

Schiphol Regulations

Table of Contents

Schiphol Regulations	1
0. Management and version history	2
1. Definitions	3
2. Scope and operation	8
3. Access	9
4. General rules of conduct.....	10
5. Further regulations concerning the Terminal complex.....	13
6. Further regulations concerning baggage areas.....	15
7. Further regulations concerning airside	16
8. Further regulations concerning tow movements	22
9. Further regulations concerning push-back movements.....	24
10. Further regulations concerning Apron K.....	25
11. Further regulations concerning aircraft stands	27
12. Further regulations concerning the landing area	30
13. Further regulations concerning engine testing, engine warm-up and cool-down and compensating	32
14. Further regulations concerning the environment and the transport and storage of dangerous goods, refuelling and related activities.....	34
15. Further regulations concerning the use of the airport area.....	36
16. Final provisions	37
Appendices to the Schiphol Regulations and important links	39

0. Management and version history

Management This document is managed by the Safety & Environment Department of Amsterdam Airport Schiphol.

Contact Questions, comments and suggestions concerning the Schiphol Regulations can be e-mailed to schipholregels@schiphol.nl

Prevailing version The prevailing version of the *Schiphol Regulations* can be consulted at: www.schiphol.nl

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

Version history The overview below contains the amendments to the previous version of the *Schiphol Regulations*.

Version	Chapter	Content of change	Date
6	3, Art. 7	Header amended	November 2009
	4, Art. 12	Paragraph 3 added	
	4, Art. 18	Paragraphs a through d replaced by 1 through 4; paragraph 5 added	
	5, Art. 21	Paragraph i added	
	6, Art. 25	New paragraph 2 added, numbering adapted	
	11, Art. 71	Paragraph 6 amended	
	11, Art. 80	Paragraph 4 added	
	11, Art. 81	Paragraph 3 added	
	13, Art. 89	Paragraph 6 amended	

Adoption of the Schiphol Regulations The Management of N.V. Luchthaven Schiphol, in its capacity as airport operator of Amsterdam Airport Schiphol, has adopted the following regulations:

1. Definitions

Article 1

Definitions

Term	Description
engine warm-up or cool-down	Running aircraft engines at ground idle power in order to warm them up before take-off or cool them down after a flight (ground idle (GI) is the power setting of the aircraft engine(s) that generates the lowest level of thrust when the aircraft is in ground mode). Running aircraft engines without ignition does not count as engine warm-up or cool-down.
ground handling	The performance of ground handling services.
ground handling equipment	Equipment necessary for the ground handling of aircraft.
Airport Fire Officer	Officer on duty of the Airport Fire Department.
Airport Manager	The person who bears final responsibility for day-to-day operations within the airport area.
Airside	The part of the protected area on the airport area that is used for landing and take-off, taxiing, towing, parking and the ground handling of aircraft, including the perimeter and service roads and the unpaved areas.
Airside Authority Officer (AAO)	The person charged with supervising order and safety on airside.
Airside Operations	The organisational unit of the airport operator that focuses on coordinating day-to-day operations on airside.
Airside Operations Manager (AOM)	The person who is responsible for day-to-day operations on airside.
Airside Operations Office	The coordination centre for all airside users.
Alarm Centre	A part of the Control Centre managed by the Airport Fire Department where reports of fires, accidents and/or unsafe situations are received.
anti-collision lights	Red flashing lights located on the top and undersides of an aircraft. When these lights are flashing, the engines may be running, the aircraft may be departing, or it may be in tow.
Apron Control	The airport operator's coordination centre in the air traffic control tower that is responsible for facilitating and registering traffic on the aprons.
Apron Office	See Airside Operations Office.
automatic external defibrillator (AED)	A device used in efforts to restore a regular heart rhythm by delivering a specific dose of electrical energy to the affected heart.
baggage areas	Areas designated by the airport operator for the handling of baggage.
Amsterdam Airport Schiphol Baggage System (BASS) Control Centre	Department in the baggage basement where the baggage basement directors are located and perform their work.
operationally secured area	Restricted-access areas designated as such by the airport operator that are secured to ensure the continuity of the airport operators operations as distinct from guaranteeing the safety of civil aviation.
restricted-access area to the public	Parts of the airport area which are accessible to the public, if the persons concerning have a valid travelticket or an restricted issued card in their possession, which ticket or card is with one and can be shown.

Continued on next page

1. Definitions, Continued

Article 1 (continued)

Term	Description
operating equipment	All property of the airport operator.
Business Park Schiphol Oost	The area within the airport as a whole indicated as such in the map in Appendix XVI .
Authorised Supervisor	Person authorised to escort people in the section of the airport area that is not accessible to the public.
Limited Visibility Conditions (BZO)	Limited visibility conditions caused by, for example, fog and classified in terms of phases A to D.
security restricted area	An area designated as such by the airport operator on the basis of its legal obligations, and access to which is governed by specific safety and security requirements and access criteria.
DG tags	Identification tags/labels depicting dangerous goods symbols.
service roads	With the exception of the landing area and/or aprons, all paved and unpaved roads at airside that are not perimeter roads, as indicated in the appendix of the coordination scheme concluded between N.V. Luchthaven Schiphol and Air Traffic Control the Netherlands (LVNL).
airport operator	N.V. Luchthaven Schiphol, a public limited company established under Dutch law, and (legal) persons designated by this company.
extreme weather conditions	Ice, heavy snowfall, cloudbursts, persistent heavy rainfall, heavy hail storms, heavy thunderstorms, heavy or extremely heavy gales or hurricanes and extremely powerful gusts of wind.
Foreign Object Damage (FOD)	Damage caused to aircraft by litter.
ground handling services	The services provided at an airport to all natural or legal persons that transport passengers, mail or cargo to or from an airport by air as specified in the appendix to Council Directive 96/67/EC of 15 October 1996 on access to the ground handling market at Community airports (PbEG L 272/36).
Ground Power Unit (GPU)	Movable power unit for parked aircraft.
enforcement	Ensuring compliance, as the airport operator, with current rules of conduct and regulations on the part of visitors and pass holders within the airport area by exercising supervision, carrying out checks and imposing (or threatening to impose) penalties.
Airside Operations	The organisational unit of the airport operator charged with supervising order and safety in the airport area and its installations and buildings, as well as access to and coordination in the landing area, aprons and perimeter roads.
holding point 27	Location near runway 27 where, by way of exception and subject to approval from the Airside Operations Manager, engine tests may be performed.
chapter 2 aircraft	The type of aircraft described in ICAO Annex 16, Volume 1, Aircraft Noise, Chapter 2.
chapter 3 aircraft	The type of aircraft described in ICAO Annex 16, Volume 1, Aircraft Noise, Chapter 3.
Incident	Any incident that is not an accident that took place in the airport area and adversely affected or could adversely have affected order and safety in or the safe use of the airport area, or in which the safety of persons was endangered.

Continued on next page

1. Definitions, Continued

Article 1 (continued)

Term	Description
International Civil Aviation Organisation (ICAO)	International civil aviation organisation.
jet blast	Powerful air movement caused by the jet engines of an aircraft.
Apron K	Area in Schiphol-East that comprises taxiways and aircraft stands and is bordered by the 60-centimetre wide red clearance line at the clearance points GD, GK and GL
dome	See Apron Control.
landing area	The paved part of airside, with the exception of the aprons and perimeter and service roads as well as taxiway at Apron K, intended for the taking off, landing and taxiing of aircraft, and indicated as such in the map in Appendix XVI .
Local Time (LT)	Local time.
Airport area	The area defined as such in the Airport Planning Decree (the area designated for use as an airport as indicated in the map in Appendix XVI).
Airport grounds	See airport area.
Air traffic control	The regulation of air traffic by the issuing of clearances and instructions to participants in air traffic.
marshaller or Apron Officer	A person who guides an aircraft to its parking position by signalling to the flight deck crew and who is also charged with supervising and operational activities at aircraft stands.
lower-section Chapter 3 aircraft	Aircraft that are certified according to ICAO Annex 16, Chapter 3, but with respect to which the margin of the sum of the three certification noise levels relative to the sum of the three corresponding certification limits is less than 5 EPNdB.
accident	Any incident in the airport area that resulted in fatal or serious injury or caused significant damage.
Operations Manager (OM)	The person charged with supervising order and safety within the Terminal complex and the area within the airport as a whole that is accessible to the general public.
other mechanically driven vehicles	Vehicles or machines that form part of ground handling equipment and that may not participate in traffic on public roads.
pass holder	A natural person to whom a Schiphol Pass for persons has been issued.
perimeter fence	The fence that marks the boundary between the protected and non-protected area.
permanent logo	A logo that cannot be readily removed or transferred.
apron	A part of the airside section of the airport area intended for the parking of aircraft to enable the embarkation and disembarkation of passengers, the loading and unloading of mail and cargo, refuelling and the carrying out of maintenance work. A broad red clearance line marks the boundary between the apron and the landing area.
apron taxiway	portion of an apron designed as a taxiway but intended only to provide access to the aircraft stands
engine testing	The running of aircraft engines in order to test these engines in the following situations: <ul style="list-style-type: none"> - following the changing of an engine due to a periodic engine overhaul or malfunction; - following a (more comprehensive) overhaul of the aircraft; - in order to analyse complaints and malfunctions.

Continued on next page

1. Definitions, Continued

Article 1 (continued)

Term	Description
pushback procedure	The procedure that must be followed when an aircraft is being pushed backed from the aircraft stand to enable it to subsequently proceed under its own power.
pushback traffic	The traffic on the apron that moves to the landing area and comprises an aircraft and a truck that manoeuvres the aircraft into the correct position so that the aircraft can subsequently taxi in the landing area.
public area	Parts of the airport area accessible to the public.
perimeter roads	The roads alongside the aprons.
RDW-approved vehicle	A powered or towed vehicle approved by the Department of Road Transport (RDW) that has a registration plate and may participate in traffic on public roads.
regulations governing Access to Schiphol (RTS)	Terms and conditions for companies that wish to obtain access to the protected area and/or operationally secured area of Amsterdam Airport Schiphol.
Control Centre	The organisational unit of the airport operator charged with managing the processes in the Terminal complex, drop-off roads and car parks.
taxiway	The parts of the airport area used by aircraft to taxi and on which they are towed.
Sanctioning Committee	The committee referred to in Article 10 of the Regulations governing Access to Schiphol.
Schiphol Pass for persons	A pass that grants its holder access to the security restricted area and/or the business aviation restricted area. The term Schiphol Pass is also understood to mean a Schiphol Day Pass and Schiphol Visitor Pass issued by the airport operator.
Schiphol Pass for vehicles	A pass that grants its holder access as referred to in Article 2.2.1 of Regulation (EC) No. 2320/2002.
towing authorisation	Valid proof of authority to execute tow movements.
tow movement	The movement of a towing vehicle with or without an aircraft in tow, which is also understood to mean a pushback and a push-pull movement.
stop bar	A row of lights running the full width of a taxiway and beyond on each side comprising embedded lights and standing lights.
strip	A demarcated area, including runways provided the necessary measures have been taken, which is intended to limit damage to aircraft that veer off the runway and to protect aircraft during takeoff and landing.
charges and terms and conditions	Charges and terms and conditions applied by the airport operator in support of its own activities for the use of Amsterdam Airport Schiphol by airlines and natural and legal persons that are not airlines but that carry out flights.
taxiing	The movement of an aircraft on airside under its own power with the exception of take-off and landing but including the movement of a helicopter above airside within a height range that causes ground effect and at a speed comparable to that of other taxiing aircraft.
technical area	A closed area intended for the accommodation of equipment and/or installations.
terminal complex	The Amsterdam Airport Schiphol building, comprising anyway the arrival and departure halls, lounges and piers, the Plaza area, the WTC passage area, the forwarding and transport facility, the baggage area and the crew centre (see the general maps of the Terminal complex).

Continued on next page

1. Definitions, Continued

Article 1 (continued)

Term	Description
access pass	See Schiphol Pass for persons and/or Schiphol Pass for vehicles.
tower	The air traffic control tower at Amsterdam Airport Schiphol.
field authorisation	Valid proof of authority to access independently the landing area.
Visual Docking Guidance System (VDGS)	A parking system for aircraft by which the aircraft is guided in by information on an electronic display.
aircraft stand	A marked area on the apron which is designated for the parking of an aircraft
flight	The movement of an aircraft from the point at which the aircraft is free to move and the flight deck crew intends to take off to the point at which the aircraft has come to a complete stop after landing. The aircraft is deemed to have started moving if the engines are running, the anti-collision lights (the red flashing lights located on the top and undersides of the aircraft) are on and the wheel blocks have been removed. The aircraft is deemed to have come to a complete stop once the engines have been shut down, the anti-collision lights have been switched off and the wheel blocks have been put in place.
WI-FI	A certification label ('logo') for wireless network products.
flashing light	A rotating or flashing light with a minimum luminous intensity of 40 candelas and a frequency of 60 to 90 flashes a minute.

2. Scope and operation

Article 2**Applicability**

These Regulations apply to the entire airport area.

Article 3**Own risk**

Parties enter the airport area at their own risk.

Article 4**Applicable regulations**

1. All parties are obliged to observe applicable regulations set by the government and/or the airport operator, including but not limited to the [Haarlemmermeer General Municipal Ordinance \(APV\)](#), the [General Airport Regulations \(ALR\)](#), the [Supplementary Airport Regulations for Amsterdam Airport Schiphol \(ALRS\)](#), the [Carriage of Dangerous Goods Act](#), the [Environmental Management Act](#) and the requirements set forth in permits referred to in other (environmental) legislation as well as in the airport operator's terms and conditions relating to charges and the Regulations governing Access to Schiphol (RTS, [see Appendix I](#)).
 2. All parties are obliged to comply with the airport operator's verbal or written instructions.
-

3. Access

Article 5

Access to the security restricted area and/or business aviation restricted area

1. All persons in possession of a valid Schiphol Pass for persons are allowed access to restricted areas. All persons in possession of a valid Schiphol Pass for persons and/or another permit for persons accepted by Amsterdam Airport Schiphol have access to secured premises.
 2. A Schiphol Pass for persons is only issued if all the terms and conditions specified in the Regulations governing Access to Schiphol (RTS) have been and continue to be met. The RTS is permanently available for consultation at www.schiphol.nl.
 3. Parties that do not have a Schiphol Pass for persons may only access the security restricted area under the supervision of a person with authorised supervision.
 4. Within the part of the airport area not accessible to the general public, the Schiphol Pass for persons must be worn in a clearly visible way.
 5. The security restricted area and/or business aviation restricted area may only be accessed at the entry points designated by the airport operator.
-

Article 6

(Motor) Vehicle access to airside

1. Parties not in possession of a Schiphol Pass for vehicles may not access airside with a (motor) vehicle.
 2. A Schiphol Pass for vehicles is only issued if all terms and conditions specified in the RTS have been and continue to be met. The RTS is permanently available for consultation at www.schiphol.nl.
 3. After completing their duties, drivers of (motor) vehicles must immediately leave airside with their (motor) vehicles, using the shortest and safest route over designated perimeter roads.
-

Article 7

(Motor) Vehicle access to Business Park Schiphol Oost

1. The requirements for drivers as mentioned in [Appendix II](#) are applicable to all drivers of (motor)vehicles on Business Park Schiphol Oost.
-

Article 8

Access to baggage areas

1. Only pass holders with valid and appropriate authorisation granted to them by the airport operator on the basis of the RTS are permitted to access baggage areas.
 2. Technical sections of the baggage areas may not be accessed without the prior written permission of the Amsterdam Airport Schiphol Baggage System (BASS) Control Centre.
-

Article 9

Access to the landing area

1. Independently accessing the landing area, whether with or without a vehicle, is not permitted unless the party accessing the area is in possession of a Schiphol Pass to which the appropriate authorisation has been attached and permission for such access has been given by air traffic control and the Airside Operations Manager or a person duly acting on his behalf and air traffic control.
 2. The appropriate authorisation must be applied for through the airport operator on the basis of the procedure set out in the RTS.
-

4. General rules of conduct

Article 10

Order and safety

The following is not permitted within the airport area:

- a. Taking part in a gathering, being unnecessarily obtrusive, harassing others either as part of a group or individually, fighting or otherwise disturbing the peace;
 - b. Having in one's possession a substance or object which it may be assumed, on the basis of the given circumstances, was brought or is present to disturb the peace, damage other objects or cause injury to persons;
 - c. Proceeding with others towards a gathering or other event that is causing a confluence of people. Those present at an event causing a confluence of people, or who find themselves in or present at a gathering or any other event that is disturbing the peace or is threatening to do so, must comply with instructions given by the airport operator and immediately continue along their respective ways or leave the area along the instructed route;
 - d. Proceeding to or being at parts of the airport area that have been cordoned off by the airport operator in the interests of maintaining order and safety or to prevent disturbances to the peace;
 - e. Abusing airport facilities or making use of facilities at a time when they are not available for use, or using airport facilities in ways other than intended;
 - f. Performing work that entails a fire hazard, such as but not limited to welding and grinding and work involving the use of gas burners, without the airport operator's written permission. Terms and conditions which parties must comply with unconditionally must be attached to such permission;
 - g. Performing work without having appointed, in consultation with the airport operator, a permanent contact person who can be contacted directly by telephone 24 hours a day;
 - h. Performing work under the influence of alcohol or other drugs.
-

Article 11

Amsterdam Airport Schiphol Emergency Plan

If the airport operator issues an alarm in accordance with the emergency plan, the procedures of the "Amsterdam Airport Schiphol Emergency Plan" apply. A public version of this plan, the "Guideline for Companies in the Event of Major Disruptions and Crises at Schiphol", can be consulted via the [Instruction manual for disruptions and crises - Aviation](#).

Article 12

Operating equipment

1. Using operating equipment of the airport operator in a way or for a purpose other than prescribed by the airport operator is not permitted.
 2. If certain (safety) regulations/terms and conditions must be observed prior to, during or after use of such operating equipment, such (safety) regulations/terms and conditions must be applied in full and/or complied with.
 3. Use of the Visual Docking Guidance System (VDGS) and/or passenger bridge without the airport operator's prior written permission is prohibited.
-

Article 13

Advertising, speeches, collections

Without the airport operator's prior written permission, the following is not permitted within the airport area:

- a. Putting up advertising signs, posters and the like or having these put up and disseminating pamphlets, printed matter, circulars or images or having these disseminated, or advertising in any other manner;
 - b. Holding public speeches or engaging in any other kind of activity that is propagandistic in nature;
 - c. Holding a public collection of any kind whatsoever;
 - d. Holding or organising events and/or entertainment events, meetings and/or demonstrations.
-

Continued on the next page

4. General rules of conduct, continued

Article 14**Photography and filming**

1. Other than for strictly personal use, photography and filming is not permitted within the airport area without the airport operator's prior written permission.
 2. The airport operator is authorised to attach further terms and conditions to the permission referred to in the previous paragraph.
-

Article 15**Smoking**

With the exception of the specially designated areas, smoking is not permitted in the Terminal complex, in the vicinity of its entrances/exits, on airside and in Business Park Schiphol Oost.

Article 16**Construction and/or demolition work**

Performing construction and/or demolition work within the airport area without the airport operator's prior written permission is not permitted.

Article 17**Found objects**

With regard to found objects, the airport operator is designated the municipality within the meaning of Section 12 of Book 5 of the Dutch Civil Code. Within that context, the airport operator and the finder have the following rights and obligations:

- a. The finder of an object is obliged to report to the airport operator's Found Objects Department as quickly as possible;
 - b. The finder must hand over the object for safekeeping if the airport operator so requests;
 - c. 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;
 - d. The airport operator is authorised to sell found objects that are not valuable items, that are not claimed within three months and that have come into its safekeeping other than by its own request, and enjoy the proceeds of such sale. The airport operator is also authorised to transfer such objects to third parties free of charge or destroy them;
 - e. The airport operator retains a valuable item in its safekeeping for a term of 12 months. If the item is not claimed within this term, the finder will be entitled to claim it for a period of one month following expiry of the 12-month term referred to;
 - f. If the finder does not submit a claim within the 1-month period referred to, the airport operator will be entitled to sell the item after 13 months have passed and enjoy the proceeds of such sale.
-

Article 18**Parking, storage or set up**

1. Vehicles may only be parked within designated parking spaces in parking garages and car parks.
 2. Parking is not permitted in front of the departure and arrival halls. In this area, drivers may only stop to pick up and drop off passengers and load and unload baggage. In all other cases the driver must park the vehicle. Unauthorised or improper parking will result in the vehicle being towed away.
 3. Parking is done at one's own risk.
 4. Storing or setting up equipment/vehicles within a distance of three metres on both sides of the perimeter fence is not permitted.
 5. The airport operator sets general terms and conditions for one-off parking agreements. These are available on www.schiphol.nl.
-

Continued on the next page

4. General rules of conduct, continued

Article 19

Pollution, waste and 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. Waste must immediately be cleared away by the party that has caused it.
 3. When removing waste, employees of companies involved in the cleaning process must use or ensure that use is made of properly closed garbage bags that feature the logo of the company for which the employees work and to use the facilities designated by the operator for removing the waste.
 4. Cabin waste must be brought to the locations designated for the purpose by the airport operator.
 5. All leaks from aircraft, vehicles, installations and/or stored material observed must immediately be reported to the Control Centre (Tel. 020 6012555) or, if the leak has been observed on airside, the Airside Operations Office (Tel. 020 6012115/2116).
 6. Any leaks resulting from damage must be limited to the greatest extent possible, taking personal safety into account.
-

Article 20

Generators

The use of (mobile) generators is not permitted without the airport operator's prior written permission.

5. Further regulations concerning the Terminal complex

Article 21

Loitering

1. Roller skating, skating, skateboarding, stepping or using an electrically driven vehicle or moped or bicycle is not permitted in the Terminal complex without the prior written permission of the Operations Manager.
 2. The following is not permitted:
 - a. Lying and/or sleeping in restricted-access area to the public of the Terminal complex;
 - b. Carrying or having a bag and/or coat in the vicinity of shops that is or are apparently designed to facilitate shoplifting;
 - c. Blocking or otherwise obstructing emergency escape routes or other facilities designed to facilitate or ease escape in cases of emergency;
 - d. Abusing fire safety facilities such as fire alarm buttons, fire extinguishers and fire hose reels;
 - e. Abusing company emergency response equipment such as automated external defibrillators (AEDs) and evacuation chairs;
 - f. Using decorative elements for parties or to enhance presentation more generally that are not sufficiently fire-resistant (sufficient fire resistance must be evidenced by a quality mark and/or certificate);
 - g. Making an open fire by, for example, lighting candles, torches and/or fireworks;
 - h. Consuming alcoholic drinks outside designated catering establishments.
 - i. To take dogs into the terminal complex, except with a valid transportation ticket. This rule does not apply to dogs used for work purposes by the airport operator or national authorities.
-

Article 22

Commercial activities

1. Carrying out commercial activities or having such activities carried out is not permitted in the Terminal complex without the airport operator's prior written permission.
 2. It is not permitted to offer WI-FI services in the Terminal complex without the airport operator's prior permission.
-

Article 23

Work in the Terminal complex

1. The following is not permitted in the Terminal complex without the airport operator's prior written permission:
 - a. Drilling through fire partition elements or otherwise reducing the effectiveness of such elements;
 - b. Performing work on rooftops;
 - c. Opening and closing ceilings;
 - d. Performing work in technical areas;
 - e. Performing construction, renovation/conversion and/or demolition work in or to the Terminal complex, including the baggage areas;
 - f. Performing work without adequately screening off the work location;
 - g. Leaving behind tools, work equipment and materials in an unmanaged and unsecured state;
 - h. Performing work without erecting or affixing replacement emergency route signposting if, because of the work being performed, existing emergency route signposting is hidden from view or emergency routes are altered;
 - i. Obstructing the passenger flow during performance of the work.
 2. The airport operator is authorised to attach additional terms and conditions to the written permission granted.
 3. Storing dangerous goods in the public areas of the Terminal complex and the restricted-access area to the public is not permitted. An exception to this prohibition is the storage of dangerous goods available for purchase in sales areas.
-

Continued on the next page

5. Further regulations concerning the Terminal complex, continued

Article 24

The use of electrically driven vehicles and machines (EVWs)

1. Using electrically driven vehicles and machines (EVWs) is not permitted without the airport operator's prior written permission (see [Appendix III](#)).
 2. Drivers of EVWs must be able to prove by means of an appropriate document that they have completed adequate, specific training to drive such vehicles as referred to in the Working Conditions Act.
 3. Driving an EVW whose maximum speed has not been demonstrably limited to 8 kilometres an hour is not permitted.
 4. EVWs that:
 - a. Are not regularly subject – in any case at least once a year – to technical inspection in terms of (traffic) safety;
 - b. Are of dubious design and construction; and
 - c. Are inadequately maintained in technical termsmay not be used.
 5. With the exception of emergency service EVWs, the use of acoustic signals is not permitted.
 6. Driving in a reckless manner or at speeds in excess of 8 kilometres an hour is not permitted.
 7. Transporting a greater number of persons on an EVW than the number of seating places is not permitted.
 8. EVWs must be parked in the prescribed manner at the designated parking places for charging and/or at charging stations.
 9. Parking for longer than 20 minutes is not permitted at locations other than the designated parking places for charging and/or charging stations.
 10. EVW drivers must always give pedestrians the right of way.
 11. Using EVWs other than for primary purposes in the restricted-access area to the public is not permitted between 06.00 - 10.00, 12.30 - 14.00 and 18.00 - 19.30 (peak hours). Primary purposes are understood to mean:
 - a. The transport of persons with a disability;
 - b. Ambulance transport;
 - c. The transport of children travelling alone;
 - d. The locomotion of baggage carts in EVW peak hours;
 - e. Transport for the purpose of exercising legal supervision.
-

6. Further regulations concerning baggage areas

Article 25

Vehicle movements

1. Participating in traffic in baggage areas is not permitted:
 - a. In a mechanically driven vehicle that has not been inspected and approved;
 - b. In a vehicle of dubious design and construction or that is inadequately maintained in technical terms, which is understood to mean:
 - I. The vehicle's handling characteristics are such that the driver has reason to believe that they are not as they should be for the vehicle in question and therefore constitute a danger to himself and/or other road users;
 - II. There is insufficient visibility to the front, sides and rear from within the vehicle to ensure that it can be driven safely;
 - III. The vehicle has observable leaks which the driver may reasonably conclude are a source of environmental pollution and/or constitute an obstruction and/or danger to other traffic;
 - IV. The vehicle is insufficiently visible in the dark and/or poor visibility conditions due to defects and/or external dirt to make it safe to use;
 - V. The driver may reasonably conclude that a continuation of the trip would result in the vehicle losing components and/or load and/or damage to the road surface and/or a danger to normal operations of the airport due to a breakdown.
 - c. The vehicle does not satisfy the requirements set out in [Appendix II](#) to these Regulations.
 2. Towing a combination of baggage carts, pallet carts and container dollies is not permitted unless the maximum train length including the truck does not exceed 27.5 metres, the combination contains no more than six carts/dollies and the order in which they are combined is from large to small.
 3. The driver of a motor vehicle must activate the parking brake when leaving the vehicle.
 4. The driver who's parking a towed vehicle that is not fitted with an automatic parking brake must activate the parking brake of the towed vehicle once it is parked.
 5. The driver all times bear individual responsibility for driving through underpasses and are liable vis-à-vis the airport operator for damage to an underpass caused by a vehicle that is excessively high. In such cases, the airport operator is not liable for damage to the vehicle unless such damage was the result of an intentional act or omission or gross negligence on the part of the airport operator.
-

Article 26

Speed

A vehicle may not travel faster than 10 kilometres an hour in the baggage areas. If circumstances are so require, for example for reasons of safety, speed must be reduced.

Article 27

Using low-beam headlights

Drivers of (motor) vehicles must at all times use low-beam headlights.

Article 28

The parking of equipment

Containers, baggage carts, dollies and other (ground handling) equipment may only be parked at designated places.

Article 29

Work in the baggage areas

Parties are obliged to report to the Amsterdam Airport Schiphol Baggage System (BASS) Control Centre prior to the performance of work in the baggage areas and report there again once work has ended.

7. Further regulations concerning airside

Article 30

Conduct on airside

1. All parties on airside are obliged to comply with the airport operator's instructions as indicated by signposting, marking and traffic lights, or as given in verbal or written form by the Airside Operations Manager or other Airside Operations employees.
 2. All equipment of an airline and/or ground handling company and/or company vehicles must be clearly recognisable by featuring company colours and/or permanent company logos, or displaying the company name. Company logos must be at least 30 by 50 centimetres and, furthermore, must at least be displayed on the left and right sides of the vehicle at clearly visible locations.
 3. The following is not permitted:
 - a. Roller skating, skating, skateboarding, stepping or using mopeds or bicycles without the prior written permission of the Airside Operations Manager;
 - b. Crossing the broad red clearance line without the prior permission of the Airside Operations Manager;
 - c. Performing work on systems for the storage, transport or pumping of fuel on aprons without the prior permission of the Airside Operations Manager;
 - d. Placing or replacing fencing or other forms of enclosure or cordoning off without the prior permission of the Airside Operations Manager;
 - e. Accessing an airside area that has been cordoned off by fencing and/or other marking without the prior permission of the Airside Operations Manager;
 - f. Obstructing the view between the aircraft and the marshaller or the person operating the Visual Docking Guidance System;
 - g. Passing behind an aircraft if its engines are running and its anti-collision lights are on;
 - h. Passing in front of or behind an aircraft on an apron if its anti-collision lights are on;
 - i. Leaving vehicles with their engines running, unless the running of engines is necessary to generate and/or maintain pressure for the operation of hydraulic or pneumatic systems. In such cases, vehicles may not be left unattended;
 - j. Blocking emergency services routes;
 - k. Using open baggage carts without top coverings.
-

Article 31

Pedestrians

Pedestrians on airside must always use pedestrian paths and pavements. If such paths and pavements are absent, pedestrians must use the safest and shortest route possible.

Article 32

Cyclists

1. Cyclists must always wear high-visibility clothing (HVC) in accordance with Class 2 of the NEN-EN 471 + A1 standard.
 2. Cyclists must always use bicycle lights.
-

Continued on the next page

7. Further regulations concerning airside, continued

Article 33

Work on airside

1. Performing work on airside without the airport operator's prior written permission is not permitted.
2. Performing work on airside without wearing High Visibility Clothing (HVC) in accordance with class 2 of the NEN-EN 471 + A1 standard is not permitted.
3. When work is being performed on airside, the continuous information updates given on the relevant radio frequency of the air traffic control tower, the so-called runway channel, must be carefully followed unless the working area on airside has been completely cordoned off, for instance by means of construction site fences or corner flags.
4. The following applies to work being performed in the vicinity of runways in use:
 - a. The performance of such work requires the approval of Air Traffic Control the Netherlands (LVNL). The approval of LVNL is also required for the use of digging, transport and/or hoisting equipment in Zones 1, 2 and 3 in connection with potential effects on the ILS.
 - b. The performance of work outside the zones referred to under d, e, f and g must remain confined to ICAO areas.
 - c. When work is being performed in the vicinity of taxiways leading to and away from runways, the general runway clearance requirement must be observed (57.5 metres for Code F).
 - d. In Zone 0, the area extending from 0 to 92.5 metres from both sides of a runway axis, obstacles and the performance of work in terms of persons, vehicles, runway inspections and measurements of surface roughness are only permitted subject to the following conditions:
 - Vehicles must be mobile and marked;
 - Work may only be performed at one location per runway;
 - Persons and vehicles must comply with provisions governing access to the landing area;
 - Persons must have the permission of the Airside Operations Manager or act on his behalf;
 - Persons must have the permission of the air traffic control tower and remain in constant contact with it.
 - e. In Zone 1, the area extending from 92.5 to 122.5 metres from both sides of the runway axis, obstacles and the performance of work in terms of persons, vehicles and machines, groundwork, cable work and mowing are only permitted subject to the following conditions:
 - Vehicles and equipment must be mobile and marked;
 - The height of vehicles and machines may not exceed 5 metres from ground level;
 - Work may only be performed at one location per runway;
 - The location at which work is being performed must be at least 500 metres in front of the localiser and at least 100 metres behind the glide path, unless air traffic control has granted an exemption from this condition;
 - The work may only be performed within the uniform daylight period (UDP);
 - Work may not be performed when visibility is less than 1500 metres, unless permission has been granted by the Airside Operations Manager;
 - Persons and vehicles must be in compliance with provisions governing access to the landing area or otherwise be supervised;
 - Equipment used must be removed from the location once the work has ended;
 - The work must be announced to LVNL by the Airside Operations Manager;
 - Operators of the vehicles used must report to the air traffic control tower at both the start and end of work.

Continued on the next page

7. Further regulations concerning airside, continued

Article 33 (continued)

- f. In Zone 2, the area extending from 122.5 to 150 metres from both sides of the runway axis, obstacles and the performance of work in terms of the temporary storage of soil (<3 months), a temporary ditch (<3 months) in the ground (negative obstacle), groundwork, cable work, construction and installation work, persons and vehicles and machines are only permitted subject to the following conditions:
- The direction of storage must be parallel with the runway axis and the storage site must be resistant to jet blast;
 - Storage is only permitted at one location within the Strip, situated at least 500 metres in front of the localiser and at least 100 metres behind the glide path;
 - In terms of dimensions, the storage site may not exceed 1 metre in height from ground level and may not take up an area in excess of 50 m²;
 - The following limiting dimensions apply to a ditch: width <1.50 metres, depth <1.00 metre, length <20.00 metres;
 - Obstacles must be marked in accordance with the current provisions of ICAO Annex 14;
 - Vehicles and machines must be mobile and marked;
 - The height of vehicles and machines may not exceed 15 metres above ground level;
 - The location at which work is being performed must be at least 500 metres in front of the localiser and at least 100 metres behind the glide path, unless air traffic control has granted an exemption from this condition;
 - Work may not be performed when visibility is less than 1500 metres, unless permission has been granted by the Airside Operations Manager;
 - Persons and vehicles must comply with provisions governing access to the landing area or otherwise be supervised;
 - Equipment used must be removed once the work has ended;
 - The work must be announced to air traffic control by the Airside Operations Manager;
 - Operators of the vehicles used must report to the air traffic control tower at both the start and end of work.
- g. In Zone 3, the area extending 60 metres from the runway ends and, in terms of width, two times 150 metres from both sides of the runway axis, obstacles and persons in terms of persons and vehicles and equipment, groundwork, cable work, mowing and ground restoration work are only permitted subject to the following conditions:
- Machines must be mobile and marked;
 - The height of machines at the work location may not exceed a height defined by a ratio of 1:50 of a plane calculated from 60 metres from the runway end and/or threshold;
 - Work may only be performed at one location per runway;
 - Work may only be performed within the uniform daylight period (UDP);
 - Work may not be performed when visibility is less than 1500 metres, unless permission has been granted by the Airside Operations Manager;
 - The location at which work is being performed must be at least 500 metres in front of the localiser and at least 100 metres behind the glide path, unless air traffic control has granted an exemption from this condition;
 - Persons and vehicles must comply with provisions governing access to the landing area or otherwise be supervised;
 - Equipment used must be removed once the work has ended.
- h. As an exception on grounds of safety, the conditions specified above in relation to Zones 1 and 2 do not apply to the part of the Strip bordered by the runway threshold and the location of the ILS glide-path antenna (see [Appendix IV](#)).

Continued on next page

7. Further regulations concerning airside, Continued

Article 34

Placing and storing equipment

1. All equipment and vehicles must be placed and/or stored in such a way as to ensure that the risk of them being blown/rolling away is at all times avoided.
 2. If the Airside Operations Manager announces an expected storm, additional measures must be taken in terms of securing ground handling equipment, vehicles and/or aircraft. If negligence is observed 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 35

Ground handling in limited visibility conditions (BZO)

When horizontal visibility is 1500 metres or less and/or the cloud base is 300 feet or lower, restrictions apply with regard to certain ground handling activities as instructed by the airport operator on the basis of the limited visibility conditions (BZO) phase (see [Appendix V](#)). These airport operator instructions must be strictly complied with.

Article 36

Ground handling in extreme weather conditions

1. Performing ground handling activities in an unprotected area on airside is not allowed without the airport operator's permission if the airport operator has issued a (general) prohibition on ground handling for (parts of) the airport area due to extreme weather conditions. This stipulation does not apply to ground handling activities in an aircraft connected to a passenger bridge and to the removal of snow and ice from an aircraft. These activities may continue.
 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.
-

Article 37

Safety requirements relating to vehicles and ground handling equipment

1. Participating in traffic on airside in a mechanically driven vehicle that has not been duly approved is not permitted.
 2. Participating in traffic on airside is not permitted in a vehicle that is:
 - a. Of dubious design or construction or is inadequately maintained in technical terms, which is understood to mean:
 - The vehicle's handling characteristics are such that the driver has reason to believe that they are not as they should be for the vehicle in question and therefore constitute a danger to himself and/or other road users;
 - There is insufficient visibility to the front, sides and rear from within the vehicle to ensure that it can be driven safely;
 - The vehicle has observable leaks which the driver may reasonably conclude are a source of environmental pollution and/or constitute an obstruction and/or danger to other traffic;
 - The vehicle is insufficiently visible in the dark and/or poor visibility conditions due to defects and/or external dirt to make it safe to use;
 - The driver may reasonably conclude that a continuation of the trip would result in the vehicle losing components and/or load and/or damage to the road surface and/or a danger to normal operations of the airport due to a breakdown.
 - b. The vehicle does not satisfy the requirements set out in [Appendix II](#) to these Regulations.
 3. The driver of a motor vehicle must activate the parking brake when leaving the vehicle.
 4. The driver who's parking a towed vehicle that is not fitted with an automatic parking brake must activate the parking brake of the towed vehicle once it is parked.
-

Continued on next page

7. Further regulations concerning airside, Continued

Article 38**Tank truck drivers**

With the exception of short stays on aprons during the ground handling of aircraft or stays at parking places specifically designated by the airport operator, tank truck drivers may not leave tank trucks unattended.

Article 39**Vehicle drivers**

1. Drivers of motor vehicles must have the following driving licences:
 - a. 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 (*Wegenverkeerswet*) for motor vehicles registered with the Department of Road Transport (RDW).
 - b. A valid category A or category B driving licence or a valid certificate for mopeds and, in addition, a document proving that the driver has completed adequate, specific training for the type of vehicle being operated for motor vehicles not registered with the Department of Road Transport, which must also be understood to mean vehicles suspended by the Department of Road Transport.
 2. Drivers of mopeds as referred to in Article 157 of the Driving Licence Regulations must be in possession of a valid certificate to operate mopeds.
-

Article 40**Using low-beam headlights**

Drivers of motor vehicles must at all times use low-beam headlights.

Article 41**Vehicle speed**

1. With the exception of the landing area, vehicles may not travel faster than 30 km/h on perimeter roads, service roads and aprons. Exceptions in this regard are:
 - a. Emergency service vehicles that indicate their high speed through visual and acoustic signals;
 - b. Vehicles towing baggage carts, pallet dollies or dollies may not travel faster than 15 km/h on downward inclines at the following locations: the RH road viaducts over the A4 motorway, the Kaagbaantunnel and the R apron tunnel.
 2. Vehicles that have a braking distance greater than 20 metres while making an emergency stop in a loaded or unloaded state may not be used.
-

Article 42**Parking, cleaning or repairing**

1. Parking, cleaning or repairing vehicles at places other than those designated by the operator is not permitted. Exceptions in this regard are emergency repairs, as long as these are carried out in a way that does not pollute the environment or disrupt overall operations, and are not carried out on an incline.
 2. When a vehicle is parked/left the engine must be switched off unless running the engine is necessary for the generation and maintenance of pressure for hydraulic or pneumatic systems.
 3. The driver of a vehicle for which the Department of Road Transport (RDW) has issued a registration number must use the parking disc when parking in parking spaces on airside. The maximum permitted parking duration is 2 hours. Exceptions in this regard are vehicles with registration numbers that are parked in their own, exclusive parking spaces and government service vehicles. These vehicles may remain parked in the appropriate parking spaces for longer than 2 hours without a parking disc.
-

Continued on next page

7. Further regulations concerning airside, Continued

Article 43**Use of flashing lights**

Drivers of vehicles may not use visual and/or acoustic signals unless they are driving:

- a. Airport Service vehicles;
 - b. Emergency service vehicles;
 - c. Vehicles in the landing area;
 - d. Tow and pushback vehicles on runways, taxiways and aprons.
-

Article 44**Maximum vehicle height**

1. A maximum vehicle height of 3.80 metres applies on perimeter and service roads. Applicable vehicle heights that differ from this maximum are indicated by signs.
 2. Vehicles higher than 3.80 metres must be reported to the Airside Operations Office in advance so that, if necessary, appropriate supervision can be arranged.
 3. The driver must at all times bear individual responsibility for driving through underpasses and is liable to the airport operator for damage to an underpass caused by a vehicle (that is excessively high). In such cases, the airport operator will not be liable for damage to the vehicle unless the vehicle is demonstrably less than 3.80 metres in height and the damage was the result of an attempt to use an underpass for which no indication of a different maximum vehicle height had been given.
-

Article 45**Vehicle length**

Towing a combination of baggage carts, pallet dollies and container dollies is not permitted unless:

- a. The maximum train length including the truck does not exceed 27.5 metres;
 - b. The train does not comprise more than six carts/dollies;
 - c. The order of vehicles in the train is from large to small.
-

Article 46**Vehicle width**

The driver of a vehicle that exceeds four metres in width must be extra alert due to the fact that the vehicle may exceed the width permitted by certain roads, and must adjust his driving style accordingly.

Article 47**Vehicle movements**

1. Vehicle movements on airside must always occur via the designated roads and the shortest and safest routes.
 2. No one should remain on airside, with or without his/her vehicle, for longer than is strictly necessary for the completion of his/her duties.
 3. Traffic around the piers has right of way in relation to traffic coming from aprons, and traffic on an aircraft taxiway has right of way relative to traffic at a crossing.
-

Article 48**Crossings**

1. Aircraft taxiways may only be crossed at the designated crossing points.
 2. When crossing at a point secured by an orange, flashing low-visibility-conditions light, the vehicle driver must exercise additional caution.
-

Article 49**Use of plastic or foil**

1. Plastic and foil may not be used, with the exception of sealed material that leaves the warehouse and enters the aircraft unopened.
 2. If sealed material is used that leaves the warehouse and enters the aircraft unopened, the material must be sealed/protected in such a manner that the plastic and/or foil cannot become detached and possibly blow away.
-

8. Further regulations concerning tow movements

Article 50**Permission of the airport operator**

The execution of tow movements is not permitted without the airport operator's prior written permission (towing authorisation).

Article 51**Requirements governing tow truck drivers during tow movements**

1. A truck driver executing a tow movement must be in possession of a document evidencing that the appropriate towing authorisation has been granted.
 2. Towing authorisation can be applied for from the airport operator in accordance with the procedure set out in [Appendix VI](#) (only in Dutch available and password-protected).
-

Article 52**Preparation for a tow movement**

1. The tow truck driver is familiar with the latest changes to the 'Tow Movements Manual'.
 2. All latches and doors of an aircraft must be closed before the start of a tow movement to ensure that no loose objects are lost during the procedure.
 3. The anti-collision light of an aircraft must be switched on before the start of a tow movement. Outside the uniform daylight period or in conditions of poor visibility, the aircraft being towed must also have its navigation lights on. If these lights are not on, the aircraft being towed must be supervised by the Airside Operations Manager or by an Airside Operations employee designated by the Airside Operations Manager.
 4. If the anti-collision light malfunctions, the truck driver must report the malfunction as soon as it is observed. The tow movement may then not be started or, as the case may be, continued. If the aircraft being towed does not have a working anti-collision light, a tow movement may only be executed if all of the following conditions are met:
 - The truck's amber coloured flashing light and headlights must be on;
 - The aircraft's navigation lights must be on;
 - Horizontal visibility is more than 1500 metres and the cloud base is above 300 feet, i.e. limited visibility conditions do not apply (BZO);
 - The tow movement must be executed during the uniform daylight period.
 5. If the aircraft being towed does not have a working anti-collision light and when limited visibility conditions (BZO) apply and/or the tow movement must be executed outside the uniform daylight period, the tow movement may only be executed under the supervision of an Airside Operations employee. During such a tow movement, the supervising vehicle must drive behind the aircraft being towed with its flashing light on to indicate the end of the tow combination.
-

Continued on the next page

8. Further regulations concerning tow movements, continued

Article 53

Execution of a tow movement

1. The tow truck transponder must be activated shortly before making the tow movement request to Apron Control.
 2. The tow truck driver must ask Apron Control for permission to carry out the tow movement.
 3. The truck driver must stick to the standard tow route as specified in **Appendix VI** to these Regulations. Deviating from this route is only allowed by order of Apron Control or the air traffic control tower. Standard towage routes between Schiphol-Centre and Schiphol-East are indicated by a white unbroken line next to the yellow centreline that continues for at least the first 60 metres of taxiways at crossings and junctions.
 4. Tow trucks without a towed aircraft must also use the standard tow route.
 5. During a tow movement, the tow truck must use low-beam headlights and an amber-coloured flashing light.
 6. During a tow movement, someone must always be in the cockpit of the aircraft being towed to operate the brakes.
 7. Tow trucks without a towed aircraft must travel in the direction of the driver's forward field of vision when travelling on a taxiway along its longitudinal direction (over the centreline) and when crossing a taxiway, and on the apron side of the red clearance line. Reversing is not permitted due to the risk of collision.
 8. The tow truck driver must report to Apron Control or the air traffic control tower any traffic that could conflict with the route to be taken by the tow truck.
 9. Tow movements on Quebec taxiway may only be executed by towbarless trucks and in the same direction as taxiing traffic. This stipulation may only be deviated from if Apron Control has granted permission to do so.
 10. When Runway 24 is being used for landing or Runway 06 is being used for take-off, LVNL will order Apron Control to keep taxiway G4 free of tow traffic.
 11. Towage vehicles that are wider than 3.9 metres (with mirrors) are not permitted to use the Rinse Hofstraweg between aircraft stand B49 and the connection with Pier E and the perimeter roads around Piers B, C and D, as described in Appendix XVII. Prohibited areas are indicated by signs.
-

Article 54

Exceptional circumstances

1. Tow movements involving the towing of objects that are not aircraft must be executed in the same way as tow movements involving aircraft and must be reported to the Airside Operations Manager in advance.
 2. When visibility is less than 1500 metres and/or the cloud base is 300 feet or lower, the airport operator's instructions must be strictly complied with.
 3. If the tow combination is incapable of progressing, for example due to a technical breakdown, the malfunctioning of the lights of the truck and/or object being towed or disorientation, the following actions must be taken:
 - a. The tow movement must be stopped immediately;
 - b. Apron Control or the air traffic control tower must be informed immediately;
 - c. The truck driver must await instructions from Apron Control or the air traffic control tower.
 4. If Apron Control instructs a truck driver to be ready to provide assistance (for example for the removal of an aircraft from a runway or taxiway following an emergency procedure), the driver must proceed to the location indicated by Apron Control. Once there, he must report to Apron Control and await further instructions and/or supervision.
-

9. Further regulations concerning push-back movements

- Article 55** **Permission of the airport operator**
The execution of push-back movements is not permitted without the airport operator's prior written permission (push-back authorisation).
-
- Article 56** **Requirements governing tow truck drivers during push-back movements**
1. A tow truck driver who carries out a push-back movement must be in possession of a valid push-back authorisation or a towing authorisation with the appropriate additional authorisation.
2. Push-back or towing authorisation may be requested from the airport operator in accordance with the procedures described in [Appendix VI](#).
-
- Article 57** **Preparation for push-back movement**
The tow truck driver is familiar with the latest changes to the 'Push-back Movements Manual'.
-
- Article 58** **Execution of push-back movement**
1. A push-back movement may not begin until the green light at the top of the passenger bridge is lit. Only then is the bridge properly positioned and is there a sufficient amount of clearance with respect to the aircraft. If the green light is not lit, Apron Control must be notified.
2. The tow truck transponder is to be activated only if the push-back movement is followed by a tow movement in conformity with chapter 8, 'Further Regulations concerning Tow Movements'. In this case the tow truck transponder is to be activated shortly before making the tow movement request to Apron Control. In all other cases it is prohibited to have the transponder activated on the apron side of the red clearance line.
3. During a push-back movement, the tow truck must use low-beam headlights and an amber-coloured flashing light. The flashing light is to be turned on shortly before commencing the push-back movement.
4. Tow truck drivers who have to travel along the longitudinal direction (over the centreline) of a taxiway to reach a safe location after disconnecting from the aircraft, or have to cross a taxiway, or are on the apron side of the red clearance line, must travel in the direction of the forward field of vision. Reversing is not permitted due to the risk of collision.
5. As an exception to the prohibition described in Article 52, paragraph 11, a towage vehicle that is positioned for a push-back movement is permitted to use the roads directly in front or to either side of the aircraft stand at which the push-back movement will be carried out.
-
- Article 59** **Exceptional circumstances**
During Phase D of limited visibility conditions (BZO), a truck driver is responsible for reporting the completion of a pushback/push-pull movement. The truck driver must only report completion once all persons and vehicles involved in the pushback/push-pull movement have arrived within the area demarcated by the closest red clearance line.
-

10. Further regulations concerning Apron K

- Article 60** **Taxiing in a situation in which visibility is limited**
It is not permitted to taxi across the apron when visibility is 350 metres or less (BZO phases C and D). Aircraft must be moved by means of towing.
-
- Article 61** **Turning aircraft**
1. It is not permitted to turn aircraft under their own power on the aircraft stands.
2. Should it nevertheless be desirable to turn an aircraft, the aircraft must be turned by means of pushback and tow movements.
-
- Article 62** **Taxiing of turned aircraft under their own power**
It is not permitted for turned aircraft, see previous article, to taxi from the aircraft stand to the taxiway on the K30 strip under their own power without prior written consent.
-
- Article 63** **Entering apron taxiway**
It is not permitted to be on the apron taxiway. An exception to this regulation is made for personnel that are directly involved in the handling of an aircraft that is located on the taxiways.
-
- Article 64** **Giving instructions to pilots of arriving flights**
1. It is not permitted to give instructions to pilots, on their request, regarding the location of the designated aircraft stands or the intended stopping point without the prior written consent (authorised declaration) of the airport operator with respect to the handling of flights on Apron K.
2. The airport operator can declare the handler's personnel authorised if the personnel concerned have successfully completed a training programme approved by the airport operator.
-
- Article 65** **Giving instructions to pilots of departing flights**
1. It is not permitted to depart if the handling personnel have not yet given the all-clear sign.
2. Before giving the all-clear sign, the handling personnel will determine whether the intended departure does not conflict with other arriving or departing traffic on the apron.
-
- Article 66** **Lighting**
Vehicles involved in accompanying and/or towing aircraft must be fitted with an amber-coloured flashing light.
-

Continued on next page

10. Further regulations concerning Apron K, Continued

Article 67**Performing pushback and tow movements on the apron**

1. Tow movements between different aircraft stands and between hangars and aircraft stands must be coordinated with Apron Control.
 2. Tow movements carried out between the K10 and K20 aircraft stands and the other part of the apron involve entering the manoeuvring area; consequently, drivers must be in contact with Apron Control while towing.
-

Article 68**Right of way**

Towing traffic arriving at the apron from runway Golf has right of way above taxiing traffic departing the aircraft stands and heading toward GL.

11. Further regulations concerning aircraft stands

Article 69

Traffic requirements governing aircraft stands

1. Conduct that constitutes an actual or potential danger to an aircraft stand or that obstructs or potentially obstructs traffic is not permitted.
 2. Conduct that increases the risk of a traffic accident is not permitted.
 3. Parties involved in one way or another in a traffic accident are not allowed to leave the scene of the accident. The scene may only be left if:
 - a. Ample opportunity has been given to establish the identities of the parties involved;
 - b. Ample opportunity has been given to establish the identity(ies) of the vehicle(s) involved;
 - c. No one injured during the traffic accident is left behind in a helpless state.
 4. The driver of a vehicle must be capable of bringing his vehicle to a stop within a distance that offers an unobstructed view of the aircraft stand and without accessing it.
-

Article 70

High-visibility clothing

Accessing aircraft stands without wearing high-visibility clothing in accordance with Class 2 of the NEN-EN 471 + A1 standard is not permitted. This stipulation does not apply to cockpit and cabin crew members coming from and going to the aircraft.

Article 71

Placing cargo and/or ground handling equipment

1. Placing cargo and/or ground handling equipment on aprons outside designated aircraft stand sections is not permitted (see [Appendix VII](#)). This rule does not apply if the aircraft stand is free. In such situations, the apron's entry/exit road may be used for the temporary placement of ground handling equipment for the next arrival. As soon as the apron is accessible as referred to in Article 59, the entry/exit road must immediately be cleared to serve as an emergency route.
 2. Aircraft stand sections may not be used for purposes other than the placement of cargo and/or ground handling equipment.
 3. Placing ground handling equipment in the vicinity of an aircraft in such a way that it hinders the embarkation and disembarkation of passengers is not permitted.
 4. If an aircraft stand section features a (ground handler's) letter code, the section in question may only be used for the placement of ground handling equipment belonging to the ground handling company designated by the corresponding letter code or a (company) vehicle that recognisably belongs to that ground handling company.
 5. If an aircraft stand section borders more than one aircraft stand, all parties placing cargo and/or ground handling equipment for the handling of one aircraft may only use a maximum of half of the aircraft stand section. The half used must furthermore be on the side of the aircraft undergoing ground handling.
 6. Ground handling equipment placed in aircraft stands C04, between C07 and C09, between C09 and C11, C13, and between aircraft stands E02, E03, E04, E05, E06 and E07 may never exceed a height of 2.25 metres. At the other aircraft stand sections between the aircraft stands at Piers E, F and G and Apron R, ground handling equipment may not exceed a height of 3.50 metres.
 7. Ground handling equipment placed on the aircraft stand sections between the aircraft stands on the odd-numbered side of Pier B may never exceed a height of 2.25 metres. Only equipment that is needed for the next ground handling activity is permitted to be at the aircraft stand sections.
-

Continued on the next page

11. Further regulations concerning aircraft stands, continued

Article 72

GPU stand section

1. GPU stand sections may not be used for purposes other than the (pre-)positioning of a GPU.
 2. A pre-positioned GPU or parts thereof, including equipment forming part of it, may not extend beyond the GPU stand section.
 3. The pass holder acting as marshaller or operator of the VDGS to effect the connection of an aircraft to a pre-positioned GPU bears responsibility for ensuring that the pre-positioned GPU, including equipment forming part of it, is and remains within the GPU stand section.
 4. A GPU may not be positioned on an apron that does not have a GPU stand section unless the unit is placed at least 2 metres from the yellow taxiing line in front of the top stop bar and the pass holder acting as marshaller or operator of the VDGS ensures that the GPU is at that location when the aircraft enters the apron.
-

Article 73

Positioning outside the aircraft stand as demarcated by red lines

With the exception of the GPU and GPU stand section, vehicles and other equipment must be positioned outside the demarcated aircraft stand at the moment at which an aircraft enters the aircraft stand.

Article 74

Accessing aircraft stands (parking procedure)

With the exception of the party exercising his/her professional duties within the context of the parking procedure, accessing an aircraft stand after an aircraft has entered it is not permitted until the aircraft has come to a stop and blocks have been placed at its wheels, and until:

- a. Where necessary, the GPU has been connected to the aircraft;
 - b. The aircraft engines have been shut down;
 - c. The aircraft's anti-collision lights have been switched off.
-

Article 75

Accessing aircraft stands (pedestrians)

1. Pedestrians are not permitted to access aircraft stands, with the exception of:
 - a. Passengers being supervised to and from the aircraft;
 - b. Persons supervising the passengers to and from the aircraft;
 - c. Persons exercising their professional duties in terms of ground handling activities, repairs, inspections or supervision.
 2. Passengers are not permitted to cross an aircraft stand to reach an adjacent aircraft stand on foot, with the exception of situations in which:
 - a. there is a need to change planes on Apron B, and
 - b. the passengers are escorted to and from the aircraft; and
 - c. the Airside Operations Manager has granted permission.
-

Article 76

Vehicles/equipment permitted to be at aircraft stands

After an aircraft has parked at an aircraft stand, only vehicles and (ground handling) equipment that are strictly necessary for the ground handling of the aircraft and the vehicles of supervisors are permitted to be at aircraft stands.

Article 77

Prohibition on parking and stopping

A prohibition on parking and stopping applies to all vehicles in red-lined areas. 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 ground handling purposes. Such vehicles may use the red-lined movement area of the passenger bridge if:

- a. The flashing light and acoustic signal of the passenger bridge are off; and
 - b. It is certain that there is sufficient space in the area.
-

Continued on the next page

11. Further regulations concerning aircraft stands, continued

Article 78 **Ensuring the aircraft stand is clean**
The aircraft stand must be free of litter and (ground handling) equipment before aircraft engines are started.

Article 79 **Accessing and exiting the aircraft stand**
An aircraft stand must be accessed or exited by means of the road segment marked as the entry/exit route on the apron. This rule does not apply to the following persons:
a. The driver of the pushback truck;
b. The marshaller; or
c. The driver of the passenger bus.
These persons are also authorised to access and exit the aircraft stand in front of the aircraft's nose.

Article 80 **Crossing several aircraft stands**
1. Crossing aircraft stands is not permitted except in cases where work has to be performed in an adjacent aircraft stand. This rule does not apply to tank trucks at Pier C, which may cross several aircraft stands behind the aircraft subject to the following conditions:
a. The tank trucks pass behind the aircraft as close to the broad red clearance line as possible;
b. The drivers use their professional judgement to determine whether passing behind the aircraft is possible; and
c. The drivers are and remain responsible for the safety of operations involving their tank trucks.
2. Space behind aircraft is not guaranteed and there is no obligation to provide such space.
3. Tank trucks may not pass behind aircraft from limited visibility conditions (BZO) Phase C.
4. Passengers are not permitted to cross an aircraft stand to reach an adjacent aircraft stand on foot, with the exception of situations in which:
a. there is a need to change planes on Apron B, and
b. the passengers are escorted to and from the aircraft, and
c. the Airside Operations Manager has granted permission.

Article 81 **Removing snow and ice from an aircraft**
1. Removing snow and ice from an aircraft is not permitted at aircraft stands which are not properly equipped to receive the de-icing fluids used, with the exception of aircraft stands expressly designated for the purpose by the airport operator.
2. With regard to the work referred to in paragraph 1, the date and time of the work as well as the quantities of fluids used must in any case be recorded. Furthermore, the recorded data must be kept for at least three successive years by the party performing the work and made available upon first request of the airport operator.
3. Permission to perform authorised activities in connection with the removal of snow and ice from aircraft must always be requested at least 30 minutes before the start of these activities. The activities are not allowed to commence until approval has been given.

12. Further regulations concerning the landing area

Article 82

Access to the landing area (see [Appendix VIII](#))

1. Crossing a stop bar whose lights are on is not permitted.
 2. Crossing and travelling on runways is only permitted in the direction applied for if the driver:
 - a. Is in possession of the appropriate authorisation;
 - b. Has been given permission by the Airside Operations Manager;
 - c. Has been given permission by air traffic control; and
 - d. Has read back the permission.
 3. Crossing and travelling on taxiways is only permitted if the driver:
 - a. Is in possession of the appropriate authorisation;
 - b. Has been given permission by the Airside Operations Manager;
 - c. Has been given permission by air traffic control if the driver wishes to travel on Quebec taxiway, the Tunneldak (tunnel roof), aprons P1/2/3 (P holding), Zulu 1 taxiway, Zulu 2 taxiway, Yankee 1 taxiway and Yankee 2 taxiway; and
 - d. Has read back the permission.
 4. The standard travelling routes in the landing area indicated by the airport operator may only be deviated from by order of Apron Control or the air traffic control tower.
 5. After crossing a runway, tow traffic must give right of way to taxiing traffic unless the truck driver has been informed by Apron Control or the air traffic control tower that he has been given right of way.
 6. If a limited visibility conditions (BZO) light is red, the crossing and travel referred to in the second and third paragraphs above is only permitted under the supervision of an Airside Operations employee.
-

Article 83

Work in the landing area

Performing work in the landing area without wearing High Visibility Clothing (HVC) in accordance with class 2 of the NEN-EN 471 + A1 standard is not permitted.

Article 84

Vehicle speed

With the exception of emergency service vehicles that use visual and acoustic signals to alert others to their high speed of travel, a vehicle on the service roads in the landing area may not travel faster than 60 km/h.

Article 85

Vehicle specifications

1. Every vehicle that is independently present in the landing area must in any case have:
 - A properly functioning mobile radio unit that enables two-way mobile radio traffic to take place with the air traffic control tower and Airside Operations Manager or, in the case of tow traffic, with Apron Control according to the "Radiotelephony in the Landing Area Manual" (see [Appendix IX](#) - **only in Dutch available and password-protected**);
 - A current ground plan of the landing area;
 - A clearly visible letter/number combination allocated by the airport operator's area manager;
 - At least two red lights with 360° fields of display fixed to the highest point of the vehicle that must always be switched on;
 - An amber-coloured flashing light to be used when communicating with the air traffic control tower
-

Continued on the next page

12. Further regulations concerning the landing area, continued

Article 85 (continued)

- A properly functioning transponder of which the label corresponds with the calling name of the vehicle. Vehicles that do not have a transponder may only enter the landing area when escorted by a vehicle with a properly functioning transponder.
 - Vehicles used to fight aircraft fires (VBB) are also equipped with transponders, though in this case their respective labels and names differ;
 - Some of the vehicles of the snow-clearing fleet are equipped with transponders. If vehicles without transponders form part of a snow-clearing unit, the unit's work must be supervised by operators of vehicles with transponders.
2. If a vehicle's transponder fails, the vehicle must leave the landing area as quickly as possible using the shortest possible route without crossing or travelling on runways or taxiways. If this is not possible, supervision must be requested from the Airside Operations Office.
-

Article 86

Traffic requirements relating to taxiways and runways

1. Conduct that constitutes an actual or potential danger or that obstructs or potentially obstructs traffic on taxiways and runways is not permitted.
 2. Conduct that increases the risk of a traffic accident is not permitted.
 3. Parties involved in one way or another in a traffic accident are not allowed to leave the scene of the accident. The scene may only be left if:
 - a. Ample opportunity has been given to establish the identities of the parties involved;
 - b. Ample opportunity has been given to establish the identity(ies) of the vehicle(s) involved;
 - c. No one injured during the accident is left behind in a helpless state.
 4. The driver of a vehicle must be capable of bringing his vehicle to a stop within a distance that offers an unobstructed of the free taxiway or runway.
 5. Being on the taxiway at Apron K is not permitted unless:
 - The parties on the taxiway have valid and appropriate authorisation;
 - The parties on the taxiway are involved in the supervision of taxiing aircraft or in the towing of aircraft.
-

Article 87

Right of way for aircraft tractor

Vehicles driving on Noordelijke Randweg (Northern Perimeter Road) 27 must give right of way to oncoming aircraft tractors by using the overtaking lanes.

Article 88

Radio traffic

1. Before using a mobile radio unit, the user must make certain that the communication of other users of the frequency is not disrupted.
 2. For safety reasons, all instructions given by the air traffic control tower to parties in the landing area are repeated.
 3. In the event that a mobile radio unit malfunctions, the landing area must be left as quickly as possible using the shortest possible route on perimeter roads without crossing and travelling on runways and taxiways, after which the Airside Operations Manager must immediately be reported to in person.
 4. If the Airside Operations Manager uses the code word "radio silence" with the addition of the emergency type, all users of the channel in question not involved in dealing with the emergency must observe complete radio silence until the state of emergency has been lifted.
 5. Longer messages must be communicated by (mobile) telephone.
 6. The transmission element of a mobile radio unit may not be unnecessarily activated.
-

13. Further regulations concerning engine testing, engine warm-up and cool-down and compensating

Article 89

Conditions governing engine testing

1. Engine testing requires the permission of the Airside Operations Manager.
 2. Engine testing must take place in the dedicated screened-off test site close to the location known as "kop 27" with a 6-metre-high wall.
 3. If engines cannot be tested in the dedicated screened-off test site for technical or operational reasons, the Airside Operations Manager is authorised to grant permission for the use of a non-screened-off test site (Rijbaan N1, close to Holding 27). Special restrictions in terms of highest permitted power settings and maximum permitted engine testing durations at that location as set out in Tables III and IV of [Appendix X](#) apply to such permission. Engine testing at holdings is not permitted between 23.00 and 07.00.
 4. Engine testing involving the tail engines of DC10 and MD11 aircraft is only permitted if the positional direction of the aircraft is 220° and in the dedicated screened-off area.
 5. The highest permitted power settings are specified in Table I of [Appendix X](#).
 6. The maximum permitted duration of engine tests above ground idle power is specified in Table II of [Appendix X](#). This may be deviated from 12 times a year at most on the understanding that engine testing may also be carried out in the evening (19:00 to 23:00) with B747, MD11, B757, A310, F100 and F70 aircraft with all engines up to MPA and that, at night (23:00 to 07:00), engine testing may be conducted with at most one engine up to MPA. This may be deviated from 12 times a year at most on the understanding that all engine testing hours specified may then be six times as long.
 7. All engines undergoing testing must be positioned a sufficient distance above the paved surface of the test site, at any rate in such a way as to ensure that no danger or injury can be caused by jet blast.
 8. Aircraft may only be brought to the screened-off test site by means of an aircraft truck.
-

Article 90

Obtaining permission

1. To obtain permission to conduct an engine test, an applicant must complete the "Application for Reserving a Test Site" form in full ([Appendix XI](#)). This form must be forwarded to the Airside Operations Manager.
 2. The Airside Operations Manager determines the place at which the engine test can be conducted based on time, runway use, wind direction and preferential use. The application for an engine test must be replied to within two hours of its receipt.
-

Article 91

Concluding an engine test

1. Unless agreed otherwise by the Airside Operations Manager, the site used for the engine test must always be vacated before the end of the reserved period.
 2. Prior to vacating the test site, the airline or maintenance company that has made use of it must ensure that it is free of litter and other (ground handling) equipment.
 3. After the engine test, actual test data must be provided by the applicant through completion of the "Recording of Engine Test and Fuel Consumption" form ([Appendix XII](#)). This form must subsequently be forwarded to the Airside Operations Office within 24 hours of the test.
 4. In the case of an inaccurate recording, the full testing time applied for and reserved will be charged to the airline/maintenance company concerned.
 5. Following the conclusion of an engine test at Holding point 27 on N1, the noise level generated will be calculated on the basis of a simplified calculation method as set out in [Appendix XIII](#) (only in Dutch available and password-protected) and in terms of the assessment criteria specified in the environmental permit of Schiphol Nederland B.V.
-

Continued on the next page

13. Further regulations concerning engine testing, engine warm-up and cool-down and compensating, continued

Article 92

Liability in relation to engine testing

The general partnership V.O.F. Proefdraaiplaats Holding 27, its partners as well Schiphol Nederland BV as day-to-day manager of the test site are only liable for the direct damage incurred by the applicant or user during an engine test that is the result of an intentional act or omission or of gross negligence on the part of the general partnership or day-to-day manager.

Article 93

Engine warm-up and cool-down at aircraft stands

1. Engine warm-up and cool-down at aircraft stands requires the permission of the Airside Operations Manager and may only be carried out at ground idle power for a maximum period of 10 minutes. Prior to permission being granted, the Apron Officer determines whether the situation at the aircraft stand is such that safety during the running of engines is guaranteed and will in this connection apply the following conditions:
 - a. A maximum of two engines may be run simultaneously (at ground idle power); the warm-up of the tail engine of DC10 and MD11 aircraft is not permitted;
 - b. The passenger bridge is not connected to the aircraft;
 - c. The wheel blocks are in place and the brakes are activated;
 - d. The anti-collision lights are on during the running of the engine or engines;
 - e. No obstacles/vehicles/persons are in the vicinity of the engines;
 - f. The aircraft stand is free of litter;
 - g. The fire extinguisher is in its designated position.
 2. The Apron Officer exercises supervision during the running of the engines. If the conditions specified above are deviated from, the engine warm-up or cool-down must be stopped and the Airside Operations Manager must be immediately informed at all times.
-

Article 94

Conditions governing compensating

1. Compensating requires the permission of the Airside Operations Manager.
 2. Compensating must take place at the designated compensation location.
-

14. Further regulations concerning the environment and the transport and storage of dangerous goods, refuelling and related activities

Article 95

Obligation to report

- a. All (safety) incidents must immediately be reported to the airport operator (tel. 020 6012555 (Control Centre) or 020 6013000 (Security)).
 - b. All exceptional incidents that could have or have had an adverse effect on the environment must immediately be reported to the Airside Operations Office (tel. 020 6012115 or 020 6012116) if they concern incidents on airside. Exceptional incidents at landside must be reported to the Control Centre (tel. 020 6012555).
-

Article 96

Work

1. The environment may not be harmed during the performance of work. In the case of environmental damage, the operator is obliged to limit such damage to the greatest extent possible, with due regard for its own safety.
 2. Superfluous material/equipment and waste must immediately be removed in order to ensure that the airport area is at all times kept in an orderly and environmentally hygienic state, also with a view to maintaining safety and environmental integrity.
-

Article 97

Drinking water from fire hydrants

1. The airport operator's express permission is required for the supply of drinking water through fire hydrants. To obtain permission, the applicant must complete the "Application/Permit for the Supply of Water through Fire Hydrants" form in full.
 2. The terms and conditions set out in the "Connecting Piece Rental Agreement/Tap Permit" ([Appendix XIV](#)) apply to this application/permit.
-

Article 98

Discharging substances

Discharging substances into sewage systems or into surface water present within the airport area requires the airport operator's permission.

Article 99

Prohibition on digging

The performance of groundworks at Amsterdam Airport Schiphol requires the airport operator's prior written permission ([Appendix XV](#)).

Article 100

Extinguishing equipment

1. An approved fire extinguisher of adequate capacity and quality must be present within 50 metres of an aircraft parked at an aircraft stand in use.
 2. Fire extinguishers must be returned to the marked locations after their preventative use.
 3. The Schiphol Fire Department must immediately be informed if the seal of a fire extinguisher has broken or if the extinguisher's expiry date has passed.
-

Continued on the next page

14. Further regulations concerning the environment and the transport and storage of dangerous goods, refuelling and related activities, continued

Article 101**Refuelling aircraft in hangars**

If an aircraft parked in a hangar is going to be refuelled, this must be reported to the Control Centre at least 60 minutes before the start of the procedure in connection with the required supervision of the Schiphol Fire Department.

Article 102**Requirements relating to transport units of dangerous goods on airside**

1. Segregation in accordance with ICAO stipulations must be applied during the transport of dangerous goods.
 2. Transport units must be equipped to ensure that the load can be kept dry.
 3. DG tags must be attached to at least two sides of a transport unit.
 4. An approved fire extinguisher containing at least two kilogrammes of extinguishing agent must be present on the truck.
-

Article 103**Reporting procedure for incidents involving dangerous goods**

1. An accident or incident involving dangerous goods must immediately be reported to the Schiphol Fire Department.
 2. When reporting, the following information must be provided to the Schiphol Fire Department:
 - a. The type of hazardous substance involved (UN number);
 - b. The quantity; and
 - c. The particulars of the hazardous substance.
 3. Specific details relating to an incident must be reported to the Schiphol Fire Department in the form of a copy of the report that has been forwarded or is being prepared for forwarding to the Inspectorate for Transport, Public Works and Water Management.
-

Article 104**Dangerous goods on the apron**

1. Dangerous goods that have been packed as air cargo may not:
 - a. Be on the apron for more than 5 hours;
 - b. Be left unattended on the apron;
 - c. Be on the apron for purposes of packing, racking or filling;
 - d. Be placed outside the designated spaces.
 2. The situation in the vicinity must be sufficiently safe before placement of the dangerous goods.
-

15. Further regulations concerning the use of the airport area

Article 105

Obligation to report

The Airside Operations Manager must be informed in a timely manner of issues that might complicate the regular ground handling of an aircraft.

Article 106

Operational restrictions relating to Chapter 2 and Chapter 3 aircraft

1. Take-offs and landings of Chapter 2 aircraft are not permitted.
 2. New flights of lower-section Chapter 3 aircraft with a bypass ratio ≤ 3 are not permitted.
 3. Lower-section Chapter 3 aircraft with a bypass ratio ≤ 3 may not take-off or land between 18.00 and 08.00 local time (runway times).
 4. Scheduling take-offs between 23.00 and 06.00 local time (runway times) for lower-section Chapter 3 aircraft with a bypass ratio > 3 is not permitted.
 5. Daily supervision of compliance will be carried out by Airside Operations employees. Deviations from applicable requirements will be investigated by the airport operator.
 6. The above requirements do not apply to aircraft being used for rescue operations or the provision of emergency services that require immediate take-off or landing, military aircraft, other government aircraft and aircraft affected by an emergency that requires immediate landing.
-

16. Final provisions

Article 107

Liability

1. The airport operator is not liable for damage and/or personal injury sustained as a result of or during a stay in the airport area. The previous sentence does not apply to damage and/or injury sustained as a result of a demonstrable intentional act or omission and/or demonstrable gross negligence on the part of the airport operator.
 2. SNBV shall at all times be authorised to change the organisation of and facilities within the Protected Area and/or Operationally Secured Area, including in any case, but not limited to, alterations to the infrastructure, buildings and lanes, and other facilities. SNBV will make available as much information as possible in a timely manner concerning such (intended) changes or, if the changes constitute reason to do so, consult the users of the facilities. Except in the case of an intentional act or omission or gross negligence on its part, SNBV shall never be obliged to pay any compensation for such changes.
 3. Parties whose acts or omissions cause immediate and/or consequential damage to the airport operator will be fully liable. The previous sentence implies that the airport operator must be compensated for all direct and indirect damage sustained by it, as well as for the costs it incurs in this connection. 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.
-

Article 108

Penalties

1. In the case of a failure to comply with these Regulations, the airport operator will – without prejudice to its authorities under the Regulations governing Access to Schiphol, the Terms and Conditions governing the Schiphol Pass for persons and/or the Terms and Conditions governing the Schiphol Pass for vehicles – be authorised to impose the following penalties:
 - Effecting a (temporary) stop of operations;
 - Reporting certain situations (that are unsafe, disorderly or constitute a threat to the environment) as well as noting violations and reporting these to the competent authorities;
 - Interrupting or stopping an activity;
 - Relocating the vehicle with which the offence was/is committed or having it relocated;
 - Removing the offender or having the offender removed from the airport area.
 2. In the case of acts that, in the exclusive opinion of Schiphol Nederland BV, can seriously undermine or endanger the safety of civil aviation, the airport operator will be authorised to impose, in addition to the penalties listed above, a fine of up to 500,000 euros.
 3. All parties that fall under the scope of an investigation launched by the airport operator into an act as referred to in the first and/or second paragraph must submit all information relevant to such an investigation to the airport operator upon the airport operator's first request.
-

Article 109

Alterations

The airport operator is authorised to alter these Regulations at any time. Such alterations will not, however, come into effect prior to the time announced for that purpose.

Continued on next page

16. Final provisions, Continued

Article 110

Repeal of regulations

The Amsterdam Airport Schiphol Standing Orders, Order and Safety Regulations for Schiphol Airport Area, Regulations governing Operational Restrictions in relation to Chapter 2/Chapter 3 Aircraft, Regulations governing Access to the Landing Area, Tow Regulations, Regulations governing the Use of Vehicles/Equipment, Regulations governing Engine Tests, Dangerous Goods Regulations, Regulations governing a Prohibition on Ground Handling in Extreme Weather Conditions and Regulations governing Work in the Strip will be repealed when the Schiphol Regulations enter into operation.

Adoption

Date:

Agreed at Amsterdam Airport Schiphol

The Board of Management of N.V. Luchthaven Schiphol

Appendices to the Schiphol Regulations and important links

Introduction This section provides an overview of the appendices to the Schiphol Regulations and important links.

Overview of appendices Overview of appendices to the Schiphol Regulations.

Appendix no.	Title
I	Schiphol Access Regulations
II	Vehicle Requirements
III	Regulations and Requirements governing the Use of Electrically Driven Vehicles and Machines in and around the Terminal
IV	Working within the Strip
V	Overview of Limited Visibility Conditions (BZO) Phases
VI	Tow Movements / Push-back Movements Manual (only in Dutch available and password-protected)
VII	Markings and Lines on the Apron
VIII	Landing Area Manual
IX	Radiotelephony in the Landing Area Manual (only in Dutch available and password-protected)
X	Engine Testing – Power Settings
XI	Application for Reserving a Test Site
XII	Recording of Engine Tests and Fuel Consumption
XIII	Transfer Calculation for Noise Levels in terms of Assessment Criteria A to I inclusive (only in Dutch available and password-protected)
XIV	Connecting Piece Rental Agreement/Tap Permit
XV	Terms and Conditions governing Exemptions from the Prohibition on Digging
XVI	Schiphol Regulations Outline
XVII	Route prohibited to aircraft tractors that are wider than 3.90 metres
N/A	General maps of the Terminal complex: <ul style="list-style-type: none"> • Arrival and Schiphol Plaza • Departure and lounges

Overview of important links Overview of important links:

- schipholregels@schiphol.nl
- [Registration package - Schiphol](#)
- [Basic Training Safety and Security](#)
- [Schiphol Pass application form - Schiphol](#)
- [Schiphol Pass Conditions \(Vehicles\)](#)
- [Instruction manual for disruptions and crises - Aviation](#)
