

FINAL

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Schiphol Regulations

Is there a life-threatening situation in which every second counts?

Then immediately call the Schiphol Emergency Centre on

+31 (0)20 601 2222

This document is a translation of the original Dutch version. In the event of a difference of understanding, the Dutch text will prevail.

Welcome to Amsterdam Airport

Schiphol

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Introduction

Amsterdam Airport Schiphol (A.A.S. or Schiphol Airport) is a dynamic environment where thousands of people travel, work and stay each day. In order to manage this, Royal Schiphol Group N.V. (the Airport Operator) is committed to maintaining order, safety, security and environmental protection in the airport area. Central to this are maintaining a healthy and safe (working) environment and preventing accidents, incidents, unsafe situations and damage. To avoid this kind of undesirable situation in this dynamic environment, special generally applicable regulations, the so-called Schiphol Regulations, apply at A.A.S..

Royal Schiphol Group N.V. (Schiphol), as Airport Operator, is obliged to provide the facilities necessary for the proper handling of air traffic and associated passenger and freight transport at the airport. In that capacity, it sets the Schiphol Regulations.

In addition, the Schiphol Regulations describe how the airport, the airport infrastructure and facilities provided should be used, as well as how anyone working or visiting the airport should behave. Besides the Schiphol Regulations, there are (inter)national laws and regulations that everyone has to comply with in the airport area.

On behalf of the Airport Operator, the Authority Officers and Security Officers monitor compliance with the Schiphol Regulations. In case of violation the Airport Operator can impose a sanction.

Sometimes it may be necessary to allow an exception to the regulations. An exemption or waiver can be granted under strict conditions. A motivated request for the exemption or waiver can be sent to the email address: schipholregels@schiphol.nl. After receipt of a motivated request, an assessment and decision will be made by the Review Committee Schiphol Regulations (Toetsingscommissie Schipholregels). If necessary, the exemption is published on Schiphol's website and has a limited period of validity.

1 General Regulations

This chapter describes general regulations for everyone present within the airport area. **Please note: for Schiphol Pass holders and legal entities, in addition to these general regulations, additional regulations apply as well.** These additional regulations can be found in Chapter 2.

Section 1: Applicability

Article 1 – Definitions

Appendix 3 contains definitions of terms from the Schiphol Regulations.

Article 2 – Schiphol Regulations and applicability

1. These Schiphol Regulations aim to safeguard public order and safety, as well as the safe and environmentally conscious use of the airport area at Schiphol Airport, and to serve the airport interest of the Airport Operator.
2. These Schiphol Regulations apply throughout the entire airport area and govern the private-law relationship between the Airport Operator and all individuals and legal entities present within that area.
3. The appendices to the Schiphol Regulations and further policy implementing the Schiphol Regulations form an integral part of the Schiphol Regulations themselves. In the event of any inconsistencies in the wording between the Schiphol Regulations and the appendices or the further policy, the Schiphol Regulations shall prevail.
4. In addition to the Schiphol Regulations, everyone is obliged to comply with additional rules as well as all laws and regulations applicable within the airport area, such as:
   - the Charges and Conditions;
   - the Access Policy for restricted access and clean areas at Amsterdam Airport Schiphol;
   - the Aerodrome Manual;
   - the manuals and operating instructions under the auspices of A.A.S.;
   - the Aeronautical Information Publication (AIP);
   - the Licence to Operate Schiphol (LtO); and
   - specific instructions from Schiphol, both verbal and in writing.
5. References and links to the various documents can be found on the Service Page (page 49).

Article 3 – Applicable law and dispute resolution

1. All rights, obligations and disputes arising from the Schiphol Regulations are exclusively subject to Dutch law.
2. Within the statutory time limit, users or representative organisations as referred to in the Aviation Act can submit a request to the Authority for Consumers and Markets (ACM) to determine whether any provisions, if it qualifies as an operational condition, of these Schiphol Regulations conflict with the Aviation Act.
3. Any other disputes arising from these Schiphol Regulations and the terms and conditions and regulations referred to herein will, unless the Airport Operator and the other party agree otherwise, be submitted to the opinion of the competent court in the district of North-Holland.

Article 4 – Requirements set by the Airport Operator

1. Any person who, directly or indirectly, performs work or makes use of equipment and/or vehicles for work on the airport area is obliged to comply with the requirements set by the Airport Operator.

2. Anyone who carries out activities directly or indirectly within the airport area is obliged to cooperate with programmes aimed at promoting good order and safety, as well as the safe and environmentally conscious use of the airport area. In that context, the use of central facilities or the shared use of equipment intended for the provision of ground handling services can be made mandatory.

Article 5 – Following the instructions of the Airport Operator

1. In addition to these Schiphol Regulations, everyone who is located within the airport area is also obliged:
   - to behave in accordance with the requirements laid down by the Airport Operator in communication statements, such as billboards, flyers, displays, etc.;
   - to follow the instructions given by or on behalf of the Airport Operator by means of words, gestures or signs;
   - to provide any information as requested by or on behalf of the Airport Operator.
2. In case of non-compliance with the instructions given by the Airport Operator, the Airport Operator is authorised to impose sanctions in accordance with appendix 2 of the Schiphol Regulations.
3. In addition to the foregoing paragraph, all users of the airport area who perform activities or services within the airport area must, at the first request of the Airport Operator, provide all cooperation which, in the sole judgement of the Airport Operator, is necessary to comply with the applicable laws and regulations and these Schiphol Regulations, or which the Airport Operator considers necessary to make an assessment as to whether a user complies with them. An example of the duty to cooperate is, for example, providing information and/or documentation, or having documents, such as a Corrective Action Plan (CAP), prepared.

Article 6 – Deviating from the Schiphol Regulations

1. The Airport Operator may temporarily deviate from these Schiphol Regulations in the interests of good order and safety or following a direction from the competent authority.
2. The Airport Operator may grant an exemption from one or more provisions of the Schiphol Regulations at the request of any person.
3. The Airport Operator may attach conditions to an exemption.
4. The Airport Operator is entitled to revoke an exemption if:
   a. the associated conditions are not complied with;
   b. it is no longer consistent with applicable laws and regulations;
   c. the importance of good order, safety and the environment is opposed to the exemption.
   d. changed insights give reason to do so.

Article 7 – Exemption of Authority Officers and Security Officers

While performing their duties, Authority Officers and Security Officers are exempt from articles of the Schiphol Regulations relevant to that duty, provided that:
- the safety of others and themselves is not compromised;
- the exemption is used only to the extent necessary for the performance of the (urgent) duties;
- the exemption is used as limited as possible.

Article 8 – Amendments

The Airport Operator is entitled to make amendments to the Schiphol Regulations at any time. Such amendments will not take effect before the announced effective date.

Section 2: Access to the airport area

Article 9 – Access to restricted access and clean areas for authorised persons and passengers

1. Access to restricted access and clean areas is only possible via the entryways designated by the Airport Operator, is only permitted for:
   a. authorised persons and vehicles having a valid access pass[1] and having a functional need for access to this area;
   b. passengers who hold a valid access pass[1] and have a legitimate reason - solely based on having and pursuing and actual travel purpose - for accessing this area.
2. Before access to the clean areas is granted, access control and, where applicable, a security screening will be carried out on all persons, objects carried by persons, airport supplies and vehicles. The access control does not affect the provision that access is only permitted in the cases referred to in the first paragraph.
3. When accessing, being in and leaving the publicly accessible, restricted access and clean areas, everyone must cooperate with any access and/or security control of persons, goods and vehicles by or on behalf of the Airport Operator.
4. It is not permitted to enter the restricted access and clean area in violation of this article, or any other Schiphol Regulation, or to attempt to do so.

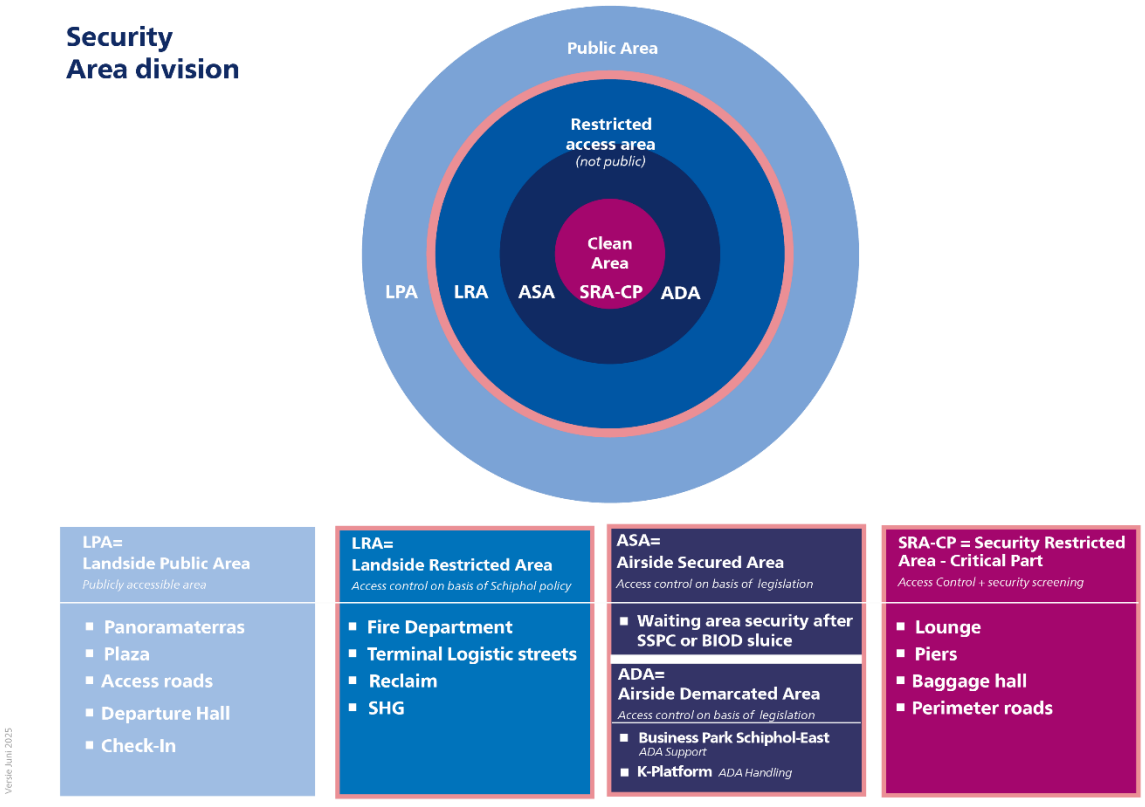


Figure 1: Security areas

[1] *See the current version of the Access Policy for restricted and protected areas at Amsterdam Airport Schiphol regarding the access passes designated by the Airport Operator.*

Section 3: Liability

Article 10 – Entry at your own risk

Persons enter the airport area at their own risk.

Article 11 – Liability

1. The Airport Operator shall not be liable for damage and/or personal injury caused by or during a stay within the airport area, except for damage and/or injury resulting from demonstrable intent and/or gross negligence on the part of the Airport Operator.
2. The Airport Operator is authorised to make changes to the furnishing of and facilities within the restricted access and clean areas at any time, including in any case but not limited to changes to infrastructure, buildings and runways, and other facilities. The Airport Operator shall, in a timely manner, provide as much information as possible about these (intended) changes and, should the nature of these changes give cause to do so, he will consult with the users of the relevant facilities. The Airport Operator shall never be liable for any compensation in connection with such changes, with the exception of damage resulting from an intentional act and/or gross negligence.
3. Parties whose acts or omissions cause direct and/or indirect damage to the Airport Operator will be held fully liable. Indirect damage is understood to mean, among other things, lost earnings, damage sustained as a result of stagnation and costs associated with penalties imposed and measures taken under administrative and criminal law.

Section 4: Code of conduct

Article 12 – Reporting emergencies, incidents, unsafe situations, security incidents, leaks, damage and malfunctions

1. Everyone is obliged to immediately report the following to the Airport Operator:
   a. **Emergencies**;
      - telephone number: 020 - 601 2222 (Schiphol Emergency Centre)
      - link to website: Reporting emergencies, incidents and unsafe situations
   b. Incidents regarding safety, the environment and/or hazardous substances;
      - Airside telephone number: 020 - 601 2116 (Airside Operations)
      - Terminal, Landside and Baggage area telephone number: 020 - 601 2555 (Schiphol Control Centre)
      - link to website: Reporting emergencies, incidents and unsafe situations
   c. Unsafe situations;
      - link to website: Reporting emergencies, incidents and unsafe situations
   d. Security incidents;
      - telephone number: 020 - 601 3000 (Security Control Centre)
   e. Any discovery of leaks from aircraft, vehicles, equipment, installations and/or stored material, or the infrastructure in general;
      - Airside telephone number: 020 - 601 2116 (Airside Operations)
      - Terminal, Landside and Baggage area telephone number: 020 - 601 2555 (Schiphol Control Centre)
   f. Damage to the infrastructure, the installations and/or facilities placed on it;
      - telephone number: 020 - 601 2550 (Asset Management)
      - link to website: ASM Operations
   g. Disruptions to the Airport Operator's operating equipment.
      - telephone number: 020 - 601 2550 (Asset Management)
      - link to website: ASM Operations

2. Any person involved in a traffic or other accident is not allowed to leave the scene of the accident before the Airport Operator or government authority has established the identity of the parties involved and the details of the vehicle(s) involved.
3. Anyone is required to report possible criminal activity and/or suspicious situations to:
   a. Operations Centre OPSCENT of the Royal Netherlands Marechaussee at 088 - 958 0444; or
   b. Anonymously on 0800 - 7000 (Report crime anonymously hotline).

Article 13 – Public order regulations

1. It is not allowed within the airport area to do or refrain from doing anything, which might disturb public order or safety within the airport area, which might cause bodily injury to persons or damage to property within the airport area, or to cause nuisance.
2. The following is not permitted within the airport area:
   a. Removing items that have been placed in the waste stream;
   b. Being outside the commonly accessible paths or roads without a good reason;
   c. Placing or moving barriers;
   d. Entering an area that has been cordoned off by fencing and/or other marking;
   e. Proceeding to or being at parts of the airport area that have been cordoned off by or in agreement with the Airport Operator in the interests of maintaining order and safety or to prevent disorder;
   f. Moving without the prior written consent of the Airport Operator in the Terminal complex and/or on Airside using roller skates, skates, skateboards, (electric) scooters, (electric) powered vehicles, mopeds, bicycles; or any other motorised or non-motorised vehicle;
   g. Using wheelchairs and other devices necessary for persons with reduced mobility only for the intended purpose of the specific equipment;
   h. Holding or participating in a race involving vehicles;
   i. Having in one's possession a substance or object of which it may be assumed, on the basis of the circumstances, that it was brought or is present to disturb the peace, damage other objects or cause injury to persons;
   j. Participating in a gathering;
   k. To hold, organise or participate in demonstrations within the restricted access and clean areas, or to carry materials that are clearly intended for that purpose;
   l. Possessing, using or trading in drugs or other narcotics;
   m. Consuming alcoholic beverages in public, restricted access and clean areas, outside the food & beverages outlets designated for this purpose;
   n. Being in an obvious state of drunkenness or being under the influence of any narcotic or of any medicine that can affect the skills to such an extent that this is unsafe.
3. The following is not permitted within the airport area without the prior written permission of the Airport Operator:
   a. Holding public speeches or engaging in any other kind of activity having the nature of propaganda;
   b. Holding a public collection of any kind whatsoever;
   c. Holding or organising events, entertainments or gatherings;
   d. Holding, organising or participating in demonstrations in public areas.
4. It is prohibited to have and keep animals within the airport area other than for transport purposes.
5. Animals must at all times be kept on a short leash, tied up or caged. with the exception of dogs employed by the Airport Operator or the government to carry out particular duties. Animal faeces should be immediately cleaned up by the owner or escort.
6. It is not permitted to feed birds within the airport area.
7. At Schiphol it is not permitted to make photo, video and/or film recordings of security staff, authority officers and personnel of government investigative services, including, but not limited to, the Royal Netherlands Marechaussee, police and customs, while they perform their work.
8. Everyone must obtain prior written permission from press@schiphol.nl to make, publish and share photo, video and/or film recordings within the airport area, including recordings with professional equipment, live streams and recordings with mobile phones. The Airport Operator may attach conditions to its written approval and reserves the right not to grant permission, for example for operational reasons.

9. Within the airport area, prior written consent is required via cameradiensten@schiphol.nl for making, publishing or sharing photo, video and/or film recordings for other purposes – such as camera surveillance by private organisations within areas accessible for the general public. The Airport Operator may attach conditions to its written permission.

Article 14 – Fire safety regulations

The following is not permitted within the airport area:

a. Blocking escape routes or other facilities or otherwise render them unusable;
b. Lighting or maintaining an open fire and/or setting off fireworks;
c. Using decorative elements that are not sufficiently fire-resistant (fire-resistance must be demonstrated by means of a quality mark and/or certificate);
d. Storing hazardous substances with the exception of the locations designated and approved for this purpose by the Airport Operator;
e. Reducing the effectiveness of, blocking access to, or operating fire detection, protection or extinguishing equipment without good reason for doing so;
f. Smoking in the publicly accessible and restricted access areas of the Terminal, as well as the clean areas both inside and outside the Terminal complex. Exceptions to this are the smoking areas approved and designated as such by the Airport Operator. This prohibition also applies to the use of substitute smoking products such as electronic cigarettes and similar products containing nicotine or any other substance.

Article 15 – Regulations on pollution, waste & leaks

1. All substances, materials and products must be handled, stored, packaged and transported in such a way as to ensure that they do not spread beyond designated storage locations, packaging and means of transport.
2. The following is not permitted:
   a. Depositing or leaving behind waste, litter, hazardous substances or other substances in any locations not designated for this purpose by the Airport Operator;
   b. Discharging substances into sewage systems or into surface water present within the airport area without the Airport Operator's permission.
3. The Airport Operator can recover costs incurred by the Airport Operator as a result of waste, pollution and/or leaks that have not or not properly been cleared away from the party that has caused it.

Article 16 – Regulations for the use of assets, equipment and charging facilities

1. The following is not permitted:
   a. Using assets belonging to the Airport Operator in a way or for a purpose other than prescribed by the Airport Operator;
   b. Installing and/or operating or having in operation equipment without permission from the Airport Operator[2], as a result of which radio communication within or in the vicinity of the airport area may be disrupted;
   c. Installing and/or using fixed and/or mobile equipment with an (integrated) antenna without the Airport Operator's prior written permission.
2. The Airport Operator is authorised to attach additional terms and conditions to the use of assets and equipment which are to be applied and/or complied with in full.
3. The Airport Operator's permission is required for the use of drinking water through fire hydrants.
4. The following regulations apply to charging facilities:
   a. Charging facilities must meet the requirements set by the Airport Operator;
   b. It is not permitted to install charging facilities without the permission of the Airport Operator; and
   c. It is only permitted to use the charging facilities installed by the Airport Operator or charging facilities for which the Airport Operator has granted permission.

[2] *Review and written permission through the department Ether Control Schiphol (ECS)*

Article 17 – Regulations for the performance of work

1. It is not permitted to perform work within the airport area without the Airport Operator's prior written permission. The Airport Operator is authorised to attach additional terms and conditions to the permission granted, which are to be applied and/or complied with in full.
2. Any person carrying out (construction) work within the airport area must adhere to Health, Safety and Environment (HSE) standards and the associated Golden Rules of Safety.

Article 18 – Regulations for parking, storing or long-term parking vehicles and equipment

1. Parking, loading and unloading and standing still without necessity are permitted only in the designated spaces, unless written permission has been granted by the Airport Operator for other locations.
2. The Airport Operator is authorised to demand that (long-term) parked vehicles and equipment be moved elsewhere if this is deemed necessary with a view to maintaining good order and safety.
3. Vehicles and equipment must be parked and/or stored in such a way as to prevent the risk of rolling or being blown away is prevented at all times.
4. In designated loading and unloading areas, only direct loading and unloading of goods is permitted.
5. It is not permitted to store, long-term park, clean or repair vehicles, equipment or goods at places other than those designated by the Airport Operator for that purpose.
6. No vehicle or equipment may be parked or long-term parked in the designated spaces or similar parking or storage locations for more than 7 consecutive days without the permission of the Airport Operator.
7. It is not permitted to park or store vehicles or equipment within a distance of 3 metres of both sides of the perimeter fence.

Article 19 – Regulations for safe traffic

1. Road users should behave within the airport area in such a way that they do not cause danger on the road or that other traffic is not or can be obstructed.
2. Road users must behave in accordance with the regulations as laid down in the "Traffic Rules and Signs Regulations 1990" (RVV 1990)[3].

Article 20 – Prohibition on commercial activities

1. Without the prior written permission of the Airport Operator, it is not permitted within the airport area to: place advertising signs, posters, etc., or have them placed, and to distribute or have flyers, printed materials, circulars or images be distributed or to advertise in any other manner.
2. Without the prior written permission of the Airport Operator, it is not permitted within the airport area to carry on or cause any commercial activities to be carried on, including but not limited to:
   - offering taxi services by any means other than the presence of the taxi on the road in accordance with the provisions of or pursuant to the '1994 Road Traffic Act' and other regulations applicable in the airport area and with an appropriate licence within the meaning of the '2000 Passenger Transport Act';
   - offering cars or other vehicles for rental;
   - offering parking services;
   - street vending and door-to-door selling;
   - selling drinks, food, tobacco, alcohol and other stimulants.

Article 21 – Found objects

Regarding found objects, the Airport Operator is designated as the municipality within the meaning of Section 12 of Book 5 of the Dutch Civil Code. Pursuant to Title 2 of the Dutch Civil Code 5, the Airport Operator and the finder have the following rights and obligations:

[3] https://wetten.overheid.nl/BWBR0004825/2019-07-01

a. The finder of an object is obliged to report it to the 'Found Objects' department of the Airport Operator with appropriate urgency, in any event within 24 hours, unless he immediately notified the person whom he might consider to be the owner or the person authorised to receive it after it was found;
b. The finder must hand over the object for safekeeping to the Airport Operator unless the Airport Operator claims otherwise;
c. The finder must report the object and hand it over in the condition in which it was found in accordance with the provisions of a. and b. above, without separating parts from the object or changing it in any other way;
d. The owner will retrieve the found object if it is claimed within the terms specified below. A charge for safekeeping may be invoiced to the party claiming the object;
e. The Airport Operator is authorised to sell found objects other than valuable items that are not claimed within 3 months, and that have come into its safekeeping other than by its own request, and to enjoy the proceeds of such sale. The Airport Operator is also authorised to transfer such objects to third parties free of charge or to destroy them;
f. As an exception to sub e, a retention period of 1 month applies to lost items that fall into one of the following categories: sports items, clothing, shoes, jackets, everyday items (such as a toiletry bag, makeup pouch, or neck pillow), souvenirs, toys, headphones, and other items with an estimated new value of less than 50 euros.
g. The Airport Operator will retain a valuable item in its safekeeping for a period of 12 months. If such items are not claimed within this period, the finder is entitled to claim them within a period of one month following expiry of the 12-month period;
h. If the finder does not submit a claim, the Airport Operator will be entitled to sell the item after 13 months have passed and enjoy the proceeds of such sale.

2 Additional Regulations for Schiphol Pass Holders and Legal Entities

This chapter describes additional rules for Schiphol Pass holders and legal entities present within the airport area. **Please note that these additional regulations apply alongside the general regulations.** The general regulations can be found in Chapter 1.

Article 22 – Regulations for safe working

1. Anyone who is on Airside and in the Baggage areas must wear visible and closed High Visibility Clothing (HVC) of at least class 2, in accordance with EN ISO 20471:2013 and/or ANSI 107-2015. Exceptions in this regard are:
   - staff members working in the Baggage area control room(s), closed office spaces or lounge areas;
   - passengers and crew members transported/escorted to and from an aircraft.
2. Anyone present in the Baggage areas or at the aircraft stand must wear suitable safety shoes. Exceptions in this regard are:
   - passengers;
   - crew members in so far as they are not involved in ground handling activities in any way;
   - persons who cross the Baggage areas to get to and from their workplace, changing room or operator area.
3. Anyone working on Airside and in the Baggage areas must wear appropriate work clothing suitable for their tasks.
4. Anyone present on Airside or in the Baggage areas is prohibited from using visual or hearing impairing devices or clothing. Exceptions to this prohibition are only permitted in the following cases:
   - The use of Personal Protective Equipment (PPE) necessary for carrying out the work assigned;
   - During the stay in designated rest areas, where the use of such equipment or clothing is permitted.
5. Anyone handling baggage in a location where a properly functioning lifting aid is present should use it and return it to the parking position after use.

Article 23 – Additional regulations on pollution, waste & leaks

1. Waste:
   a. must immediately be cleared away by the party that has caused it;
   b. must be submitted for disposal properly separated according to waste type;
   c. from companies established at the airport must be removed in closed waste disposal bags provided with the logo of the relevant company.
2. The following is not permitted:
   a. To use plastic or foil on Airside for packaging except when sealed and covered with a pallet net in such a way that the plastic or foil cannot become detached and is taken on board the aircraft unopened;
   b. Leaving material and/or packaging that can possibly result in Foreign Object Debris (FOD).
3. Any damage resulting from leaks from aircraft, vehicles, equipment, installations and/or stored material must be limited to the greatest extent possible, taking personal safety into account.
4. If a fuel leak is detected from or in the vicinity of an aircraft, the engines of the relevant aircraft may not be started or restarted without prior permission from the Airport Operator.

Article 24 – Additional rules for (long-term) parking or storage of aircraft, vehicles and equipment

1. The Airport Operator is authorised to demand that parked or long-term parked aircraft be moved elsewhere if this is deemed necessary with a view to maintaining good order and safety.

2. Aircraft must be parked or stored in such a way as to prevent the risk of them rolling or being blown away at all times.
3. Positioning, parking and long-term parking, as well as repairing aircraft is only allowed after permission has been obtained from the Airport Operator, or in the areas designated for this purpose.
4. Parking spaces for specific types of vehicles and/or equipment may only be used by the type of handling vehicles and/or equipment concerned.
5. Unit Load Device (ULD) handling equipment must be parked at designated storage locations (racking).
6. Prior to the start of each IATA winter or summer season, the Airport Operator shall, in consultation with the airlines, determine a maximum stock of ULD's, the so-called "Airline Reserved Quantity" (ARQ):
   a. Airlines are obligated to inform the Airport Operator weekly on the actual ULD stock;
   b. It is the responsibility of the airline to ensure that the ULD stock in the airport area does not exceed the agreed ARQ.
      - A temporary deviation from the ARQ may only be permitted in writing, following prior consultation and approval by the Airport Operator (at least one week before the deviation).
      - If an airline exceeds the agreed ARQ, it must notify the Airport Operator and present the necessary corrective actions to restore the ULD stock to the agreed ARQ.
7. Vehicles, electronically driven vehicles and/or equipment must be parked in the prescribed manner in parking spaces, in parking spaces designated for charging vehicles and/or at charging stations.

Article 25 – Additional regulations for safe traffic

Traffic safety concerning road users

1. Drivers of motor vehicles must have at least a valid driving licence B and in addition:
   a. for motor vehicles registered with the Department of Road Transport (NL: RDW), a valid driving licence as referred to in Articles 15 up to and including 25 of the Driving Licence Regulations as part of the Road Traffic Act; or proof that the driver has received adequate, specific training for this vehicle;
   b. for motor vehicles not registered with or suspended at the RDW, proof that the driver has received adequate, specific training for this vehicle;
   c. the *'authorization vehicle driver'* license, if the driver is driving a vehicle on the apron;
   d. a '*field competency certificate'*, if the driver is driving a vehicle in the manoeuvring area.
2. While driving a vehicle, anyone is prohibited from holding a mobile electronic device that can be used for communication or information processing. A mobile electronic device is in any case understood to be a mobile phone, a tablet computer, a two-way radio or a media player.
3. Drivers of a (motorised) vehicle and their passengers must use an available seat belt and must keep the doors of the vehicle (if any) closed. With the exception of drivers and co-drivers of baggage tractors, conveyors and ULD transporters, during the handling of an aircraft, where they remain in one aircraft stand and where they frequently enter and exit the vehicle.
4. Drivers of motor vehicles must at all times use dipped headlights.
5. It is not permitted to leave ready-to-use vehicles unattended and/or with the engine unnecessarily running.
6. Vehicles must be equipped with a proper parking brake, which is activated if the operating personnel is not in or on the vehicle.
7. Pedestrians must use pedestrian paths and pavements. Pedestrians on Airside and in the Baggage areas are never given right of way and are obliged to use the yellow dots to cross, if present. Pedestrians must never cross the road diagonally.
8. It is not permitted to cause an unsafe situation by hindering or blocking the flow with an Electronically Driven Vehicle or Equipment (NL: EVW).
9. Maximum permitted vehicle lengths apply in the supply areas on Landside. It is not permitted to enter the supply areas unless:
   a. the vehicle length in the loading and unloading dock is no longer than 9 metres;
   b. the vehicle length in the 'Expeditiestraat' is no longer than 12 metres;
   c. the vehicle length in the 'Transportstraat' is no longer than 9 metres.
10. Drivers of vehicles must conform to the following maximum speeds:
    a. In the Terminal, a maximum speed of 8 km/h applies to Electronically Driven vehicle or Equipment;

b. In Baggage areas, a maximum speed of 10 km/h applies;
c. On aprons and the aircraft stand, driving is at walking pace with a maximum speed of 10 km/h;
d. It is not permitted to drive vehicles towing baggage trolleys, pallet trucks or dollies at speeds exceeding 15km/h down the following inclines:
   - the exits of the 'Rinse Hofstraweg' on the A4;
   - the access ramp to the 'Kaagbaantunnel';
   - the access ramp to the tunnel near the Romeo apron.
e. A maximum speed of 30 km/h applies on perimeter roads;
f. A maximum speed of 60 km/h applies in the manoeuvring area, unless operational reasons justify a higher speed.

11. In Baggage areas, including the complete associated entries and exits, the speed limiter must at all times be visibly activated on the (motor) vehicles (by means of the green lamp) at the permitted maximum speed.
12. On aprons and the aircraft stand, the speed limiter, if present in or on a vehicle, must at all times be visibly activated on the (motor) vehicles (by means of the green lamp) at the permitted maximum speed.
13. Towing a combination of baggage trolleys, pallet dollies and container dollies is not permitted unless:
    a. the maximum train length including the tractor does not exceed 30 metres;
    b. the maximum train length including the tractor in Baggage areas does not exceed 27.5 metres;
    c. the train does not comprise more than 6 baggage trolleys or container dollies;
    d. the train does not comprise more than 5 pallet trucks;
    e. the order of vehicles in the train is from large to small, seen from the towing vehicle.
14. It is not permitted to transport baggage trolleys carrying baggage or containers without adequately sealing them.
15. The following is not permitted:
    a. In the event of a red Low Visibility Conditions (NL: BZO) light, crossing without competent supervision;
    b. Entering aircraft taxiways unless the designated crossings are used;
    c. Entering the route leading to the 'Kaagbaantunnel' when the traffic light is red and/or the barrier is lowered;
    d. Passing in front of or behind an aircraft if its anti-collision lights are on, with the exception of vehicles involved in de-icing activities;
    e. Crossing the 60 cm wide red clearance line without proper authorisation and permission from the Airport Operator.
16. The person who finds baggage or air cargo on the perimeter road must, when possible, in a safely manner, place it next to the perimeter road (except in the 'Kaagbaantunnel') or, in the event of an inconvenience to traffic, inform Airside Operations immediately on 020 - 601 2116.

Traffic safety concerning means of transport

17. It is not permitted to participate in traffic on roads not accessible to the public in a vehicle that has not been inspected and approved. Drivers must be able to submit proof of maintenance status to the Airport Operator on request.
18. It is not permitted to participate in traffic in a vehicle that:
    a. is of dubious design or construction or inadequately maintained for the purpose of driving; and/or
    b. does not meet the requirements set out in 'Part 1.1.2 – Airside Vehicle Requirements' of '1.1 Handling Manual Airside (general)'.
19. Drivers of vehicles may not use visual and/or acoustic signals unless they are driving:
    - a vehicle owned by the Airport Operator;
    - an emergency service vehicle;
    - a vehicle operating in the airfield;
    - a towing and push-back vehicle while executing towing or push-back movements.
20. The use of electronically driven vehicles or equipment in the Terminal is permitted only if:
    a. prior written permission has been obtained from the Airport Operator;
    b. the "Rules and Regulations for the use of Electronically Driven Vehicles or Equipment in and around the Terminal' are complied with.
    c. pedestrians are always given right of way;

   d. no acoustic signal is used;
   e. the number of people transported is not greater than the number of seats per electronically driven vehicle or equipment.
21. Using electronically driven vehicle or equipment other than for primary purposes in the lounges and piers is not permitted between 06.00 - 10.00, 12.30 - 14.00 and 18.00 - 19.30 (peak hours). Primary purposes are defined as:
   - transport of disabled persons;
   - ambulance transport;
   - transport of children travelling alone;
   - transport of baggage trolleys;
   - cleaning activities; and
   - exercising legal supervision.
22. Traffic around the piers has right of way in respect of traffic coming from the aprons, and traffic on an aircraft taxiway has right of way relative to traffic at a crossing.
23. In the airfield and on the apron, the categories specified below are entitled to right of way in the following order of importance:
   a. Aircraft that are taking off or landing;
   b. Vehicles used by the police and fire brigade, ambulances and other emergency service vehicles with flashing lights and sirens on;
   c. Taxiing aircraft (incl. taxitow), hovering helicopters, as well as any vehicles escorting these;
   d. Passengers who are escorted to and from aircraft on foot;
   e. Towed aircraft;
   f. Other vehicles.
24. The maximum clearance on perimeter and service roads, including the 'Kaagbaantunnel', is 3.80 metres. Drivers of vehicles over 3.80 metres in height must report to Airside Operations via 020 - 601 2116 on arrival for escort to/from the working position.
25. The maximum permissible vehicle width in the 'Kaagbaantunnel' is 3.80 metres. Drivers of vehicles over 3.80 metres in width must report to Airside Operations via 020 - 601 2116 prior to arrival awaiting escort. Traffic coming from Schiphol-Centre via 'Lampenistenstraat' to the Romeo apron and vice versa is exempt.
26. Due to the tunnel safety system, it is not allowed to stop or park in the 'Kaagbaantunnel'. In the event of lost cargo, force majeure or other necessity, the tunnel operator must be notified immediately via number 020 - 601 2333.

Article 26 – Extreme weather conditions

1. Performing ground handling activities in an unprotected area is not allowed after the Airport Operator has issued a prohibition on ground handling activities for (parts of) the airport area, with the exception of ground handling activities performed in an aircraft connected to a passenger bridge.
2. Persons who are in an aircraft not connected to a passenger bridge during a prohibition on ground handling activities must remain in the aircraft until the prohibition has been lifted.
3. In the event of extreme weather or if such weather is forecast, the Airport Operator can give instructions or take additional measures to prevent aircraft, vehicles and equipment from rolling or being blown away. In case of negligence in this respect, the Airport Operator will carry out the additional measures or have these carried out for the account of the negligent party.

Article 27 – Regulations concerning fuel, hazardous substances and explosives

1. The following is not permitted:
   a. Storing (aircraft) fuel within the airport area at places other than those designated by the Airport Operator as fuel storage areas;
   b. Storing or transporting fuel or other hazardous and/or environmentally harmful substances without prior permission from the Airport Operator, taking into account the applicable statutory provisions;
   c. Transporting (aircraft) fuel using vehicles not carrying a suitable and approved fire extinguisher.
2. Hazardous substances that are packaged as air cargo must not be:

   a. left on the apron for more than 5 hours;
   b. left unattended and unsupervised on the apron;
   c. located on the apron for the purpose of packing, racking or filling.
3. The transport of hazardous substances on Airside is only permitted if:
   a. hazardous substances are kept separate during transport in accordance with European regulations[4];
   b. transport units are equipped to ensure that the load can be kept dry;
   c. Dangerous Goods (DG) tags are attached to at least one side of a transport unit;
   d. the transport unit carries a suitable and approved fire extinguisher.
4. Aircraft carrying explosives on board must be parked at the places designated by the Airport Operator for this purpose.

Article 28 – Regulations concerning the performance of fuelling activities

1. The following is not permitted during aircraft refuelling:
   a. Starting, connecting or disconnecting an air start unit or Ground Power Unit (GPU);
   b. Allowing persons, handling equipment or vehicles within the refuelling zone if they are not directly involved in the refuelling procedure.
   c. Using flashes or electronic flash lamps within refuelling or ground handling zones.
2. The following is not permitted:
   a. Refuelling an aircraft with passengers on board if the requirements set out in 'Chapter 15.2 Enforcement of safety measures during refuelling – Refuelling with passengers on board of the Aerodrome Manual' are not met.
   b. Refuelling a helicopter with:
      - passengers on board;
      - rotating rotor(s); and/or
      - running engine(s) without permission from the Airport Operator.
   c. Carrying out refuelling activities on an aircraft while its engines are running;
   d. Positioning a refuelling tanker, with the exception of dispensers, so close to an aircraft that it is unable to move forwards unimpeded under all circumstances to a safe zone;
   e. Placing ground handling equipment or vehicles in front of a refuelling tanker, with the exception of dispensers, in such a way as to impede its ability to drive away;
   f. Blocking access to any emergency buttons on refuelling or hydrant systems. An emergency stop button must remain accessible at all times to be able to activate the pushbutton in an emergency situation. A free space of at least 1 meter must be maintained;
   g. Refuelling without first taking measures to prevent environmental pollution;
   h. Refuelling in hangars:
      - without supervision from the fire brigade; and
      - without notifying the Schiphol Control Centre thereof 60 minutes in advance via 020 - 601 2555;
   i. Refuelling in the event of unfavourable weather above or in the immediate vicinity of the airport area.

Article 29 – Regulations relating to the apron

At Schiphol, various types of locations are distinguished within the airport area where aircraft arrive, line up and/or depart, for the purpose of having passengers board or disembark, loading or unloading mail or cargo, taking in fuel, parking or carrying out maintenance work. For further information concerning the locations, refer to appendix 4.

On the apron, the following regulations must be adhered to.

[4] *Regulation on the land transport of dangerous substances & Directive 2008/68/EC on the transport of dangerous goods by land and ICAO annex 18.*

Regulations concerning safety

1. Prior to the arrival of an aircraft and before the engines of an aircraft are started prior to its departure, any substances and/or ground handling equipment that could cause a hazard or damage must be cleared away and/or removed from the immediate vicinity of the aircraft.
2. It is not permitted to obstruct the view between the aircraft and the Marshaller or the person operating the Visual Docking Guidance System (VDGS).
3. It is not permitted to pass the wide red clearance line if the docking facilities are not present or activated, according to the procedure laid down in the AIP.
4. Persons, cargo, vehicles and/or handling equipment may not be within the red lines of the Equipment Restraint Area (ERA) when an aircraft is entering or leaving the area, with the exception of:
   a. the Marshaller or VDGS operator;
   b. equipment within the designated and marked area.
5. No persons are allowed to enter under the aircraft wing except those engaged in flight operations, ground handling, troubleshooting or inspections of the respective aircraft.
6. After the aircraft has entered the ERA, persons, vehicles and ground handling equipment are not permitted to enter the area before the following has been carried out:
   - the aircraft engines have been shut down;
   - the anti-collision lights of the aircraft have been switched off; and
   - the chocks-on signal is given by the Marshaller or the VDGS operator.

   This does not include persons who assist in the parking procedure of the aircraft.
7. After the aircraft has been parked, only persons, handling equipment and vehicles involved in the handling of that aircraft, flight operations or responsible for troubleshooting may be present on the ERA.
8. It is not permitted to use assets powered by fossil or biofuel (including diesel and HVO100) at the aircraft stand if a zero-emission alternative (electric or hydrogen) is operationally available[5].
9. The use of Auxiliary Power Unit (APU) is only permitted in accordance with the procedure laid down in the AIP.
10. A suitable and approved fire extinguisher must always be present at an aircraft stand in use in the location designated for this purpose.
11. After use, fire extinguishers must be returned to their designated locations and the Schiphol Fire Brigade must be notified immediately via Airside Operations (020 - 601 2116) of their use.
12. Handling equipment shall not be placed on the boundary between two aircraft stands, with the exception of the height restriction areas marked in white, where the following height restrictions apply:
   - adjacent to a Cat 4 or lower limited to 2.25 metres;
   - adjacent to a Cat 5 or higher limited to 3.5 metres.
13. It is not permitted to stop or park in areas shaded in red.
   a. This stipulation does not apply to catering, service or water tank trucks that must be positioned close to an aircraft on the side of the passenger bridge for aircraft handling purposes.
   b. The movement area of the passenger bridge shaded in red can only be used by these vehicles if:
      - the flashing light and acoustic signal of the passenger bridge are off;
      - there is enough space.

Regulations concerning passengers

14. Those in charge of passenger handling shall ensure that:
   a. only authorized persons enter Airside. If they find that an unauthorised person enters Airside via the departure lounge or the waiting area at the gate, they must immediately inform the Security Control Center via 020 - 601 3000.
   b. the passengers only cross in groups and under the guidance of (a representative of) at least one handler and/or airline via the shortest possible and safest route over the aircraft stand.

[5] *There is no direct access to Airside for hydrogen, and the user should request an exemption from the Airport Operator for use and supply of hydrogen to Airside.*

15. Unescorted accompanied persons are not permitted to board or disembark an aircraft while its engines are still running.
16. The previous paragraph does not apply to multiple-engine aircraft insofar as it concerns the engine(s) on a side other than the one on which persons are boarding or disembarking the aircraft and these persons will not be passing these engines when leaving or approaching the aircraft.
17. The escorting person must be aged 18 or over.
18. It is not permitted for passengers to cross on foot to an adjacent aircraft stand. An exception applies to passengers who are escorted by the handling agent during an aircraft change on Apron B. The Airport Operator must have given prior permission for this.

Regulations concerning safe ground handling

19. No one is permitted to cross an aircraft stand, with the exception of persons, vehicles and handling equipment for carrying out work at the adjacent aircraft stand (see appendix 4.4 for illustration).
20. Drivers of vehicles and handling equipment must use the entrance and exit marked as such for the purpose of entering and exiting an aircraft stand, with the exception of the pushback tractor driver, the Marshaller and the driver of the passenger bus, which may also enter and exit the aircraft stand at the front of the aircraft.
21. The use of wingwalkers is not permitted, except with the permission of the Airport Operator after a written request to that effect from a ground handler or an airline.
22. The use of the Equipment Staging Area (ESA) is only permitted once the prior handling has been fully completed.
23. The positioning of vehicles and/or equipment in an ESA may not take place earlier than 30 minutes before arrival in these sections, unless the Airport Operator determines a different time for certain ESAs.
24. Once all handling activities have been carried out, the ESA must be vacated immediately.
25. Placing cargo and/or ground handling equipment on the aircraft stand outside the designated ESA is not permitted. An exception to this is waiting with the vehicle and handling equipment at the entrance and exit of the aircraft stand where the incoming flight will be handled.
26. The following is not permitted:
    a. Operating or having a third party operate any aircraft equipment, aircraft facility or aircraft engines or other vehicles without authorisation to do so;
    b. Using a mobile or other generator without the (written) permission of the Airport Operator.

Article 30 – Regulations relating to Apron K

1. The following is not permitted:
    a. Taxiing aircraft in low visibility conditions classified as Phase C (RVR < 350m) or Phase D (RVR < 200m). By way of an exception, the Flow Manager Airside may permit taxiing aircraft escorted by an Aircraft Operations vehicle onto Apron K.
    b. Being on the apron taxiway, with the exception of personnel directly involved in handling an aircraft parked on the apron taxiway;
    c. Crossing apron taxiways with a vehicle other than at the designated marked crossing points;
    d. For handling agent staff, giving instructions to pilots about the location of the designated stand and stopping points without a written statement of authorisation from the Airport Operator;
    e. For pilots, leaving without up-to-date taxiway information about Apron K from the handling agent. Before giving the taxiway information, the handling agent must establish that the aircraft's departure will not conflict with other movements.
2. The Airport Operator can declare that the handling agent's personnel are authorised to give instructions to pilots on Apron K if the relevant personnel have successfully completed a training programme approved by the Airport Operator.
3. Turning aircraft on the aircraft stands on Apron K may not take place in any other way except by towing and push-back movements. Aircraft may never be turned here using their own power. Exceptions in this regard are C130 Hercules aircraft. These devices may be run on engine power at K35, using K36 and accompanied by a staff member of handlers authorised for this purpose by the Airport Operator (*see paragraph 2*).

4. Towing movements with aircraft on Apron K between different aircraft stands and between hangars and aircraft stands must be coordinated with Apron Control.
5. Vehicles involved in accompanying, marshalling and/or towing aircraft must be fitted with an amber-coloured flashing light.
6. Handling agents are obliged to issue instructions to the aircraft handled by them for the correct use of General Aviation Terminal stop positions.
7. If several handling agents are active on Apron K, the Airport Operator will appoint one handling agent to take care of the following activities on behalf of all of the handlers:
   - Coordinating an aircraft stand schedule in consultation with the Airport Operator;
   - Maintaining contact with arriving and departing flights regarding the allocation of stands and movements on the apron. For this purpose, a communication channel is provided by the Airport Operator;
   - Maintaining contact with the Airport Operator as regards towing movements for arriving and departing aircraft;
   - Maintaining contact with ground handling staff insofar as this is in the interest of their safety in relation to arriving and departing flights.

Article 31 – Regulations for the prevention of aircraft noise disturbance (specifically Chapter 2 and 3 aircraft)

1. Take-offs and landings of Chapter 2 aircraft are not permitted.
2. New flights with lower-section Chapter 3 aircraft are not permitted.
3. The above requirements do not apply in the following instances:
   - Aircraft being used for rescue operations or emergency services that require immediate take-off or landing;
   - Military aircraft;
   - Government aircraft;
   - Aircraft affected by an emergency or distress that need to land immediately.

~~Article 31a – Regulations for the use of Chapter 4 aircraft (with noise limits of ΔEPNdB -12 (day)/ -13 (night))~~

~~Chapter 4 operations with noise limits of ΔEPNdB values -12 (during the day) and ΔEPNdB values -13 (during night hours) are not allowed at Schiphol Airport. This is applicable for aircraft types for which 100% of the IATA aircraft subtypes are noisier than ΔEPNdB values -12 (during the day) and/or ΔEPNdB values -13 (during night hours).~~

Removed from the Schiphol regulations following the ACM decision of 27 May 2025 (reference: ACM/UIT/649810). This decision is not yet irrevocable.

Article 32 – Regulations relating to data delivery

The airlines are obliged to provide the Airport Operator with the data required for the scheduling and deployment of assets in due time. The data must comply with the regulations as set out in the Charges and Conditions document, which can be found at: Schiphol Charges and Regulations.

Article 33 – Regulations concerning Collaborative Decision Making

Anyone involved in Collaborative Decision Making (CDM) must work according to the agreements, rules and procedures. This information can be found on the CDM web page.

Article 34 – (Local) Emergency Response Plan

Airlines and handlers responsible for handling and/or transporting passengers and/or cargo require a (Local) Emergency Response Plan ((L)ERP).

The (L)ERP ensures coherence between the tasks, responsibilities and authorisations of the airlines/handlers and all parties involved in the various crisis situations, with the aim of realising an optimised mutual and coordinated approach. At the very least, the (L)ERP must meet the recommendations listed in the National Crisis Plan for Civil Aviation Accidents (NCP-L).

In addition, the following source may be used: Disruptions and crises.

3 Supervision, Enforcement and Sanctions

Section 1: Supervision and Enforcement

Article 35 – Supervision and Enforcement

The Airport Operator monitors compliance with the Schiphol Regulations and related rules and is authorised to enforce them, including, but not limited to:

- the Access Policy;
- the Charges and Conditions;
- the Aerodrome Manual;
- the manuals and operating instructions;
- the AIP.

The Airport Operator uses **Appendix 2 - Sanctions** as a guideline for sanction measures but is authorised to deviate from this.

Article 36 – Violation of Schiphol Regulations

Violation of the Schiphol Regulations qualifies as an unlawful act against the Airport Operator and can also constitute a breach of government legislation. Depending on the nature and extent of the violation, the Airport Operator will hold the offender liable under civil law, from whom all costs associated with the violation will be recovered.

Article 37 – Complaints handling procedure

1. The Airport Operator may determine a violation and/or impose a sanctioning measure, even if the (alleged) offender does not (fully) agree. If the (alleged) offender disagrees with a sanction, they may file a complaint with the department that imposed the sanctioning measure.
2. The deadline for submitting a complaint is two weeks from the date of dispatch of the sanctioning measure and must be submitted to the department that imposed the sanction.
   a. For safety violations this can be done via the following email address: saa_handhaving@schiphol.nl
   b. For security violations, please contact the following email address: securityhandhaving@schiphol.nl

   The complaint can be addressed to the sender of the message of the sanctioning measure.
3. Within two weeks of receipt of the complaint, the department concerned will respond.
4. Following the complaint, the Airport Operator can take the following decisions:
   a. The complaint is declared inadmissible;
   b. The complaint is declared unfounded and the recorded violation/sanction remains unchanged;
   c. The complaint is found to be fully or partly founded, in which case the sanction may be modified in whole or in part, or may be cancelled;
   d. The complaint is declared founded and the registration of the violation is cancelled.
5. Anyone who disagrees with the decision on the complaint may appeal the decision to the Schiphol Sanctions Committee referred to in Article 38 and request a reconsideration, within six weeks of the decision being sent.
6. Lodging a complaint or lodging an appeal shall not have suspensive effect.

Section 2: The Schiphol Sanctions Committee

Article 38 – Schiphol Sanctions Committee

1. The Schiphol Sanctions Committee consists of four members per session and is composed as follows:
   a. an independent chair;
   b. a Senior Manager of the Airport Operator;
   c. a company lawyer of the Airport Operator; and
   d. an independent member of an external organisation with knowledge of Schiphol and the applicable laws and regulations thereto.
2. The members of the Schiphol Sanctions Committee are appointed by the Executive Board of the Airport Operator.
3. The appointment is valid for a period of three years. Each member may be reappointed.
4. Membership in the Schiphol Sanctions Committee is unpaid.
5. Only the chairperson of the Schiphol Sanctions Committee receives compensation amounting to €250 for each session attended.
6. Membership of the Schiphol Sanctions Committee ends if:
   a. a member ceases to work for Schiphol or the external organisation referred to in the first paragraph, sub d, or fulfils another position that is incompatible with the membership;
   b. a member resigns acting of their own accord;
   c. a member is relieved of his duties on the proposal of a majority of the Schiphol Sanctions Committee.
7. The Schiphol Sanctions Committee is authorised to render a decision on the request for reconsideration of the decision on a complaint.

Article 39 – Procedure of the Sanctions Committee

1. The Schiphol Sanctions Committee sets an annual session schedule, in which a session is scheduled every month. If the nature or seriousness of a violation gives reason to do so, the Schiphol Sanctions Committee can decide to convene an interim session.
2. At te hearing of the Schiphol Sanctions Committee, the violation and the sanction shall first be explained by a representative of the Airport Operator, after which the pass holder or a representative of the offender shall be given the opportunity to respond, in accordance with the principle of hearing both sides. Any available images in relation to the violation will only be shown during the session to the offender (and their representative(s)). The offender (and their representative(s)) is expressly not given access to the images, either before or after the session. The technical expert remains present during the entire session so that they can provide relevant information as required.
3. The Schiphol Sanctions Committee is authorised to give any advice or take any decision that fits within the framework of the Schiphol Regulations, including the Schiphol Admission Regulations (NL: RTS). That decision will be laid down in a written substantiated ruling within a reasonable term following the session.
4. The Schiphol Sanctions Committee may call in experts if, in its opinion, this is necessary for the performance of its duties.
5. If the Sanctions Committee has issued a recommendation to the Schiphol Airport Authority and/or Company Security department regarding the imposition of a sanction and/or measure following a violation, it shall decide on any request for reconsideration of the decision on a complaint related to the same violation in a revised composition.

Article 40 – Decision-making by the Sanctions Committee

1. Decisions are taken unanimously.
2. If unanimity cannot be reached, a decision shall be taken by a simple majority of votes at a meeting in which all the members involved either participate or are represented.
3. Outside meetings, decisions can only be taken in writing (or by email), provided that each member involved in the hearing can cast their vote.
4. The ruling of the Schiphol Sanctions Committee is binding and not open to appeal.

Article 41 – Meetings

The Schiphol Sanctions Committee will discuss the internal functioning of the Schiphol Sanctions Committee at least once each year. The first evaluation will commence within six months or after ten sessions after the current regulations were taken into effect.

Appendix 1 – Adoption, guide and history

1.1 Date of adoption

Date of adoption: 31 October 2025
Effective date: 1 January 2026

Agreed at Schiphol.

The Management Board of Royal Schiphol Group N.V.

1.2 Guide for readers

This guide for readers explains the presentation of adjustments to the Schiphol Regulations in relation to the previous version.

Presentation of adjustments and changes:
- New (partially) added text and/or regulations, and significant changes are marked in grey;
- Textual changes are shown in 1.7.

Review of Schiphol Regulations:
During the review of the Schiphol Regulations, attention was paid to combining and/or rewriting existing regulations for the purpose of clarification and readability, and the consistency was determined in relation to other (policy) documents. A division has been made between "General regulations" that apply to everyone present in the airport area (**Chapter 1**) and "Additional regulations" that also apply to Schiphol Pass holders and legal entities (**Chapter 2**). In addition, the procedure of supervision, enforcement and sanctions has been described in detail (**Chapter 3**), including an explanation of the basis on which sanctions are allocated if a violation takes place and the consequences that this entails (**Appendix 2**). An overview of terminology and abbreviations has been drawn up in **Appendix 3**, and **Appendix 4** provides an explanation of the various areas that can be found on Airside. The **service page** contains a number of useful links as a reference.

The revision history (**1.7**) shows a global overview of changes. This mainly concerns article numbering, integrated or combined regulations, and reformulation of rules.

1.3 Management

The Schiphol Regulations are managed by the Airport Operator's department HSE Risk & Compliance.

1.4 Contact

Questions, comments and suggestions concerning this document can be emailed to schipholregels@schiphol.nl.

1.5 Prevailing version of the Schiphol Regulations

The current version of the Schiphol Regulations can be found at Schiphol regulations.

1.6 Filing of the Schiphol Regulations

The Schiphol Regulations have been filed with the Chamber of Commerce under number 34029174.

1.7 Revision history

Article No. old	Article No. new	Description of change
0.2 through 0.6	Appendix 1	Moved to appendix; merged with Chapter 5
1	1	Reference adjusted
2	2	Inserted; rewritten
3	2	Inserted
4	2	Inserted
4a	3	Unchanged
5	4	Rewritten
6 and 6a	5	Merged
7	6	Unchanged
8	7	Security Officers added
9	8	Unchanged
10	9	Partially transferred to Access Policy; remainder rewritten and NEW
11	10	Unchanged
12	11	Unchanged
13, 14 and 15*	Chapter 3 + Appendix 2	Rewritten
16	12	Rewritten; expanded information
17	13	Rewritten
18	14	Unchanged
19	17	Change; rewritten
20	16 and 32	Split into General regulations (Article 16) and Additional regulations (Article 32)
21	22 and 32	Split into Article 22 and Article 32
22	15 and 23	Split into General regulations (Article 15) and Additional regulations (Article 23)
23	18 and 24	Split into General regulations (Article 18) and Additional regulations (Article 24)
24	19 and 25	Split into General regulation (Article 19) and Additional regulations (Article 25)
25	25	Content unchanged; supplemented by Articles 24 and 29
26	20	Unchanged
27	21 and 29	Split into General regulations (Article 21) and Additional regulations (Article 29)
28	26	Amended
29	25	Merged with Articles 24 and 25
30	27	Unchanged
31	28	Rewritten
32	29	Rewritten
33	30	Unchanged
34	-	Regulations incorporated in manuals; reference to other policy falls under Art. 2
35	31	Unchanged
35a	31a	Unchanged
36	32	Unchanged
37	33	Unchanged
38	34	Unchanged
13 through 15 + Appendix 2	Chapter 3 + Appendix 2	**Full review; parts have been merged, rewritten and are NEW**
Appendix 3	Appendix 4	Information added
Appendix 4	-	Deleted
Appendix 5	-	Deleted
Service page	-	Updated

Appendix 2 – Sanctions

Article 2.1 – General sanctions and/or measures for everyone

1. A violation of a provision of the Schiphol Regulations and/or related documents can be dealt with in writing or in consultation with or by means of a session of the Schiphol Sanctions Committee by the Airport Operator.
2. In the event of a violation of a provision of the Schiphol Regulations and/or accompanying documents, the Airport Operator is authorised to impose among other things, but not exclusively the following sanctions and/or measures on everyone:
    a. Giving instructions;
    b. To move, cause to be moved, remove, or seize a vehicle or materials used to commit or intended to commit the violation;
    c. Causing the offender to be removed from the Airport Area;
    d. Reporting certain (unsafe, disorderly or (environmentally) threatening) situations and/or violations to the competent authority;
    e. Imposing a financial sanction;
    f. Suspending or terminating an activity;
    g. Halting operations (temporarily);
    h. Holding the offender civilly liable and/or claiming damages;
    i. Prohibiting the offender from (temporarily) entering (certain parts) of the Airport Area;
    j. Filing a report with the authorities due to (suspected) criminal conduct.
3. The sanctions and/or measures referred to in the second paragraph may be imposed or taken simultaneously.
4. In the event of a violation of one or more provisions of the Schiphol Regulations, which, in the sole judgement of the Airport Operator, may damage or endanger the good order and/or safety of the airport, the Airport Operator may impose a fine of up to EUR 1.000 in addition to one or more of the sanctions referred to in the second paragraph.
5. In the case of acts by legal entities that, in the sole judgement of the Airport Operator, may seriously undermine or endanger the safety of civil aviation, the Airport Operator will be authorised to impose, in addition to the sanctions listed above, a fine of up to 500.000 euros per legal entity.
6. All parties that are involved in an investigation instituted by the Airport Operator into an act as referred to in aforementioned paragraphs must submit all information relevant to such investigation to the Airport Operator on first request.
7. Prior to imposing any sanction and/or measure, the Airport Operator may conduct a hearing with the offender.
8. Before any sanction and/or measure is imposed, the Airport Operator may consult the Sanctions Committee for advice.

Article 2.2 – Sanctions in the event of violation of the Schiphol Regulations by legal entities

1. In addition to the sanctions and/or measures referred to in Article 2.1, second paragraph of this Appendix, a legal entity may be subject to among other things, but not limited to, the following sanctions and/or measures:
    a. Drawing up and submitting improvement measures (CAP) and/or a (periodic) report in accordance with requirements to be set by the Airport Operator;
    b. Placing the execution of the legal entity's activities under enhanced supervision by a person or organisation to be determined by the Airport Operator;
    c. Temporarily or permanently denying the legal entity access to (parts of) the restricted access and clean areas;

d. Not granting new Schiphol Passes, authorisations and/or features to employees, contractors and/or third parties of the legal entity;
e. Recovering costs incurred by the Airport Operator in connection with the remediation of the violation caused by the legal entity;
f. Imposing a financial sanction.

2. The sanctions and/or measures referred to in the first paragraph may be imposed or taken simultaneously.
3. Article 2.3 contains an indicative overview of common company violations and the associated financial sanction as referred to in Article 2.2, first paragraph, point f. The Airport Operator is authorised to deviate from this indicative overview. The Airport Operator reserves the right to also enforce financial sanctions for other violations.
4. Company violations are recorded and (where possible) communicated to the offending party.
5. Where necessary (at the discretion of the Airport Operator), violations are (periodically) discussed in a compliance meeting with the responsible company.
6. In the event of compelling grounds, the Airport Operator may, upon request of the person subject to a sanction or measure, grant a (temporary) exemption therefrom.

Article 2.3 – Financial sanctions for company violations

In addition to the dialogue to reduce the number of violations, standard financial sanctions have been set up for a number of specific subjects and violations. All of the amounts stated are inclusive of VAT (NL: BTW).

2.3.1 Vehicles and equipment

Requests from the Airport Operator to move, remove or secure equipment and/or vehicles, must be followed within a reasonable timeframe. If this does not occur, the Airport Operator had the right to remove, dispose of, sell, destroy or otherwise alienate such equipment and/or vehicles, without any claims being made by the original owner or any party involved.
The Airport Operator will engage an external party to transport equipment and/or vehicles to a location outside of the airport area and to store them there. The costs associated with this, including a surcharge for expenses incurred by the Airport Operator, will be charged to the owner of the respective equipment and/or vehicles.

a. Unwanted equipment

If a violation of Article 5.1 (failure to follow the Airport Operator's instructions) or Article 13.1 (disruption of order or safety) of the Schiphol Regulations is established, the Airport Operator is authorised to move or remove the vehicle or equipment (or have it moved or removed) and impose a financial sanction for this.

b. Unsecured and loose Unit Load Devices

If a violation of Article 5.1 (failure to follow the instructions of the Airport Operator), Article 18.3 (prevention of rolling or blowing away) or Article 24.6 (ARQ) of the Schiphol Regulations is established, the Airport Operator is authorised to move or remove a vehicle or equipment (or have it moved or removed) and impose a financial sanction for this.

Unit Load Devices	Financial sanction
Move ULD to dedicated area on Airside[6] with a maximum storage period of two weeks:	EUR 100
Additional storage per ULD per (part of a) week	EUR 100

Table 1: Financial sanction for violation regarding Unit Load Devices

c. Storage of equipment

If a violation of Article 5.1 (non-compliance with the Airport Operator's instructions) or Article 18.6 (parking or long-term parking a vehicle or equipment in the designated spaces or similar parking or storage locations for

[6] *These costs are charged to the owner of the ULD at all times. Invoicing takes place every quarter.*

more than 7 consecutive days without the Airport Operator's permission) of the Schiphol Regulations is established, the Airport Operator is authorised to move or remove the vehicle or equipment (or have it moved or removed) and impose a financial sanction for this.

2.3.2 Unauthorised self-dockings

When a user does not comply with the requirements regarding docking with VDGS or Marshaller[7] (Article 29 and AIP), the Airport Operator is authorised to impose a financial sanction for this after repeated warnings.

Up to a maximum of three warning letters will be sent per calendar year in respect of unauthorised self-dockings before the Airport Operator retrospectively imposes a financial sanction per violation. For this financial sanction, the following sliding scale applies per calendar year:

Number of violations	Financial sanction
1-20 violations:	EUR 100 per violation
21-50 violations:	EUR 250 per violation
>50 violations:	EUR 500 per violation

Table 2: Financial sanction concerning self-dockings

2.3.3 APU abuse on incoming flights

When a user does not comply with the requirements regarding APU use (Article 29 and AIP), the Airport Operator is entitled to impose a financial sanction for this after repeated warnings.

Up to a maximum of three warning letters will be sent per calendar year in respect of APU abuse before the Airport Operator retrospectively imposes a financial sanction for each violation. For this financial sanction, the following sliding scale applies per calendar year:

Number of violations	Financial sanction
1-20 violations:	EUR 100 per violation
21-50 violations:	EUR 250 per violation
>50 violations:	EUR 500 per violation

Table 3: Financial sanction for APU abuse

Article 2.4 – Sanctions in the event of violation of the Schiphol Regulations by Schiphol Pass holders

1. In addition to the sanctions and/or measures referred to in Article 2.1, second paragraph, penalty points may be imposed on a Schiphol Pass holder in the event of a violation of the Schiphol Regulations. The total number of outstanding penalty points of a Schiphol Pass holder determines whether and, if so, which sanction is imposed on the Schiphol Pass holder. This points system is explained in more detail in Article 2.5.
2. If a provision of the Schiphol Regulations or related regulations is violated, the Airport Operator is authorised to impose among other things, but not exclusively the following sanctions and/or measures on a Schiphol Pass holder:
   a. Sending a warning letter to the Schiphol Pass holder and/or their employer and/or the client of the Schiphol Pass holder;
   b. Successfully retaking within a period set by the Airport Operator of one or more mandatory tests, such as the Safety & Security (S&S) test, authorisation vehicle driver, field competency certificate test or any other relevant test;

[7] *Except for locations at the airport where self-docking is permitted.*

c. Disqualifying the offender from driving by (temporarily) revoking the driving licence and/or field competency certificate as referred to in Article 25, first paragraph, points c and d of the Schiphol Regulations;
d. Holding a mandatory conversation between the Schiphol Pass holder, their manager and a representative of the Airport Operator;
e. Blocking or taking the Schiphol Pass in (temporarily or permanently).

3. The sanctions and/or measures referred to in the second paragraph may be imposed or taken simultaneously.
4. The number of penalty points to be imposed depends in part on the nature and seriousness of the violation, the degree of danger of the violation and whether a violation has already been committed.
5. Article 2.5 contains an explanation of the points system and an indicative overview of frequently occurring violations with the associated number of penalty points. The Airport Operator is authorised to deviate from this indicative overview.
6. If a Schiphol Pass holder is suspected of a criminal offence, which in any case includes subversive crime, as a result of which, in the judgement of the Airport Operator, the safety and/or security at Schiphol can be reasonably endangered, the Airport Operator is authorised to (temporarily) block the Schiphol Pass pending the outcome of a criminal trial.

Article 2.5 – Points system

The Airport Operator uses a points system for the follow-up on personal violations. This system provides insight into the status of the Schiphol Pass and the possible consequences for violations. This applies both to the employer or the company for which the Schiphol Pass holder works and to the Schiphol Pass holder personally (via his or her own employer).

- Penalty points:

In principle, any violation found leads to penalty points, where the amount of penalty points depends on the nature of the violation and the seriousness and possible danger of the violation.

- Sanctions:

The total number of points determines whether, and if so which, sanctions are imposed. Recurring offences can lead to higher points totals and stricter sanctions.

- Waiver of penalty points:

One penalty point shall be waived for each six-month period without violations. After the imposition of a pass blocking as a sanction (i.e. not pending an investigation), the number of points of the last sanction imposed is halved.

2.5.1 Lifespan of penalty points

Penalty points and related violations are only used as recurring offence information as long as this is necessary for the sanctioning process. As soon as a pass holder has returned to 0 penalty points, previous violations and associated penalty points are no longer taken into account for any subsequent violations. Penalty points can only be reduced on active Schiphol Passes.
If a pass holder is (temporarily) without an active Schiphol Pass, the points reduction is suspended. Reduction will resume once the pass has been reactivated.

Exception:
When a total of 12 or more penalty points has been accumulated. In that case, due to the seriousness of the violation(s) and/or the number of points, it is justified to keep previous violations, and associated penalty points available for reference until the pass holder's 70th birthday.

2.5.2 Sanctions for personal violations

After a personal violation, the penalty is determined by the total number of penalty points. The number of penalty points per violation is determined in accordance with the table in Article 2.6 - Guideline, combined with a possible allocation of extra points based on the seriousness or danger of the violation. To come to the total

number of penalty points (and the sanction after the most recent violation), the number of points of the violation is added to any outstanding penalty points based on previous violations.

The points of the most recent violation and any outstanding number of penalty points are therefore added together to arrive at the sanction where ***the most severe corresponding sanction in table 4 is leading.*** The Airport Operator reserves the right, if circumstances warrant, to impose additional or derogating sanctions (see Article 2.4) in addition to or derogating from the measures mentioned in the overview below. This may include, but is not limited to, the imposition of a mandatory conversation in addition to pass blocking.

Below is an overview of possible sanctions increasing in severity:

1. **Warning letter**: a notification of the violation including the number of points allocated.
2. **S&S test**: the successful retaking of one or more mandatory tests (at least the S&S test) within two weeks of the date of the sanction.
3. **(In)definite pass blocking**: a pass blocking for an (in)definite period, during which it is not permitted to perform work within the airport area. After a pass blocking for a specific time or after withdrawal of the pass, it can be retrieved and unblocked at the Badge Center after submitting a written request for re-issuing Schiphol Pass and successfully taking the S&S test.

Total number of points	Corresponding sanction
1 point	Warning letter
2 points	Warning letter
3 points	S&S test
4 points	Pass blocking for 7 days
5 points	Warning letter
6 points	S&S test
7 points	Warning letter
8 points	Pass blocking for 14 days
9 points	Warning letter
10 points	S&S test
11 points	Warning letter
12 points	Pass blocking 28 days
>12 points	(Un)specified pass blocking

Table 4: Sanctions for personal violations

The Schiphol Pass of a pass holder may be temporarily withdrawn for the purpose of an investigation. The definitive sanction will only be determined after the investigation has been completed. At that moment, it is decided whether the pass holder will receive the Schiphol Pass immediately and may use it again, whether the pass will be withdrawn for a longer period – or even definitively – or whether another measure will be imposed.

For more detailed information on the points system for personal violations and how this works, see Amsterdam Airport Schiphol Safety & Security Point system.

Article 2.6 – Guideline sanctioning of Schiphol Pass holders

The Airport Operator and the Schiphol Sanctions Committee apply the following summaries of sanctions measures as a guideline, but are authorised to deviate from them if:

a. Doing so is warranted by the seriousness of the violation in relation to the possible consequences of the actions;
b. There are mitigating circumstances of an individual nature, including immediately reporting a violation independently and on one's own initiative, and willingness to cooperate in identifying any learning effect for processes and procedures;
c. There are aggravating circumstances of an individual nature involved, including a recurring offence.

Sanctioning safety violations takes place within the frameworks of Just Culture. Just Culture means that, when imposing a sanction for a safety violation, the intention of the people involved is taken into account, as well as their conduct before, during and after the violation and what may be expected of them based on their training, knowledge and experience. When preparing a sanction measure, the necessary knowledge regarding the relevant facts and the interests to be taken into consideration is always gathered.

2.6.1 Points overview for Safety violations

a. Table 5a below provides an overview of the most common Safety violations with the **consequence of 1 penalty point**:

Schiphol Regulation	Description of violation
Article 5	Leave defective equipment/material in operation
Article 14.f	Smoking outside the smoking area
Article 15.1	Overfull and/or uncovered waste container
Article 15.1 / 15.2	Waste/litter
Article 17.1	Work permit not present
Article 17.1	Activities not in accordance with work permit
Article 17.2	Non-compliance with HSE Standards, Golden Rules of Safety
Article 18.1	Parking outside EPA spaces
Article 18.1	Parking, loading and/or unloading outside the spaces provided
Article 19.1	Dangerous pedestrian behaviour
Article 19.2	Ignoring the regulations of RVV1990
Article 19.2	Ignoring parking prohibition
Article 19.2	Ignoring pedestrian prohibition
Article 20.1	Advertising without the Airport Operator's permission
Article 22.1	Not wearing HVC
Article 22.2	Not wearing safety shoes
Article 24.4	Exceeding parking space height restriction
Article 25.3	Not wearing seat belt
Article 25.3	Driving with the door open
Article 25.4	Failing to display dipped headlights
Article 25.7	Not following the walking route
Article 25.11 / 25.12	Failing to display speed limiter/green lamp
Article 25.13	Exceeding maximum train length and/or incorrect order of large to small
Article 25.16	Not reporting baggage/air cargo to the Airside Operations on the perimeter road
Article 25.17	Driving in a vehicle that has not been inspected/approved
Article 25.18.a	Driving a faulty vehicle
Article 25.20.e	Maximum number of seats exceeded
Article 25.24 / 25.25	Ignoring height and/or width restriction
Article 29.1	The 400 Hz cable not rolled up
Article 29.13	Parking in the red shaded area
Article 29.25	Blocking entry and exit aircraft stand

Table 5a: Safety violation – 1 point

b. Table 5b below provides an overview of the most common safety violations, with the **consequence of 2 penalty points**:

Schiphol Regulation	Description of violation
Article 2.4	Unauthorized execution of towage or pushback movement
Article 2.4	Execution of towage or pushback movement not in accordance with regulations
Article 12	Non-reporting of incident
Article 13.1	Doing or failing to do anything that disturbs order or safety and/or may cause bodily injury, damage or inconvenience
Article 13.2.c / d / e	Unauthorised entry and/or relocation of cordon
Article 13.8	Taking photographs and/or film recordings without the Airport Operator's permis-sion
Article 14.a	Blocking the emergency exit
Article 14.a	Blocking the BHV/AED facility
Article 14.a	Blocking fire-extinguishing agent
Article 14.a	Blocking escape routes
Article 14.c	Festive and decorative elements not (sufficiently) fire-resistant
Article 14.e	Fire separation ineffective or blocked
Article 14.e	Unauthorized activation or obstruction of fire detection/fire protection equipment
Article 16.1.a	Unauthorised or incorrect use of the Airport Operator's assets/facilities
Article 17.1	Carrying out work without the written permission from the Airport Operator
Article 17.2	Leaving behind construction and/or demolition waste
Article 18.7	Parking vehicle or equipment at the perimeter fence
Article 19.1	Dangerous driving
Article 19.1	Driving with cargo not properly secured
Article 19.2	Ignoring mandatory driving direction
Article 19.2	Ignoring stop sign
Article 19.2	Ignoring overtaking ban
Article 19.2	Ignoring red traffic light
Article 19.2	Ignoring no-entry sign
Article 25.1	Unauthorized driving of (motor) vehicle
Article 25.1.c	Driving on apron without apron driving permit
Article 25.2	Holding mobile electronic device while driving
Article 25.5	Leaving key in unattended in electronically driven vehicle or equipment
Article 25.5	Leaving vehicle unattended with engine running
Article 25.5	Leaving vehicle ready for use unattended
Article 25.6	Equipment/vehicle not on brake/secured
Article 25.14	Driving with baggage trolley(s) carrying baggage/containers without a sealed and/or functioning seal
Article 25.15.c	Ignoring red traffic light and/or lowered barrier 'Kaagbaantunnel'
Article 25.15.d	Passing in front of/behind aircraft with anti-collision lights on
Article 25.15.e	Crossing wide red clearance line
Article 25.19	Unauthorised use of optical and/or acoustic signals
Article 26.1 / 26.2	Ignoring handling ban
Article 27	Fuels, hazardous substances and explosives non-compliant with regulations
Article 27.1.b	Unauthorized storage of hazardous substances without permission

Schiphol Regulation	Description of violation
Article 28.2.e	Blocking fuel truck
Article 28.2.f	Blocking emergency stop fuel hydrant
Article 29.1	ERA not free of equipment for aircraft arrival and departure
Article 29.2	Obstructing Marshaller's view
Article 29.5	Going under wing without necessity
Article 29.6	Presence on ERA when anti-collision lights are on and/or the engine is running
Article 29.7	Unauthorised entry ERA
Article 29.14	Passenger escort at aircraft stand is missing
Article 29.19	Crossing multiple aircraft stands

Table 5b: Safety violation – 2 points

c. Table 5c below provides an overview of the most common safety violations with the **consequence of 3 penalty points**:

Schiphol Regulation	Description of violation
Article 5	Failure to follow up instruction(s) given by and/or on behalf of the Airport Operator
Article 25.15.a	Ignoring BZO light
Article 25.15.b	Unauthorised entry of airfield

Table 5c: Safety violation – 3 points

d. Below is an overview of penalty points related to **Article 25.10** in the event of a **speeding violation** (table 5e), preceded by a correction applied to the measures speed in km/h (table 5d):

Measured speed in km/h	Correction to measured speed in km/h
0 t/m 100	3
101 t/m 133	4
134 t/m 166	5
167 t/m 200	6

Table 5d: Correction to measured speed

	1 point	2 points	3 points	Pass revocation[8]
Speed limit (km/h)	Speed after correction (km/h)	Speed after correction (km/h)	Speed after correction (km/h)	Speed after correction (km/h)
8	9 t/m 10	11 t/m 12	13 t/m 15	≥ 16
10	11t/m 13	14 t/m 16	17 t/m 19	≥ 20
15	16 t/m 19	20 t/m 24	25 t/m 29	≥ 30
30	31 t/m 39	40 t/m 48	49 t/m 59	≥ 60
50	51 t/m 65	66 t/m 80	81 t/m 99	≥ 100
60	61 t/m 78	79 t/m 96	97 t/m 119	≥ 120

Table 5e: Penalty points after speeding violation

[8] *The number of penalty points and the corresponding sanction are determined by the Airport Operator based on the circumstances.*

2.6.2 Points overview for Security violations

Table 6 below provides an overview of the most common Security violations and the associated penalty points:

Schiphol Regulation	Description	Point(s)
Article 2.4 Article 9.1 Article 16.1.a	Continued use of an expired Schiphol Pass	1
Article 2.4 Article 16.1.a	Persons failing to wear Schiphol Pass	1
Article 5.1 / 5.2 Article 13.1 Article 16.1.a	Schiphol pass not returned, despite request from security advisor to return the pass	1
Article 13.1 Article 16.1.a	Missing Schiphol Pass (day-visitor-urgency)	1
Article 2.4 Article 9.1 Article 13.1 Article 16.1.a	Incorrect authorisation on Schiphol Pass	2
Article 2.4 Article 16.1.a	Leaving Schiphol Pass unattended	2
Article 2.4 Article 13.1 Article 16.1.a	Abuse of escort authorisation	2 + escort authorisation withdrawn
Article 2.4 Article 13.1 Article 16.1.a	Violation of visitor pass conditions	2
Article 13.1 Article 16.1.a	Using pushbar unnecessarily – no intent	2
Article 2.4 Article 13.1 Article 16.1.a	Using 'operation fire service' (authorisation) unnecessarily - no intent	2
Article 2.4 Article 16.1.a	Abuse of staff parking authorisation	2 + temporary blocking of staff parking authorisation
Article 13.8 / 13.9	Taking/publishing photos or videos	2 + temporary blocking of Schiphol Pass
Article 13.2.a	Removing items that have been placed in the waste stream.	4
Article 13.2.i	Carrying prohibited object – weapon/ Cat 1	4
Article 5 Article 12.1.d Article 13.1	Incorrect handling of unattended baggage/unauthorised pickup/failure to report	4
Article 13.1	Insult	4
Article 5.1 / 5.2 Article 13.1	Not cooperating with an investigation initiated by the Airport Operator	4
Article 5 Article 13.1	Failure to comply with an instruction given by Security/Authority	4
Article 9 Article 13.1 Article 16.1.a	Persons in whom abuse of the Schiphol Pass has been detected (e.g. pass sharing/tailgating)	4
Article 9 Article 13.1 Article 16.1.a	Improper use of the Schiphol Pass (accompanying family, taking baggage, outside working hours, etc.)	4

Schiphol Regulation	Description	Point(s)
Article 13.2.i	Carrying prohibited object – weapon/ Cat 1	4
Article 13.2.l	Transport of alcohol in protected area by a Schiphol Pass holder	4
Article 13.2.m	Drinking alcohol in an undesignated location	4
Article 5 Article 9 Article 13.1	Not showing Schiphol Pass on first request	4
Article 5 Article 12.2 Article 13.1	Causing damage and not reporting it (leaving the accident site)	8
Article 5 Article 13.1 Article 16.1.a	Using pushbar/emergency button unnecessarily – abuse	8
Article 13.1 Article 16.1.a	Using 'operation fire service' (authorisation) unnecessarily – abuse	8
Article 13.1	Joyriding	8
Article 13.2.i	Carrying Cat 4 weapons	8
Article 13.2.l	Possession of drugs list 2 – own use	8
Article 13.7	Taking photos of Enforcement/KMar/Customs staff	8
Article 2 Article 9.1 / 9.2 Article 13.1	Not cooperating with the security process	8
Article 13.1	Theft/misappropriation general	12
Article 13.1	Destruction	12
Article 13.2.l	Possession of drugs list 1 – own use	12
Article 13.1	Theft/misappropriation of passenger's goods	12+
Article 13.2.i	Carrying Cat 2 and 3 weapons	12+
Article 13.2.l	Possession of drugs – commercial stock	12+
Article 13.2.n	Under the influence of any substance	12+
Article 13	Other forms of abuse/disturbing good order	1 through 12
Appendix 2 – Sanctions Article 2.4.6	Criminal offence/investigation Public Prosecution Service	Blocking of Schiphol Pass during the government investigation

Table 6: Overview of security violation points

Article 2.7 – Guideline sanctioning natural persons (not holding a Schiphol Pass)

Subject to the Airport Operator's rights under Article 2.1 of Annex 2 to impose other sanctions, report to the Royal Netherlands Marechaussee, or recover damages, the Airport Operator may prohibit a natural person – who is not a Schiphol Pass holder but is present in the airport area in a professional capacity and violates Schiphol Regulations or engages misconduct - from entering (parts of) the airport area or impose a monetary fine. The duration of the access ban and/or the amount of the fine depends on the specific circumstances of the case, including - but not limited to - the potential risk of disruption to public order and/or safety within the airport area. The table below provides indicative sanction guidelines for selected types of misconduct. The Airport Operator reserves the right to deviate from these guidelines.

The Airport Operator and the Schiphol Sanctioning Committee use the sanction overview below as a guideline for individuals without a Schiphol Pass, but reserve the right to deviate from these guidelines under specific circumstances, including:

a. The severity of the violation, in relation to its potential consequences, warrants such deviation;

b. Mitigating individual circumstances are present, including but not limited to the voluntary and immediate self-reporting of a violation;
c. Aggravating individual circumstances are present, including recidivism and repeated involvement in violations.

When preparing a sanction measure, the necessary knowledge regarding the relevant facts and the interests to be taken into consideration is always gathered.

Schiphol Regulation	Conduct	Sanction(s)
Article 2	The intimidation, threatening and/or insulting of staff.	An access ban ranging from 1 up to and including 36 months
Article 2	The use of violence or threats of violence against staff.	An access ban ranging from 6 up to and including 120 months
Article 2	Theft, destruction and/or damage to property owned by the Airport Operator.	A fine of up to 1.000 euro or an access ban ranging from 1 up to and including 60 months
Article 5	Failure to comply with an order or instruction given by individuals responsible for maintaining order and safety, including Schiphol Airport Authority, Security personnel, and the Royal Netherlands Marechaussee.	A fine of up to 1.000 euro or an access ban ranging from 1 up to and including 36 months
Article 9	The unauthorised entry or attempted entry into the restricted access and clean area (within the Terminal complex).	An access ban ranging from 6 up to and including 60 months
Article 9	The unauthorised entry or attempted entry onto aprons, taxiways, runways, or other parts of the Airside area (outside the Terminal complex).	An access ban ranging from 12 up to and including 120 months
Article 13.2	Bringing prohibited substances or items.	An access ban ranging from 1 up to and including 240 months
Article 13.2	Holding, organising or participating in a demonstration in restricted access and clean area, or to carry materials that are clearly intended for that purpose.	An access ban ranging from 6 up to and including 60 months
Article 13.7	Taking photo, video and/or film recordings of staff.	A fine of up to 1.000 euro or an access ban ranging from 1 up to and including 6 months
Article 14.a	Obstructing or disabling escape routes or other facilities.	A fine of up to 1.000 euro or an access ban ranging from 1 up to and including 6 months
Article 14.f	Smoking in the publicly accessible and restricted access areas of the Terminal, or in the clean area both inside and outside the Terminal complex.	A fine of up to 1.000 euro or an access ban ranging from 1 up to and including 3 months

Table 7: Overview of sanction(s) natural persons not holding a Schiphol Pass

Appendix 3 – Terms and Abbreviations

Term/abbreviation	Description
A.A.S.	Amsterdam Airport Schiphol; Airport Schiphol
Access control	The application of means by which the entry of unauthorised persons or unauthorised vehicles, or both, may be prevented.
Accident	An occurrence in which at least one person suffers fatal or serious injury who: - is present in the airport area - carries out processes on behalf of the Airport Operator except where injury suffered has a natural cause, has been inflicted by the person himself or by others.
ACM	Netherlands Authority for Consumers and Markets (NL: Autoriteit Consument en Markt)
ADA	Airside Demarcated Area; security restricted access areas which have been designated as demarcated areas by the Airport Operator, which are not public, and which are subject to full access control.
AIP	Aeronautical Information Publication
Airport	An area suitable for landing, take-off and carrying out other aviation activities, including associated infrastructure and services.
Airside	That part of the airport grounds used for aircraft landings, take-offs, taxiing, towing, parking and handling, including the perimeter and service roads and related other paved and unpaved areas, and for which specific authorisation on the Schiphol Pass or a Crew ID card is required.
Airport area	Area intended for use as an airport; on the basic map, it is framed by a red dotted line.
Airport Operator	Royal Schiphol Group N.V., a public limited company established under Dutch law, and the legal entities/persons designated by it.
Airside Operations	The business unit of the Airport Operator charged with supervising order and safety in the airport area, the installations and buildings, as well as access to and coordination in the airfield, aprons and perimeter roads; telephone number: 020 - 601 2116.
Anti-collision light	Red or white flashing warning light(s), underneath and/or on top of the aircraft.
Apron	A part of the airport intended for aircraft parking and handling for the purpose of the embarkation and disembarkation of passengers, the loading and unloading of mail and cargo, refuelling and for performing maintenance work.
Apron Control (Tower)	The Airport Operator's coordination centre in the air traffic control tower that is responsible for facilitating and controlling traffic on the aprons.
APU	Auxiliary Power Unit
ARQ	Airline Reserved Quantity; agreement between airlines and the Airport Operator regarding a maximum stock of ULD's.

Term/abbreviation	Description
ASA	Airside Secured Area; the area designated by the Airport Operator, pursuant to the Airport Operator's legal obligations to grant access only to those people in possession of a valid ticket, Crew-ID or airport identity card, and have a valid reason for accessing this area.
ASM Operations	Asset Management department; receives fault reports and ensures safe and coordinated handling; telephone number: 020 - 601 2550
Authority Officer	Officer responsible for monitoring and enforcing laws and regulations on behalf of the Airport Operator.
Authorisation	Authority granted to persons holding the Schiphol Pass and/or the Schiphol Vehicle Pass, which allows the pass holder and/or vehicle to gain access that is functionally necessary to the relevant area within the restricted access and/or clean areas.
Baggage area	An area designated by the Airport Operator for baggage handling.
BZO	Limited Visibility Conditions (NL: Beperkt Zicht Omstandigheden); situation with limited visibility due to fog, for example, divided into phases A to D inclusive.
CAP	Corrective Action Plan; improvement plan, including action(s), action holder(s) and period(s) for resolution.
CDM	Collaborative Decision Making; joint decision-making, the aim of which is to handle air traffic at the Amsterdam Airport Schiphol as efficiently as possible in collaboration with all parties involved.
Chapter 2 and 3 aircraft	The type of aircraft described in ICAO Annex 16, Environmental protection, Volume 1 – Aircraft Noise, Chapter 3.
DG	Dangerous Goods
Docking	Positioning of aircraft on an apron or aircraft stand.
EASA	European Union Aviation Safety Agency
ECS	Ether Control Schiphol
Enforcement	The supervision, monitoring and application of sanctions by the Airport Operator in order to ensure that legal entities/persons in the airport area comply with the prevailing codes of conduct and regulations.
Emergency	Situation in which urgent (medical) assistance is required.
EPA	Equipment Parking Area
ERA	Equipment Restraint Area
ESA	Equipment Staging Area
EVW	Electronically Driven Vehicle or Equipment (NL: Elektrisch Voer- en Werktuig)
Exemption	An exemption from a regulation from the Schiphol Regulations is granted by the Airport Operator for a specific situation or circumstance and is made in the name of a (individual) legal entity or natural person. An exemption is granted for a definite or indefinite period of time. Where appropriate, every two years it is reassessed whether grounds for an exemption still exist.

Term/abbreviation	Description
Extreme weather	Black ice, heavy snowfall, cloudbursts, persistent heavy rainfall, severe hail storms, severe thunderstorms, severe or extremely severe gale-force winds or hurricanes and extremely powerful gusts of wind, heat, draught, etc.
FOD	Foreign Object Debris
GPU	Ground Power Unit
Ground handling zone	An area delineated by the area occupied by the aircraft plus a circumference of two (2) metres.
HSE	Health, Safety & Environment
HVC	High Visibility Clothing
HVO100	Hydrotreated Vegetable Oil 100%; biofuel
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
Incident	An occurrence, with the exception of an accident, that endangers or could endanger the safe operation of Schiphol airport. **Serious incident: an incident that occurs in circumstances that most likely could lead to an accident.*
Instruction(s)	Instructions, requirements and conditions as referred to in Article 37b of the Aviation Act and Article 16 of the Airport Grounds Ground Handling Regulations.
Landing area	The area of an airport, with the exception of the aprons, intended for the taking off, landing and taxiing of aircraft.
Landside	The parts of the airport area that are accessible to the public.
Legal entities	Organisations and companies conducting airport-related activities within the airport area.
(L)ERP	(Local) Emergency Response Plan
Long-term parking	Positioning/parking a vehicle and/or equipment on one location for a longer period.
LPA	Landside Public Area; public area, the parts of the airport area that are accessible to the public.
LRA	Landside Restricted Area; restricted access areas designated as such by the Airport Operator that are secured to ensure the continuity of RSG operations as distinct from guaranteeing the safety of civil aviation.
LtO	License to Operate
Manoeuvring area	The part of the airport grounds intended for the take-off, landing and taxiing of aircraft, with the exception of aprons.
Marshaller	An official who can guide an aircraft when taxiing and/or give directions when parking.
Motor vehicle	All motorised vehicles, except mopeds (including (light) mopeds), bicycles with pedal assistance and disabled vehicles, intended to be driven other than along rails. (*Road Traffic Act 1994*)

Term/abbreviation	Description
NCP-L	National Crisis Plan for Civil Aviation Accidents (NL: Nationaal Crisis Plan Lucht-vaartongevallen)
NPA	Non-Parking Area
Occurrence	Any safety-related event which, if not corrected or addressed, could endanger persons and which includes in particular an accident or a (serious) incident.
Operating violation	A safety or security violation where it is clear which company is responsible/liable for this (such as, but not limited to, having vehicles or equipment of the organisation concerned parked incorrectly, leaving defective equipment in operation or equipment with FOD on it) but where it is not (al-ways) clear which person is responsible.
Pass holder	A natural person to whom a Schiphol Pass for persons has been issued.
Perimeter fence	The fencing that indicates the boundary between the Landside and the Secu-rity Restricted Area – Critical Part (SRA-CP).
Perimeter roads	The roads located along the aprons and Rinse Hofstraweg in its entirety.
Personal violation	A safety or security violation in which it is clear which Schiphol Pass holder committed the violation and can therefore be held personally liable for it or held responsible for it.
PPE	Personal Protective Equipment
Public area	The parts of the airport area that are accessible to the public.
RDW	Centre for Vehicle Technology and Information (NL: Rijksdienst voor het Weg-verkeer)
Recurring offence	Repetition of committing a violation.
Refuelling zone	An area with a radius of 1.5 metres, measured from the refuelling equipment in its entirety (tankers & dispensers), appendages (fuel hose, lanyard, bonding cable and/or fuel arm) and from the aircraft's hold and ventilation opening.
Review Committee of the Schiphol Regulations	The Review Committee is responsible for assessing proposed changes and ex-emptions with respect to the Schiphol Regulations. The Review Committee en-sures that decisions regarding the Schiphol Regulations are taken in a uniform manner. The Review Committee also ensures that the involvement of all stake-holders is guaranteed. (NL: Toetsingscommissie Schipholregels)
RH-weg	Rinse Hofstraweg (perimeter road)
Royal Schiphol Group NV	The Airport Operator.
RTS	Schiphol Admission Regulations; conditions for companies and organisations that wish to access the restricted access and clean areas at Amsterdam Airport Schiphol.
RVR	Runway Visual Range
RVV	Traffic Rules and Signs Regulations (NL: Regelement Verkeersregels en Ver-keerstekens)
S&S	Safety & Security
SAA	Schiphol Airport Authority; a department that, on behalf of the Airport Opera-tor, monitors, checks, and sanctions to promote compliance with applicable

Term/abbreviation	Description
	rules of conduct and regulations within the airport area by Schiphol Pass holders and legal entities.
Schiphol Control Centre	The business unit of the Airport Operator charged with supervising the processes in the Terminal complex, the drop-off roads and car parks and alerting the fire and ambulance services should an incident or emergency occur within the airport area; telephone number: 020 - 601 2555 (NL: Regiecentrum)
Schiphol Pass for persons	An access pass issued by the Airport Operator to a person for essential access of individuals in the restricted access and/or clean areas.
Schiphol Pass for vehicles	An access pass issued by the Airport Operator to a vehicle for essential access of the vehicle in the restricted access and/or clean areas.
Security	The department within Schiphol Nederland BV responsible for the legal and non-legal tasks associated with Civil Aviation Security (BBLV).
Security Department	Part of the company Security department.
Security Officer	Officer responsible for monitoring and enforcing laws and regulations on behalf of the Airport Operator.
Security screening	The application of technical or other means which are intended to identify and/or detect prohibited items.
Service roads	The roads located on Airside, the manoeuvring area, intended for specific use by persons with airfield authorisation.
SRA-CP	Security Restricted Area – Critical Part; clean area: • All areas of an airport to which departing passengers having undergone security screening have access; and • All areas of an airport where departing hold baggage passes or is kept after security screening unless the baggage is secured.
Taxitow	Taxiing aircraft which is powered by a TaxiBot. The combination of TaxiBot and aircraft falls under “taxiing air traffic”.
Terminal complex	The station building of Amsterdam Airport Schiphol, in any case comprising the arrival and departure halls, departure lounges and piers, as well as the Plaza, WTC walkway, Expeditiestraat and Transportstraat, the Baggage areas and the crew centre.
Third parties	Persons not employed by the other party but who are engaged by the other party and require a Schiphol Pass for persons/vehicles to perform work on behalf of the other party.
ULD	Unit Load Device(s)
VDGS	Visual Docking Guidance System
Vehicles	Bicycles, mopeds, disabled vehicles, (motor) vehicles, trams and cars. (*RVV 1990*)
VAT	Value Added Tax (NL: BTW)
Waiver	A waiver from a regulation from the Schiphol Regulations is granted by the Airport Operator and applies to anyone who meets the conditions for that exemption. An exemption is granted for a definite or indefinite period of time. Where appropriate, an assessment will be made every two years to determine whether grounds for an exemption still exist.
WTC	World Trade Center

Appendix 4 – Explanation of Airside areas

This appendix provides an overview of the various locations and areas that have been designated on Airside (**4.1**), their primary function and specific details applicable there.

This explanation applies to each area for normal operations. The Airport Operator may deviate from this if the circumstances so require.

A schematic representation (**4.2**) of the installation of an aircraft stand will follow later. This relates to **Article 29** of the Schiphol Regulations. This diagram does not apply exactly to each aircraft stand. Given the unusual shape of Amsterdam Airport Schiphol and the limited space available, there are aircraft stands where this layout is incomplete: for example no Equipment Staging Areas (ESA) or fewer Equipment Parking Areas (EPA). Certain arrangements therefore apply to parking (**4.3**), as well as for driving up and down the aircraft stand (**4.4**).

4.1 Areas

From an operational perspective, Airside consists of the following areas:

<table>
<tr><th colspan="4">Airside</th></tr>
<tr><th colspan="2">Movement area</th><td rowspan="2">Other operational areas</td><td rowspan="2">Non-operational areas</td></tr>
<tr><td>1. Manoeuvring area
(NL: Landingsterrein)</td><td>2. Aprons
(NL: Platformen)</td></tr>
<tr><td>Area for flight handling:
Runways
Taxiways
Remote holding positions
Service roads for flight handling
Engine test site
Other areas without function</td><td>Area for aircraft handling
Aircraft stands (NL: Vliegtuigopstelplaats)
Service roads (for aircraft handling: these cross a taxiway or a lead-in line)
Other areas without function</td><td>Area for supporting activities:
Perimeter roads
Parking spaces for vehicles or GSE
Storage areas
Aircraft Operations/fire brigade/VTC grounds</td><td>Other areas without function</td></tr>
</table>

Table 9: Airside areas

4.1.1 Movement area

In the movement area, there is flight handling (flight process) of an aircraft (taxiing, preparing for departure, take-off and landing) and aircraft handling (ground process) surrounding an aircraft.

a. Manoeuvring area

Runways for take-off and landing operations and taxiways for taxiing (including taxitow) and towed aircraft.

- **Take-off landing runway** – use: for aircraft take-off and landing.
- **Taxiway** – use: for independent taxiing (including taxitow) and towed aircraft.
- **Remote holding** – is a location where an aircraft can wait temporarily on the airfield, for example because of an occupied aircraft stand. Locations: P1, P2, P3 (P-holding), P6, P7 (parallel to taxiway V). See basic map.

- **Service road** – use: for vehicles that must move around the movement area.
- **Engine test site** – use: on this special apron, for technical reasons, aircraft can test one or more of their engines over a given time. Location: Engine test site near head of Runway 27.

b. Aprons

Aircraft handling takes place on aprons and at those aprons on specific aircraft stands. The types of aircraft handling are distinguished as follows:

- **Passenger handling** – this is the complete handling for a passenger flight and everything on board (including cargo). An aircraft stand that facilitates passenger handling supports all aspects of a turnaround. If an aircraft stand supports passenger handling, cargo handling, buffering and parking are also possible.
- **Cargo handling** – this is the complete handling of a cargo flight. The loading and unloading of passengers and baggage is not supported at these aircraft stands and is not automatically permitted. If an aircraft stand supports cargo handling, buffering and parking are also possible.
- **Buffering** – this is the process where an aircraft waits for its departure. In the event of buffering, the loading and unloading of passengers, baggage and cargo from the aircraft are not automatically permitted. A number of other aircraft handling processes are permitted. On certain aprons there are restrictions for refuelling and/or the use of liquids. If an aircraft stand supports buffering, parking is also possible.
- **Parking** – this is not a handling process but means stopping all handling processes. This is the process where an aircraft is waiting for its next flight. Other than in the case of buffering, the aircraft often remains grounded for a longer period of time. Activities permitted on aprons that facilitate this are minimal and are normally restricted to work inside the aircraft and/or technical inspection.

The overview below lists the various aprons at Amsterdam Airport Schiphol. For the most recent use, please refer to the following websites. On these websites, all aircraft stands per apron are shown together with the locations of the various aprons: Aircraft process

- **Apron A** – use: for passenger handling, non-connected. Special feature: self-docking.
- **Apron around Pier B (pier B)** – use: for passenger handling, connected. Special feature: Pier B southern side = passenger handling semi-connected and self-docking.
- **Apron around Pier C (pier C)** – use: for passenger handling, connected.
- **Apron around Pier D (pier D)** – use: for passenger handling, connected.
- **Apron D** – use: for passenger handling, non-connected. Special feature: accessible via service road from RH-weg. Local traffic only. No airfield authorisation is required for crossing this area.
- **Apron around Pier E (pier E)** – primary use: for passenger handling, connected.
- **Apron E** – use: for passenger handling, non-connected. Special feature: accessible via service road from RH-weg. Local traffic only. No airfield authorisation is required for crossing this area.
- **Apron around Pier F (pier F)** – use: for passenger handling, connected.
- **Apron around Pier G (pier G)** – use: for passenger handling, connected.
- **Apron G** – use: for passenger handling, non-connected. Special feature: a so-called “push and hold area” is located on G71.
- **Apron around Pier H/M (pier H/M)** – use: for passenger handling, semi-connected.
- **Apron J** – use: for passenger handling, non-connected.
- **Apron P** – use: Central De-icing Facility (CDF) in winter, otherwise buffering.
- **Apron Y** – use: for passenger handling, non-connected.
- **Apron R** – use: for cargo handling and partly passenger handling, non-connected.
- **Apron S** – use: for cargo handling.
- **Apron U** – use: for buffering and parking of aircraft. Accessible via service road from RH-weg. With escort if no airfield authorisation.
- **Apron K** – use: for passenger handling, General Aviation (GA).

- **Apron M** – use: for buffering and parking.

4.1.2 Other operational areas

The term "other operational areas" refers to the part of Airside that is used operationally by vehicles in particular but does not qualify either as manoeuvring area or as apron, and therefore by definition not as movement area.

- **Perimeter roads**: The roads located along the aprons and Rinse Hofstraweg in its entirety.
- **RH-weg** – use: main traffic route on Airside, for traffic handling of all motorised traffic.
- **Roads around the piers** – use: local traffic and road access to aircraft stands, offices.
- **Kaagbaantunnel** – use: link between Schiphol-Centre and Apron S.
- Parking spaces for vehicles or GSE – use: all designated parking spaces for vehicles and equipment used for aircraft handling.
- Storage areas – use: areas where equipment for aircraft handling may be stored, specifically:
  - areas where fuel or other flammable materials are stored;
  - areas for the temporary storage of broken equipment. Special feature: AAS has this emptied at set times.
- Aircraft Operations/fire brigade/VTC grounds – use: in use by AAS. Special feature: enclosed area.

4.1.3 Non-operational areas

The term "non-operational areas" refers to the area of Airside that is part of Airside but does not classify as manoeuvring area, apron or other operational area. This therefore concerns the other areas without function.

4.2 Layout of aircraft stand

In this section we will take a closer look at the aircraft stand. **Article 29** of the Schiphol Regulations states the following in this regard:

Within the airport area at A.A.S., different types of locations are distinguished where aircraft arrive, line up and/or depart for the purpose of boarding or disembarking passengers, loading or unloading mail or cargo, re-fuelling, parking or performing maintenance work:

- **Apron (NL: Platform)**: Area with multiple locations where aircraft can be handled.
- **Aircraft stand (NL: Vliegtuigopstelplaats):** Entire location equipped for handling one aircraft. The aircraft stand consists of the following areas. The Airport Operator may impose additional rules for each area.
  - **Equipment Restraint Area (ERA):** Where there are aircraft. This area is demarcated by a 20 cm wide red line.
  - **Equipment Parking Area (EPA):** An area demarcated with a continuous white line where vehicles or equipment can be parked for handling. The Airport Operator may impose additional rules for parking space, see 4.3.
  - **Equipment Staging Area (ESA):** An area demarcated with an interrupted white line where vehicles and/or equipment can be set up ("pre-positioned") for the purpose of handling the next aircraft.
  - **Aircraft stand sections between ERAs:** Intended for setting up non-motorised equipment. These are marked by diagonal white lines.
  - **GPU sections:** An area where only a GPU is allowed. Indicated by a continuous white line containing the text "GPU".
  - **Non-Parking Area (NPA):** No parking. Indicated by red diagonal lines, a white cross or signs. Important note: the NPA can be applied to several locations on the aircraft stand.

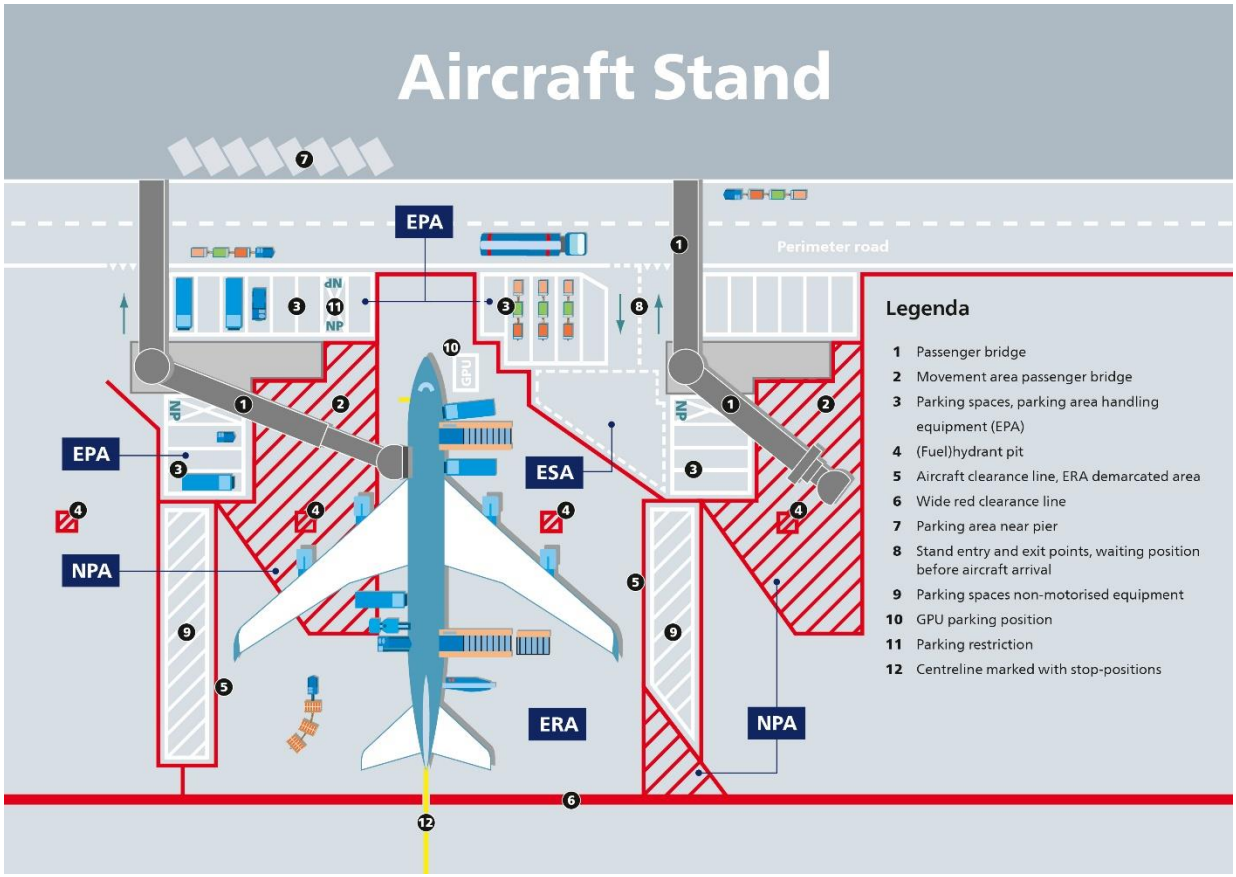


Figure 2: Aircraft stand

4.3 Parking on the aircraft stand – Equipment Parking Area (EPA)

The aircraft stand is equipped for the safe handling of aircraft. Parking is not permitted within the EPA. Exceptions are handling equipment and vehicles required for handling the current or next flight.

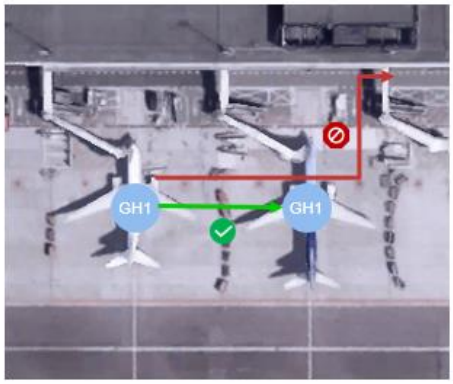
4.4 Crossing the aircraft stand

When crossing the aircraft stand, the following regulations apply:

Scenario 1A

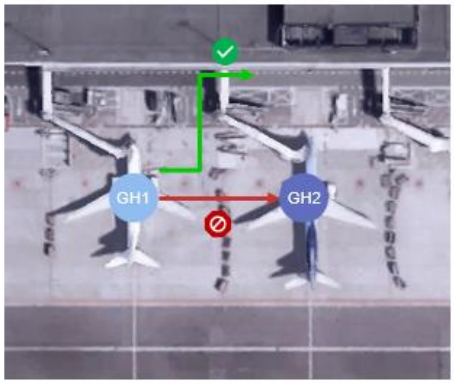
Permitted: handler moves directly to the adjacent aircraft stand and then becomes part of the handling process.

Not permitted: to move to the perimeter road via an adjacent aircraft stand, without participating in the handling process at the second aircraft stand.



Scenario 1B

Not permitted: the handler is not allowed to enter the adjacent aircraft stand if another handler is active there.

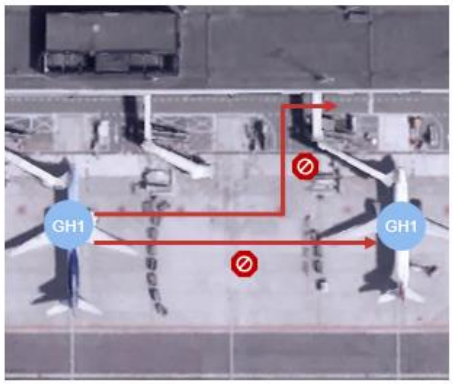


GH1 = Ground Handler 1 GH2 = Ground Handler 2 = Not permitted = Permitted

Scenario 2A

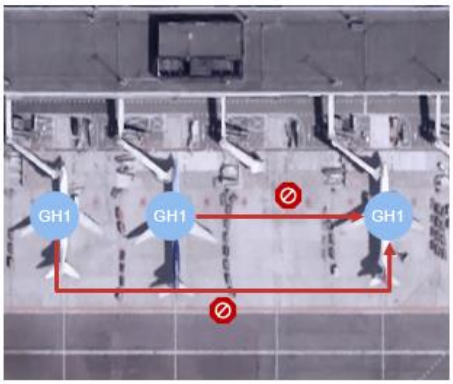
Not permitted: to move via an adjacent, vacant aircraft stand to another aircraft stand.

Not permitted: to move via an adjacent vacant aircraft stand to the perimeter road.

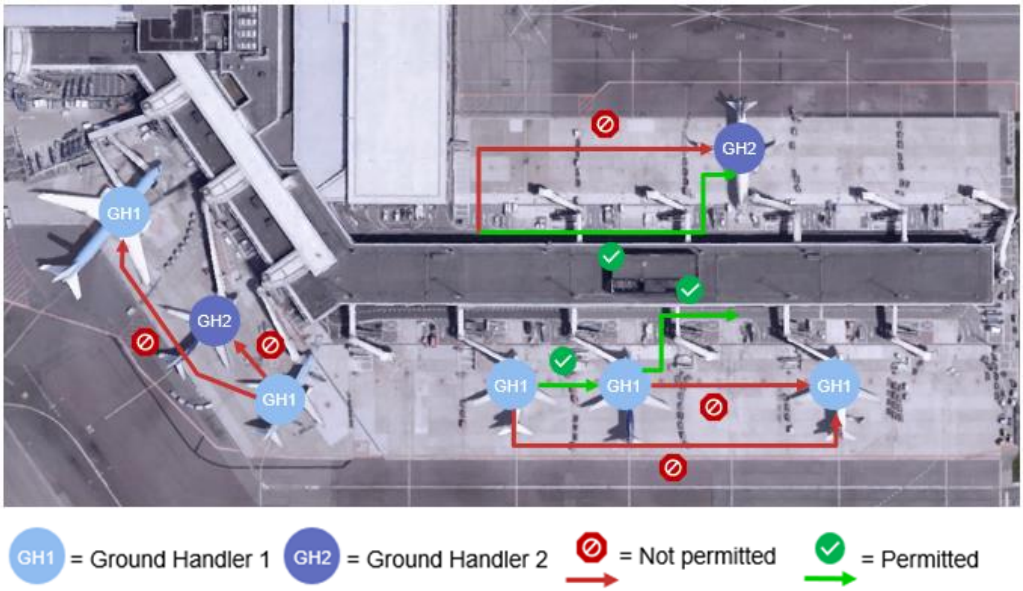


Scenario 2B

Not permitted: to cross from one aircraft stand to another via an adjacent stand without using the perimeter road.



GH1 = Ground Handler 1 GH2 = Ground Handler 2 = Not permitted = Permitted


GH1
GH2
GH1
GH2
GH1
GH1
GH1
GH1 = Ground Handler 1
GH2 = Ground Handler 2
= Not permitted
= Permitted

Service page

This section provides a list of links relevant to the Schiphol Regulations.
Main website: Aviation Partnerships
Safety: Working safely, together
Reporting safety incidents: Reporting accidents and incidents

- **Schiphol overview maps/floor plans:**

Schiphol basic map, towing overview, pushback map, remote aircraft stands, gates, bus gates and runway system, Schiphol-East and markings and lines on the apron: Aircraft process.

- **Manuals and regulations**

Via website link Aircraft process the following documents e.g. may be accessed:

- Schiphol Regulations
- Schiphol Admission Regulations (Appendix 1 to the Access Policy)
- Aerodrome Manual
- Manuals of the aviation business area
- Permission Airport Operations policy
- Logistics Terminal policy
- Manual environmental requirements for cleaning up leaks at Schiphol

- **Schiphol Pass conditions:**

Conditions with which the holder of a Schiphol Pass must comply. The current version of the conditions regarding the Schiphol Pass for persons can be found on the internet at: Conditions and sanctions.
The rules concerning the presence of persons on the grounds of Amsterdam Airport Schiphol (AAS) are based on the applicable Dutch and European aviation legislation.

- **How to act in a crisis – Disruptions and calamities**

Contains the following documents and links:

- Alert Service Airport Community App
- Company Instruction Manual
- Flight reduction procedure
- National Crisis Plan for Civil Aviation Accidents

It can be accessed via the website: Disruptions and crises.

- **Facilities for gas, electricity, drinking and extinguishing water, wastewater disposal, we manage and maintain an extensive network of cables, pipes and installations**

Website of Airport Utilities, Schiphol network administrator. Contains rapid reporting in the event of network failure and provides advice on connection requests, cancellations and changes.
It can be accessed via the link: Airport Utilities.

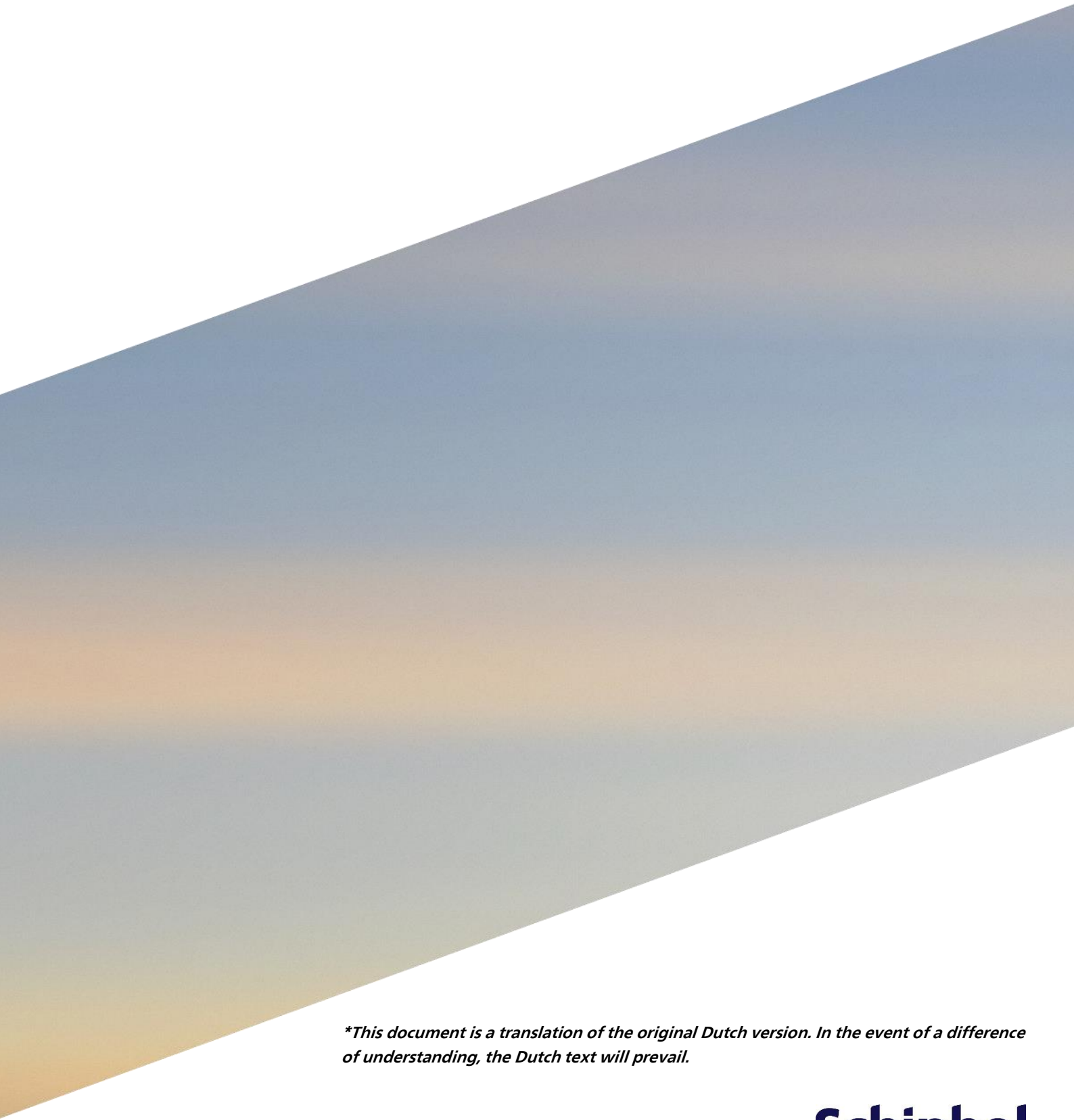
- **Laws and Regulations:**

European regulations laying down requirements and administrative procedures relating to airport grounds
EU Commission Regulation (EU) No. 139/2014
EASA Easy Access Rules for Aerodromes (Regulation (EU) No. 139/2014)
Aviation Act

- **Privacy statement for natural persons (non-Schiphol Pass holders)**

Access to Schiphol (for travellers)

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This document is a translation of the original Dutch version. In the event of a difference of understanding, the Dutch text will prevail.

Welcome to Amsterdam Airport

Schiphol