or may be, jeopardised;
14. **Serious incident:** an incident that occurs in conditions which indicate that an aviation accident has almost taken place;
15. **Serious injury:** injury suffered by a person in the context of an accident at the airport that, within 7 days after the time of the accident, led to hospital admission for longer than 48 hours, or resulted in:
 - a. a bone fracture, with the exception of simple fractures such as those of fingers, toes or nose;
 - b. ruptures which lead to serious bleeding or damage to the brain, the nervous system, muscles or tendons; internal injury;
 - c. second or third degree burns, or burning of more than 5% of the surface of the body;
 - d. established exposure to harmful radiation or infectious substances;
16. **Operator:** The legal entity that operates the civil airport.
17. **FOD = Foreign Object Damage or Foreign Object Debris:**

- a. Damage to, for example, aircraft, or injury caused by litter or loose-lying objects and materials;
 - b. Foreign Object Debris: Litter or loose-lying objects and materials;
18. **Shortcoming or defect:** non-fulfilment of the requirement relating to the furnishing or equipping of an airport;
 19. **Ground handling services:** the services referred to in the Annex to Directive no. 96/67/EC of the Council of the European Union of 15 October 1996 on access to the ground handling market at Community Airports (PbEG L 272/36) which are provided to a user at an airport;
 20. **GPU:** Ground Power Unit;
 21. **Airport Service (EA operations):** the Operator's service (airport authority) operating under the responsibility of the Airport Manager which is charged, at the airport, with carrying out the daily supervision of safety and order, Airside access, and access to the aprons and the peripheral and service roads;
 22. **Airport Manager:** a person, employed by the Operator of an airport, who is charged with carrying out the daily supervision at the airport and, in particular, the supervision of safety and order;
 23. **Incident:** any event which is not an accident and which has taken place at an airport and which violates, or could violate, order or safety in, or the safe use of, the airport, or whereby the safety of people has been jeopardised;
 24. **Landing area:** the part of Airside that is indicated on the map (Annex A);
 25. **Air traffic control:** the organisation that provides air traffic services, as referred to in Article 5.22 of the Aviation Act [Wet Luchtvaart];
 26. **Airport:** the civil part of Eindhoven military airport as designated by the Aviation Act;
 27. **Airport Authority:** the Operator, or the Airport Manager or, on behalf of the latter, the Airport Operations Manager (AOM);
 28. **Eindhoven Airport Decree:** the decree, as referred to in Article 10.15 of the Aviation Act;
 29. **Airport Handbook for Eindhoven Airport:** the Airport company handbook, as referred to and required in the RVGLT
 30. **Aviation accident:** any incident connected with the use of the aircraft during the period commencing at the moment at which any person is located in the aircraft with the intention of flying, until the moment at which these people have all left the aircraft and whereby, barring the cases stipulated in the ministerial decree:
 1. a person, during his stay on board of the aircraft, or through direct contact with the aircraft or parts thereof, or as a consequence of direct exposure to a jet of exhaust gas, suffers lethal or serious injury; or
 2. the aircraft has suffered damage which has a detrimental impact on the strength of the construction, on flying performance or on the aircraft's flying properties and, as a result of which, repairs or the replacement of one or more parts is/are necessary; or
 3. the aircraft is missing or cannot be contacted in any way;
 31. **Airport area:** the civil area, as determined in the Eindhoven Airport Decree, of which the borders are indicated on a map, which is enclosed as Annex A to these Regulations;
 32. **Aircraft:** an aircraft that can be kept in the atmosphere by virtue of forces that are exerted on it by air, other than forces that the air exerts on the surface of the earth;
 33. **Motor vehicles:** all vehicles, except mopeds and vehicles for the disabled which are equipped with a motor and which are intended to move exclusively, or partly, by a mechanical force which is itself attached to this vehicle or is integrated into it;

34. **Non-available runway:** a paved part of the landing area that is primarily intended for the taking off and/or landing of aircraft and which is not made available by the Operator, for example in connection with maintenance;
35. **Accident:** any incident at an airport whereby lethal or serious injury or significant damage is caused;
36. **Organisation:** the company, partnership, firm, business, association or institution, or part thereof, under both public or private law, with or without legal status, with its own functions and accounts;
37. **Passenger:** any person who, based on permission from the air carrier or the aircraft operator, takes part in a flight, with the exclusion of crew and cabin staff working during the flight;
38. **Apron:** the part of Airside that is indicated on the map (Annex A);
39. **Pushback traffic:** the traffic which is located on the apron and which is going to move to Airside, comprising an aircraft and a tractor which manoeuvres said aircraft into the right position so that it can continue taxiing on Airside;
40. **Peripheral roads:** the roads located along the aprons in the Airside section of the airport, with the exception of the landing area and the aprons, which are not service roads;
41. **L.V.C. regulations [Regeling B.Z.O.]:** Regulations governing limited visibility conditions;
42. **RTL:** Civil Aviation (Supervision) Regulations [Regeling Toezicht Luchtvaart], N/A;
43. **RVBML:** Regulations on safety requirements to be observed by the civil operator of a military airport;
44. **RVGLT:** Regulations on the Safe Use of Airports and Other Sites;
45. **Regulations:** these Airport Regulations;
46. **Significant damage:**
- I. **With regard to an aircraft:** damage whereby:
 1. there is an impact on the strength of the construction, the performance or the flying properties of the aircraft; and
 2. there is a need for a substantial repair or replacement of damaged components, with the exception of engine malfunctions, which exclusively lead to damage to the engine in question, and damage to unimportant components.
 - II. **with regard to the furnishing or equipping of an airport:** damage which is of such a nature that it means that:
 1. it is no longer safe to use a runway, taxiway or apron; and
 2. there is a need for a substantial repair of the runway, taxiway or apron in question, or repair or replacement of damaged parts thereof;
 - III. **with regard to third parties:**
 1. damage which has such an effect on the condition of machinery or equipment used for flight or aircraft handling that, as a result, the machinery or equipment can no longer be used safely;
47. **Towing traffic:** traffic that consists of an aircraft tractor, whether in combination with an aircraft or otherwise;
48. **Refuelling zone:** an area with a radius of 1.2 metres, calculated from the filling and ventilation inlet of aircraft and refuelling machinery;
49. **Refuelling:** the transfer by pumping (out) or draining of aviation fuel;
50. **Terminal:** the passenger building of Eindhoven Airport with, among other things, the arrival and departure halls and corresponding outdoor areas;
51. **Supplier:** organisation that delivers products or services to the Operator;
52. **Safe zone:** the area starting at a distance of at least 15 metres, calculated from the filling and ventilation inlet of aircraft and refuelling machinery;

53. **Aircraft engine:** any device used for aircraft propulsion;
54. **Aircraft stand:** a marked area on the apron, in which an aircraft can be parked;
55. **Vehicles:** all articulated and non-articulated motorised vehicles, bicycles and other carriages or vehicles, with the exception of those intended for movement along rails, including all mobile equipment and equipment that moves on wheels, whether motorised or not, that is used as equipment for aircraft and passenger handling;
56. **Roads:** the surfaced or unsurfaced traffic lanes, including the central reservation or median strip, the parking areas and emergency lanes, as well as the bridges located on the roads and the paths, verges and sides located alongside the carriageway;
57. **Machines and tools:** products with a mechanical effect and the resources to maintain or improve this mechanical effect.

Section II - Scope and operation

Article 2 **Applicability of the rules**

1. These regulations apply to the civil part of Eindhoven military airport and to the civil activities which take place at the Eindhoven military airport.
2. Anyone located at the airport area is obliged to behave in accordance with the provisions in these Regulations.
3. Parties enter the airport area at their own risk.
4. The following are applicable in addition to these regulations: These can be found on the Eindhoven Airport website:
 - <https://www.eindhovenairport.nl/en/terms-and-conditions>
 - <https://www.eindhovenairport.nl/en/aviation-development>

Article 3 **Supervision**

1. The supervision of compliance with the provisions of these regulations and the additional rules prescribed by, or on behalf of, the Operator is laid down by the Operator itself, and by the Airport Manager or its deputy, or the AOM, hereafter to be referred to as the Airport Authority.
2. Anyone located at the Airport Area must immediately comply with instructions issued to him or her by a person who is authorised, on the grounds of these regulations, to carry out supervision.

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 authorised, without prejudice to its powers on account of the granting of permission to parties for the execution of commercial activities at airports, to impose the following sanctions:
 - a. The (temporary) cessation of operations;
 - b. The reporting of certain situations (that are unsafe, disorderly or constitute a threat to the environment) as well as the establishing of violations and the reporting of these to the competent authority;
 - c. The interruption or stopping of an activity;
 - d. The relocation of a vehicle used for the violation or, arranging for said vehicle to be relocated;
 - e. A ban on the use of facilities at the Airport;
 - f. Removal of persons and/or goods from the Airport Area, including restricted areas;
 - g. Reporting to the competent authority (criminal investigation);
 - h. Recovering any damage on the part of the Operator and/or third parties by means of civil Liability proceedings.

2. The Operator reserves the right to impose additional sanctions at its discretion and which it is authorised to impose by law.
3. Additional sanctions may be imposed on anyone in possession of an Eindhoven Airport pass, as laid down in the Eindhoven Airport Sanctions Policy.

Article 5

Requirements relating to order and safety

1. Partly in view of Article 14a of the RVGLT, users of the Airport, suppliers, organisations that carry out work for the Operator at the Airport and organisations that carry out ground handling services independently at the Airport, are obliged to comply with the requirements that the Operator imposes in these regulations with regard to order and safety, as well as safe use of the Airport.
2. Users of the Airport and organisations that carry out work for the Operator at the Airport and organisations that carry out ground handling services independently at the Airport are obliged to cooperate with the programme to improve order and safety, as well as safe use of the Airport.
3. Persons who are involved in the operation and maintenance of the Airport, rescue and/or fire-fighting at the Airport, as well as unaccompanied persons who are active at the Airport, may not consume alcohol during their duty period and/or may not carry out their work and/or be present Airside when under the influence of alcohol, psychoactive substances and/or drugs that could affect their skills and be detrimental to the safety of themselves and others.
4. Access to and/or presence Airside is prohibited for anyone who is under the influence of alcohol, psychoactive substances and/or drugs that could affect the safety of themselves and others.
5. The Airport Authority is entitled to remove people who do not comply with the provisions of these regulations from the Airport Area, or to have them removed, and to do the same to goods located in the Airport Area that contradict the provisions of these Regulations.

Section III - General rules of conduct

Article 6 **Duty to report dangerous situations in the Airport Area**

1. In the interest of the safety of people and/or goods, anyone who is located in the Airport Area is obliged immediately to contact (on +31 (0)40 2919823 or on the emergency number: +31 (0)40 2919844) the AOM who is responsible for daily supervision of order and safety in the event of dangerous or potentially dangerous situations or a threat of such situations, including but not restricted to: accidents, incidents, defects and shortcomings which are significantly important in relation to safety.

Where such is possible and/or necessary, everyone should offer assistance or take additional measures to counteract and/or prevent an exacerbation of dangerous or potentially dangerous situations or the threat of such a situation.

2. Everyone who is located in the Airport Area and who observes an environmental incident relating to the spillage of oil or fuel is obliged to act in accordance with Article 35 of these regulations.
3. Users of the Airport, suppliers, organisations that carry out work for the Operator at the Airport and organisations that carry out ground handling services independently at the Airport are obliged, at the request of the Operator, or the Airport Manager on behalf of the Operator, to cooperate with an investigation of the incident in order to ascertain its possible cause. Everyone who is involved in the above-mentioned investigation will provide the Operator, at the first request, with all information that is relevant for that investigation.

Article 7 **Activities which are prohibited at the Airport**

Without written permission from the Operator, it is not permitted at the Airport:

- a. To participate in a gathering, move (with others) towards a gathering or other event causing a confluence of people, to intrude unnecessarily, to harass others as part of a group or individually, to fight or to disturb the peace in some other way;
- b. To have in one's possession a substance or object of which it may be assumed, based on the circumstances, that it was brought or is present to disturb the peace, damage other objects or cause injury to persons, or to jeopardise safety;
- c. To proceed to or be in parts of the Airport Area that have been cordoned off by the Operator in the interests of maintaining order and safety or to prevent disorder;
- d. To activate fire detection, fire safety or fire extinguishing equipment unnecessarily, or to reduce their effectiveness or hamper their accessibility;
- e. To operate, or have on one's person, equipment which may disrupt radio communications in, or in the vicinity of, the Airport;

- f. To operate any equipment, furnishing or engines of aircraft or vehicles if not authorised to do so;
- g. To misuse Airport Facilities or use these facilities at a time at which they are not available for use, or in a manner for which they are not intended;
- h. To block, or otherwise make unusable, escape routes or other facilities which serve to allow or facilitate escape in the event of an emergency;
- i. To deposit or leave behind waste, litter, hazardous substances or other substances in any locations in the Airport Area, other than small-scale waste in the designated waste bins;
- j. To feed animals;
- k. To be obviously drunk or under the influence of any drug;
- l. To consume alcoholic drinks outside the designated food and beverage outlets;
- m. To light or maintain an open flame;
- n. To set off any fireworks and/or carry out activities which constitutes a fire hazard;
- o. Smoking a lit pipe, cigar, (e-)cigarette or other burning material at the airport other than in designated smoking areas;
- p. To do or neglect to do something which generally disturbs the order or safety at the Airport or, as a result of which, could cause bodily Injury to people or damage to property;
- q. To distribute pamphlets, printed matter or circulars and to put up advertising signs, posters, signs bearing names, (company) logos and the like, or to have these put up, or to advertise in any other manner;
- r. To hold public speeches or engage in any other kind of activity of a propagandist nature;
- s. To be outside the commonly accessible paths or roads without good reason;
- t. To carry out business or professional activities or carry out other commercial activities or to occupy a stand for renting or selling;
- u. To hawk, peddle or collect or to organise any other public collection;
- v. To camp;
- w. To affix, draw, scratch or paint letters, numbers, or characters on buildings, fencing, signs, or pavements;
- x. To hold or organise any events, entertainment, meetings and/or demonstrations, or any other form of event;

- y. To carry out excavation work or make any other changes to the condition of the area;
- z. To have or keep animals other than secured, on a leash, or in a cage, except animals used by the Operator all the government within the context of work;
- aa. To store or transport hazardous substances;
- bb. To take photographs or make video and/or film recordings, other than for personal use, unless this is also explicitly prohibited at specific locations, as shown by appropriate notices;
- cc. N/A.

Article 8 **Parts of the Airport Area**

1. The Airport Area consists of a part that is open to the public and a part that is not open to the public (Airside).
2. The part which is open to the public is subject to the APV, the Road Traffic Act [Wegenverkeerswet] and the regulations based on that Act.

Article 9 **Vehicles and machines at the Airport**

1. Vehicles and machines must be parked inside the parking spaces and car parks designated as such.
2. Parking and stopping is prohibited in front of the departures and arrivals hall. Drivers can pick up and drop off passengers and load and unload their baggage in the kiss-and-ride zone. In all instances, the driver must park the vehicle in the parking spaces referred to in paragraph 1 of this article.
3. Parking is at own risk.
4. The parking of vehicles and machines other than in the designated parking spaces is prohibited, unless the Operator has granted permission in writing.
5. The loading and unloading, cleaning or repairing of goods is prohibited at any other location than those designated for that purpose by the Operator.
6. In the event that this article is violated, or if order or safety demands such, the vehicle in question can be moved, at the expense of the owner, by or on behalf of the Operator to part of the area it designates.

Article 10 **Care for the environment**

1. The Operator can appoint an Environmental Coordinator.

2. Everyone located in the Airport Area is obliged at all times to keep the Airport Area clean and tidy and to prevent environmental incidents.
3. When an environmental incident is observed, with examples being Foreign Object Damage (FOD), litter or leakages, everyone is obliged, where such is possible and/or necessary, to take all necessary measures to prevent the situation from worsening.
4. Anyone who observes an environmental incident is obliged to report it immediately to the AOM.

Article 11

Lost property

1. Anyone who finds lost property at the airport is obliged to hand it in as soon as possible to the Information Desk in the Terminal. The items in question will be registered and reported to the Operator.
2. The Operator is entitled to inspect lost property and to destroy it, or have it destroyed, if the Operator believes such to be necessary from the point of view of safety or hygiene.
3. Immediately after taking receipt of lost property, the Operator will report the finding to the party that the Operator believes is the owner or the party authorised to take receipt, if the Operator, after a brief examination, is able to establish who the owner is or the party authorised to take receipt.
4. If it is established who the owner is or the party authorised to take receipt, this party may collect the lost property from the Operator or request that the Operator return the lost property by post (provided the party covers the costs applicable).
5. The party that claims the property may be charged a storage fee and any costs to be incurred by the Operator.
6. Lost-and-found items (with the exception of money) will be kept by the Operator for a period of 1 month. After expiry of this 1-month period, lost- and-found items will be handed over to the municipality of Eindhoven. Money must be kept by the Operator for a period of 12 months.
7. If an item is not claimed in time, the person who found the item may claim it pursuant to the provisions of Book 5 of the Dutch Civil Code. Employees employed by or working on the instructions of Eindhoven Airport, the security company or handlers are excluded from this.
8. This article does not cover items found in aircraft.

Section IV - Additional regulations applicable to the terminal

Article 12 Activities prohibited in the terminal

The following is not permitted in the Terminal Complex:

- a. To block, or otherwise make unusable, escape routes or other facilities which serve to allow or facilitate escape in the event of an emergency;
- b. To use festive and decorative elements that are not sufficiently fire-resistant (as evidenced by a quality mark and/or certificate);
- c. To consume alcoholic beverages in a public area or limited public area, outside of the areas designated as food and beverage outlets;
- d. To store hazardous substances in the Terminal Complex with the exception of the areas designated and approved for this purpose by the Operator;
- e. To roller skate, skate, skateboard, use a scooter, or drive (electrically driven) vehicles and machines and mopeds or bicycles in the Terminal Complex without the prior written permission of the airport Operator.

Article 13 Vehicles and machines in the Terminal

The use of vehicles and machines in the terminal is subject to [general terms and conditions](#).

Article 14 Baggage areas

N/A.

Section V - Additional regulations applicable to Airside

Article 15 Authority to access Airside

1. Without the prior permission of the Operator, entering parts of the Airport Area which are not open to the public is prohibited.
2. Permission to access Airside and the Apron, or to be Airside and on the Apron, is only granted to people whose presence there is necessary in connection with their work or flight operations involving an aircraft, such at the discretion of the Airport Manager or by the AOM on the Airport Manager's behalf.
3. Persons who are granted temporary permission to access Airside for an indefinite period of time, must report in and out to the AOM before they enter Airside and after they leave Airside.
4. The Operator, or the Airport Manager or the AOM on behalf of the Operator, may at all times - if there is cause and/or a need to do so - order people to leave Airside, or the Apron, or the other spaces not open to the public, or change the authority to enter certain areas.
5. The Operator may, at all times, change the layout of the Airport Area and is authorised, at all times, to impose additional rules within the framework of access to, and being in, the Airport.
6. The key holder or owner of a hangar who accesses Airside must make sure that unmanned fences/gates are closed and locked before proceeding to Airside.
7. The part of the Airport which is not open to the public is only accessible for people who have:
 - a. a valid boarding pass or similar document, in addition to a valid proof of identity with a photo which is a good likeness of the holder.
 - b. a valid crew member certificate or flight member/crew licence.
 - c. an Eindhoven Airport pass or an Eindhoven Airport visitors' pass.

Persons who have an Eindhoven Airport visitors' pass are only entitled to enter the parts that are not open to the public insofar as they are accompanied by a person who has an Eindhoven Airport pass and who is authorised to accompany.
8. The Operator or the Airport Manager on behalf of the Operator, or the Airport Service, may at all times if there is cause and/or a need to do so in accordance with Article 4 and Article 5 paragraph 3 of these regulations withdraw a pass, as referred to in the paragraph 7 of this article, and/or order people to leave Airside, or the Apron or the other spaces not open to the public or change the authority to enter certain areas.
9. The access passes issued by the Operator only permit access to those areas for which the holder is explicitly authorised.
10. In the parts of the Airport Area which are only accessible to people who have an Eindhoven Airport pass or Eindhoven Airport visitors' pass, as referred to in

paragraph 7 of this Article, additional rules and conditions apply as laid down in the 'Eindhoven Airport Pass Terms and Conditions', which are made available to people who are issued with such a pass and in the 'Safety & Security Handbook' with regard to which a test has to be taken before the pass is issued.

Article 16

Airside Activities

1. Barring explicit permission by, or on behalf of, the Operator it is prohibited to use the infrastructure and facilities in the parts of the Airport which are not open to the public airport outside the Airport's regular opening times. This includes, but is not restricted to, the following:
 - a. The take-off and landing runways.
 - b. The taxiways and aprons.
 - c. The fuel installations.
 - d. The service roads.
2. For noise abatement purposes, arrivals RWY 21 are requested to apply a reduced-engine taxi-in (RETI) procedure. However, use of this procedure is subject to captain's decision and safety prevails at all times.
3. No one is permitted to behave in the parts of the Airport which are not open to the public in a manner that causes a danger, or hinders or could hinder traffic.
4. The Operator, or the Airport Manager on behalf of the Operator, or the AOM, can immediately interrupt or terminate an activity, if order and safety require such.
5. When darkness falls, or in the event of reduced visibility, and when work ends, people must leave Airside immediately unless agreed otherwise with the Airport Manager or the AOM.
6. Obstacles, tools, vehicles, machinery and other movable property must be placed or left behind exclusively in the parts of Airside designated by the Airport Manager or the AOM. All movable property which is used when handling an Aircraft and which does not need to be used immediately on behalf of an Aircraft, must be returned by the user to the designated location.
7. Damage to the Airside surfaces, the systems or facilities placed thereon, which could result in danger or damage for Aircraft, must be immediately reported by the party that caused the damage and/or the party that observed the damage to the Airport Manager or the AOM.

Article 17

Moving Aircraft and/or vehicles or machines after an incident or accident.

1. If an incident or accident occurs during take-off, landing, towing or taxiing, the captain or the operator of the vehicle or machine may only move the Aircraft or the vehicle or machine after permission has been granted by the competent authorities and the Airport Authority.
2. In a case as described in paragraph 1, the aircraft and/or vehicle or equipment must be removed promptly and efficiently in accordance with the Operator's instructions

after receipt of all necessary authorisations. If the airline and/or aviation company concerned takes no or inadequate responsibility for the removal, the Operator may assume this responsibility from the airline and/or aviation company concerned and hire a third party for the removal.

3. If the Operator has assumed responsibility for the removal from the airline and/or the aviation company concerned, this will constitute a failure on the part of the airline and/or the aviation company concerned within the meaning of Article 44(4) and the airline and/or the aviation company concerned must then compensate the Operator for all damage and costs relating to the removal of the aircraft and/or vehicle or equipment.
4. The airline and/or the aviation company concerned indemnifies the Operator against all claims for liability and/or third-party claims relating to the failure to take responsibility or adequate responsibility for prompt and efficient removal.

Article 18 Regulations Governing Limited Visibility Conditions

During limited visibility conditions, the prevailing B.Z.O. (Low visibility Procedure) of Eindhoven Airfield will apply and instructions, conditions and restrictions issued on the basis of this procedure by the AOM or air traffic control must duly be complied with.

Article 19 Use and scheduling of machinery and equipment on Airside

Airlines and handlers working at the Airport, or aerospace companies that carry out air transport operations on an irregular basis, as well as Aircraft pilots who carry out non-commercial flights, will provide the Operator with the details that are necessary for the use and scheduling of machinery and equipment and in good time and in advance where possible. These details will, in any event, include:

- a. Scheduling times of arrival and departure.
- b. Details of the type of aircraft and configuration.
- c. The flight numbers and the registration details of aircraft arriving and departing.
- d. The last airport the aircraft flew from, and the time of arrival.
- e. The airport of destination, and the time of departure.
- f. The origin or destination of the passengers carried, both for passengers travelling to and from the Netherlands and for transfer and transit passengers;
- g. The origin or destination of the cargo and mail carried, both for cargo and mail destined for or originating from the Netherlands and for transfer cargo and transfer mail;
- h. The number of passengers or load being transported and the nature of the flight.
- i. Any deviations from the scheduling times that are known in advance.
- j. Any particulars resulting from the nature of (a) certain flight(s).
- k. Details on hazardous substances on board the aircraft.

In addition, flight data must be supplied to the Operator, as stipulated in the Eindhoven Airport Rates and Conditions, chapter 13.

Article 20 Passengers and airlines on Airside

1. Those responsible for handling passengers will make sure - and take action as necessary - that the passengers will move around the Apron safely at all times in contiguous groups and under the supervision of at least one employee aged 18 or older from the handler, airline or aerospace company in question.
2. If passengers move or start to move around the Apron during the taxiing in and out of one or more other Aircraft in the immediate vicinity of the aircraft stand which the passengers are moving (to or from), the party responsible for handling the passengers must wait until the Aircraft has departed.
3. For the sake of safety and security the party responsible for handling passengers must have a good view, during the entire handling process, of the passenger flow, any aircraft steps, the gate/bus and the arrivals hall.
4. Passengers are to be accompanied to or from the Aircraft, via the designated pedestrian route, by and under the supervision of the people referred to in the first paragraph.
5. Unless the airline or the aerospace company in question imposes different rules, the captain of the Aircraft will report to the Airport Manager or the AOM immediately after arrival and before departure and also in all other cases in which the Airport Manager or the AOM considers such to be desirable.

Article 21 Vehicles and machines on Airside

1. Vehicles and machines are only permitted to access the part of the Airport not open to the public, if the Airport Authority has granted permission to do so.
2. Vehicles and machines will only have access for the duration of the work for which they are required.
3. Vehicles and machines are to be fitted with the signs and markings prescribed by the Operator.
4. Temporary obstacles, such as cranes, must also display a red and white chequered flag at their peak or, at the discretion of the Airport Manager or the AOM, a red rotating obstacle light.
5. Vehicles and machines of which the engine has been started must not be left unattended, with the exception of vehicles which are used to provide power or air to parked Aircraft.
6. A vehicle and machine is to be positioned close to an Aircraft in such a way that it can be driven away without hindrance at any time.
7. Vehicles and machines are to be fitted with a properly functioning parking brake or other blocking device which is activated if the operating personnel are not in or on the vehicle.

8. Vehicles and machines that move around on Airside must always have their lights on.

Article 22

Drivers of vehicles and machines on Airside

1. The drivers of vehicles that participate in traffic parts of the Airport which are not open to the public must fulfil the requirements imposed by the Operator with regard to knowledge of the area and driving ability.
2. Drivers of vehicles that participate in traffic in parts of the Airport which are not open to the public must keep to the driving routes and service roads stipulated by the Operator.
3. Drivers of vehicles that participate in traffic in parts of the Airport which are not open to the public must behave in accordance with the rules laid down in the Traffic Rules and Signs Regulations [Verkeersregels en Verkeerstekens] 1990. (RVV 1990)
4. Drivers of vehicles that participate in traffic in parts of the Airport which are not open to the public must observe traffic signs. Traffic signs will be placed, moved and removed by the Operator, or at its explicit behest.
5. Contrary to the provisions of the fourth paragraph, the service and peripheral roads which are not open to the public are subject to a maximum speed of 30 km per hour, while a maximum speed of 5 km per hour applies on the Aprons. In the baggage hall, a maximum speed of 5 km per hour applies. A reduced speed limit of 10 km per hour may apply at specific designated locations.
6. The provisions in the fifth paragraph do not apply to vehicles of the Airport Service and emergency services insofar as this is in the interest of service operations.
7. The Operator can impose the obligation that drivers of vehicles used on Airside are fitted with means of communication.
8. Drivers of vehicles that participate in traffic in parts of the Airport which are not open to the public must request permission to access before entering the landing area.
9. Drivers who are authorised to drive around the landing area must, in addition to paragraph 1 of this Article, fulfil the requirements imposed by the Operator with regard to radio telephony procedures and detailed knowledge of the landing area.
10. Drivers of vehicles that participate in traffic in parts of the Airport which are not open to the public must establish two-way communication before entering the landing area and listen continuously to the designated frequency when in the landing area.

Article 23 Rules regarding right-of-way on Airside

In the landing area and on the Apron, the categories of users referred to below have right of way in the order referred to:

- a. Starting or landing Aircraft.
- b. Motor vehicles used by the police and fire brigade, and ambulance and motor vehicles of other emergency services, insofar as they carry the prescribed optical and audible signals on the grounds of the provisions of the Traffic Rules and Signs Regulations 1990.
- c. Taxiing Aircraft, as well as motor vehicles that accompany them.
- d. Passengers being accompanied to or from the Aircraft on foot.
- e. Towed Aircraft.
- f. Other vehicles.

Article 24 Parking Aircraft

1. Aircraft are parked on the Apron in accordance with the instructions issued by the Airport Manager or the AOM, or Air Traffic Control.
2. The positioning, parking and garaging of Aircraft, as well as the carrying out of repairs on Aircraft, is only permitted at or in the appropriate or designated locations after the Airport Authority has granted permission.
3. The Airport Authority can dictate that parked, positioned or garaged Aircraft are moved if it considers such to be necessary from the point of view of order and safety. Service roads must be kept free so that traffic can pass along them unhindered.

Article 25 Moving Aircraft

1. Landing on and taking off from the Airport Area takes place on and from the designated runways which have been made available by Air Traffic Control and which are located within the landing area being used.
2. Aircraft taxi on the designated runways or areas of the landing area intended for that purpose at a maximum speed of 30 km per hour.
3. Aircraft are taxied and towed and pushed back in accordance with the instructions issued by the Airport Manager or the AOM, or Air Traffic Control.

4. Outside the areas referred to in the previous paragraphs, the movement of Aircraft in the Airport Area is only permitted on the parts of the area made available for that purpose by the Operator.

Article 26

Starting aircraft engines

1. An aircraft engine may only be started if:
 - a. People, vehicles and other machinery, which are not required during the aircraft engine starting procedure, are located at a safe distance from the Aircraft.
 - b. Substances which can cause danger or damage have been cleared up, or removed from the immediate vicinity of the Aircraft.
 - c. Explicit permission has been granted by Air Traffic Control.
 - d. An appropriately authorised person is in such a position outside the Aircraft that he can give instructions to the person responsible for operating the control instruments. This condition does not apply in the case of non-commercial flights.
2. With due regard for the first paragraph, the following also applies during the starting and running of aircraft engines:
 - a. An appropriately authorised person is present in the Aircraft cockpit who is in command of the controls and the brakes.
 - b. Care must be taken to ensure that no damage is caused by the aircraft engines to goods and that the safety of people is not jeopardised.
3. Without prejudice to the second paragraph, an aircraft engine can be started by means of the manual moving of the propeller by appropriately trained people.
4. If the Aircraft is stationary on an apron, it is prohibited to start or run the aircraft engine at a higher number of revolutions than the stationary number of revolutions.
5. The fourth paragraph does not apply if the relevant aviation handbook prescribes a higher number of revolutions for the cooling down of the aircraft engine after a flight, or the heating up of the aircraft engine before a flight or when performing the Air-Start Unit procedure (ASU).
6. It is prohibited to start or run aircraft engines or 'Auxiliary Power Units' (APUs) in hangars.
7. It is prohibited to start moving an Aircraft if one or more of its engines has been started if, as a result, injury or damage can be caused to people or goods or if the safety of people may be jeopardised as a result.
8. If a fuel leak is detected in the vicinity of, or from, an Aircraft, including but not exclusively restricted to a fuel and/or oil leak, the engines may not be (re)started before consultation has taken place with the Airport Authority.

Article 27 Testing aircraft engines

1. Aircraft engines are only tested at the locations designated by the Operator with due regard for the conditions and restrictions stated in the prevailing Testing Regulations.
2. The Operator can ban engine testing during certain hours or days and may make the testing subject to additional conditions.
3. Testing on an Apron is prohibited, except if permission has been obtained beforehand from the Airport Authority.

Article 28 Entering or exiting an aircraft of which an engine has been started

1. It is prohibited to enter or exit an Aircraft of which an engine has been started.
2. The first paragraph does not apply with regard to multi-engined Aircraft, insofar as the engine or engines that have been started on the other side of the Aircraft which people are entering or exiting and insofar as these people do not need to pass operational engines as they leave or approach the Aircraft.
3. The persons referred to in the second paragraph, who can be designated as being passengers, must, in this situation, be accompanied up to the aircraft door and/or in the reverse direction from the aircraft door, as referred to in Article 20 of these regulations.

Article 29 Hot-air balloons and airships

1. Hot-air balloons or airships may only take off after prior written permission has been obtained from the Operator or the Airport Manager and only from that part of the landing area designated for that purpose by the Operator.
2. During the take-off of a hot-air balloon or airship, all the instructions issued by the Airport Authority must be observed.

Article 30 Explosives and hazardous substances

1. Aircraft that have explosives on board are to be parked in locations designated for that purpose by the Operator.
2. The owner or party responsible for hazardous substances located on board an Aircraft must report their presence in detail to the Operator or the Ground Handling Department. The instructions issued by the Operator with regard to hazardous substances must be duly complied with.

Section VI - Fuel and refuelling

Article 31 Fuel storage

1. Unless the Operator has given written permission, the following is prohibited:
 - a. The storage of (aviation) fuel in the Airport Area at places other than the storage locations designated for that purpose by the Operator.
 - b. The storage or transport of (aviation) fuel or other hazardous substances without due regard for the relevant statutory provisions.
2. Unless permission is granted by the Airport Authority, it is prohibited to carry out work which constitutes a fire risk within a distance of 20 metres from an Aircraft or from a storage location used for aviation and other fuels.

Article 32 Refuelling

1. All work connected directly to refuelling must take place under the responsibility of the parties involved (refuelling department, airline and/or handler).
2. The companies that supply, transport and deliver aviation fuels must ensure that their staff duly comply with the provisions of these regulations.
3. During refuelling, no activities must take place which could cause a fire or increase the risk of a fire.

Article 33 Preparations and activities during refuelling

It is prohibited to:

1. Start refuelling Aircraft if the Aircraft and the tanker, or the refuelling system, are not electrically connected to each other.
2. During Aircraft refuelling:
 - a. To position GPUs or ASUs under the wing(s) or in the refuelling zone;
 - b. To start GPUs or ASUs;
 - c. To connect or disconnect GPUs or ASUs;
 - d. To refuel an operational GPU or ASU;
 - e. To start APUs, if the exhaust empties into the refuelling zone, with the understanding that, in the event that an APU fails during refuelling, it may only be restarted if the flow of fuel has been terminated by closing the valves and if there is no risk of fuel vapours igniting;

- f. To position vehicles, or bring vehicles to a standstill, inside the refuelling zone other than if they are directly involved in the loading and unloading of the Aircraft;
- g. To use other than gas-tight flash lights or searchlights in the refuelling zone;
- h. To use flashbulbs or electronic flashes inside the refuelling zone;
- i. To place electrical or electronic switches, which are not part of the Aircraft, in a different position which is not required for refuelling, loading, or unloading;
- j. To test or use electrical or electronic Aircraft equipment, unless the aircraft maintenance and user documentation states that such is permitted;
- k. To perform work which constitutes a fire hazard inside the refuelling zone.

Article 34 Prohibited during refuelling

It is prohibited to:

- a. Carry out refuelling activities close to an Aircraft which has its engine running;
- b. To position a tanker under a wing or close to an Aircraft in such a way that it cannot, in all circumstances, be driven away to a safe zone;
- c. To position a tanker, handling machinery or vehicles near to an Aircraft in such a way that free and immediate fire brigade access to the aircraft is blocked or hindered;
- d. To position handling machinery or vehicles under the wing(s) or in front of a tanker in such a way that makes it difficult for the vehicle to be driven away;
- e. To leave a tanker unattended other than in a parking space designated for that purpose;
- f. To block the emergency buttons on a tank;
- g. To refuel Aircraft as long as the landing gear is excessively hot;
- h. To perform any action which can increase or cause a fire hazard;
- i. To transport aircraft fuels using vehicles which do not have at least one fire extinguisher, bearing a proof of type approval and the verification date, which extinguisher has sufficient capacity and is suitable to tackle fuel fires brand which is ready for immediate use;
- j. To refuel on a defective surface;
- k. To refuel insofar as no measures have been taken to avoid environmental contamination;

- l. To refuel in hangars and within a radius of 15 metres from hangars or other buildings and objects which could cause a spark;
- m. To refuel if the weather conditions above, or in the immediate vicinity (< 5 km) of, the Airport Area (such as thunder and lightning) give cause not to do so.

Article 35 Oil and fuel spillages

- 1. Refuelling will take place in such a way that no fuel is spilt.
- 2. Any oil or fuel leakage or spillage will be reported immediately to the AOM on duty.
- 3. Any oil or fuel leakage will be immediately clear, in consultation with the AOM on duty.
- 4. In accordance with Article 26, paragraph 8 of these regulations, engines will only be (re)started following a fuel spillage after consultation has taken place with the AOM on duty.
- 5. Costs for the removal of spilt fuel will be passed on to the party responsible, including operational and administration support and settlement.

Article 36 Refuelling with passengers on board or while passengers are entering or exiting the aircraft

Refuelling of an Aircraft with passengers on board, or while passengers are entering or exiting the aircraft, is not permitted:

- a. without permission from the captain and the Operator;
- b. if the Aircraft is not being refuelled using a closed system;
- c. via the Aircraft wing;
- d. with kerosene Jet B, AVGAS or MOGAS;
- e. if no communication link has been established between the personnel on board the Aircraft and the ground staff;
- f. if the aisle in the cabin is blocked and if fewer than two exits have been designated and are connected to a passenger stairway or a passenger bridge or are fitted with a slide and, in the last instance, if no qualified personnel are present near these exits during refuelling to initiate an immediate evacuation as necessary;
- g. if the designated (emergency) exits and escape routes are located on the same side as the aircraft is being refuelled;

- h. if the designated (emergency) exits and escape routes on the Apron are blocked by the tanker, handling machinery or vehicles;
- i. if the passengers have not been informed that:
 - refuelling is going to take place and that they have to stay in their seats, unless they are entering or exiting the aircraft;
 - they must undo their safety belts;
 - they are not allowed to carry out any activities which could cause a spark or open flame;
- j. if, during refuelling, the (emergency) exit and no smoking signs have not been illuminated in the Aircraft;
- k. if the person responsible for refuelling has not been informed of the fact that passengers are on board or are entering or exiting the aircraft;
- l. if the Aircraft has a capacity of 19 or fewer passengers.

Article 37 Fuel pumps

It is prohibited to pump fuel out of an Aircraft if people are on board or are entering or exiting the Aircraft.

Article 38 Refuelling rotary-wing aircraft

It is prohibited to refuel rotary-wing aircraft:

- a. with passengers on board;
- b. with operating rotors;
- c. with operating engine(s), except when permission has been obtained from the Airport Authority.

Article 39 Hydrant dispensers

N/A.

Section VII - Provisions relating to traffic at the airport

Article 40 **Circuit and training flights**

1. The Operator does not permit circuit and training flights.
2. N/A.

Article 41 **Aerial advertising flights**

1. N/A.
2. N/A.
3. N/A.
4. N/A.
5. N/A.
6. The operator does not permit aerial advertising flights.

Article 42 **Microlight Aircraft (MLA)**

1. The operator does not permit MLA flights.

Article 43 **Other stipulations**

N/A.

Section VIII – Final stipulations

Article 44

Liability

1. The Operator is not liable for any damage and/or personal injury incurred at the Airport. The provisions of the previous sentence do not apply to damage and/or injury that results from the Operator's demonstrable intent and/or gross negligence.
2. The Operator accepts no liability for direct and/or indirect damage caused because accommodation, Aircraft and/or handling facilities cannot be made fully or partially available. Likewise, the Operator does not accept liability for direct and/or indirect damage caused by not being able to reach the Airport or to reach it in time.
3. The Operator stipulates that the exclusion of liability referred to in paragraphs 1 and 2 also applies to any auxiliary persons the Operator engages.
4. If direct and/or indirect damage is caused to the Airport and/or the Operator, the party whose acts or omissions have caused the damage, including those of its own staff or third parties for which it is responsible, is fully liable to the Operator. Indirect damage includes loss of profits, business interruption loss, and the costs of administrative and criminal penalties and measures.
5. The owner or keeper of vehicles which use the part of the Airport which is not open to the public, is obliged to take out legal liability insurance for these vehicles.
6. The Operator is authorised at all times to make changes to the furnishing of, and the facilities within, the Airport Area, including in any event, but not limited to, changes to the infrastructure, buildings and other provisions. The Operator will issue information on time about these (intended) changes or, if the changes give cause to do so, consult with their users. The Operator is never obliged to compensate such changes, except in the event of intent or gross negligence.

Article 45

Privacy and secrecy

Anyone located in the Airport Area is prohibited from publicising know-how regarding the presence in the Airport Area of well-known people such as, for example, members of the Royal Family, government leaders, ministers and famous Dutch people or people of another nationality, both if this know-how was acquired before the presence of such a person in the Airport Area and if the know-how was acquired during and/or after the presence of such a person in the Airport Area. It is also prohibited, without written permission from the Operator, to take photos or make video and/or film recordings of such a person.

Article 46

Amendments

The Operator at all times reserves the right to amend these regulations. Any changes will not take effect before the point in time announced. The prevailing regulations can be obtained from the Operator and are published on the Operator's website: www.eindhovenairport.nl.

Adoption and date

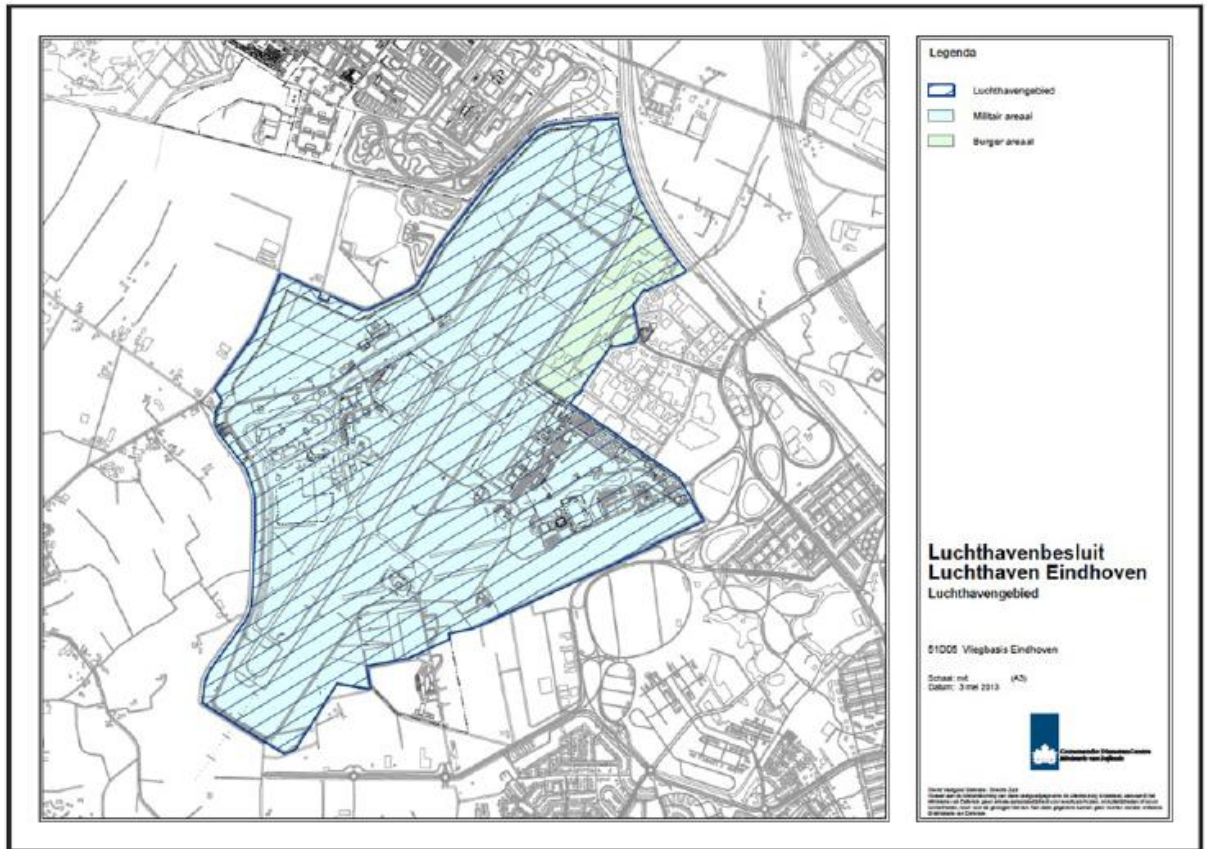
Adopted at Eindhoven Airport on September 6th, 2024.

The board of Eindhoven Airport N.V.

Mr R.A.J. Hellemons
Chief Executive Officer (CEO)

Ms M.P.J. van den Bogaard
Chief Operations Officer (COO)

Annex A - Map showing the Eindhoven Airport Area



Green shaded=designated area Eindhoven Airport
 Airside/Landside/SRA-CP areas are described in Handbook Safety & Security