

# Schiphol Regulations

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## 0. Document details

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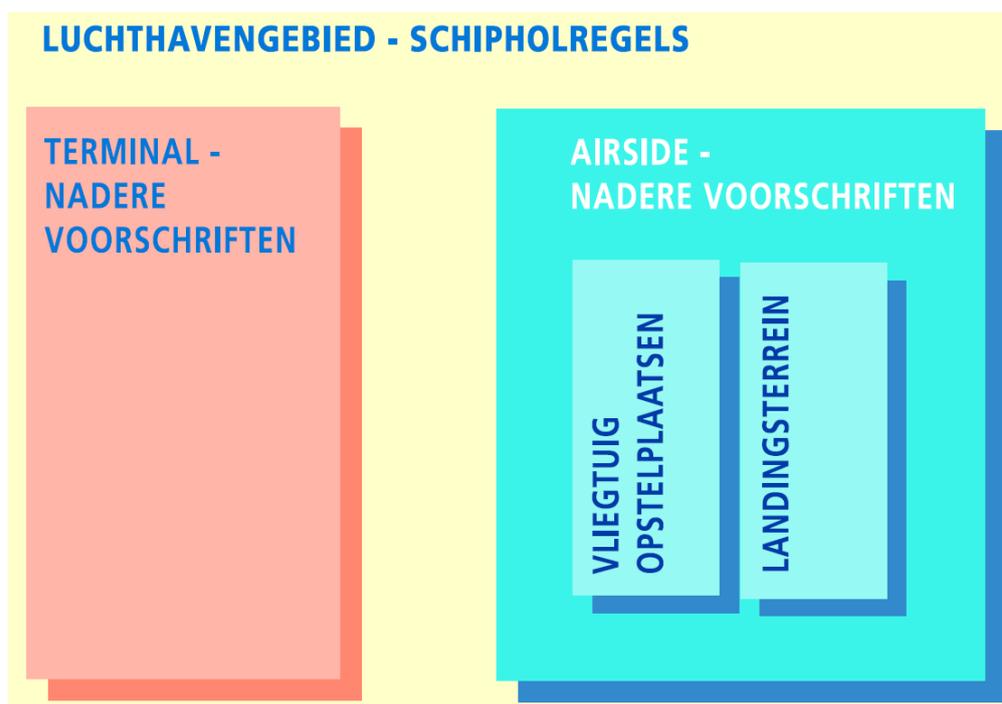
### Introduction

The operator of Amsterdam Airport Schiphol is the owner of the land on which the airport is situated and has a licence to operate the airport. The airport operator is required by law to operate the airport and to that end it must take the necessary measures to ensure the proper handling of airport air traffic and the associated passenger and goods transport at the airport. The operator has drawn up regulations having regard to, and with a view to guaranteeing the above. The Schiphol Regulations are applicable to all persons physically present at the airport. In addition, all persons at the airport are obliged to comply with the applicable national and international laws and regulations.

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### Diagram of the Schiphol Regulations

The diagram below shows the organisational structure of the *Schiphol Regulations*.



### Administration

Administration of the *Schiphol Regulations* is in the hands of the Amsterdam Airport Schiphol HSE Office.

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### Contact

Questions, comments and suggestions concerning this document can be e-mailed to [schipholregels@schiphol.nl](mailto:schipholregels@schiphol.nl)

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### Dutch source text

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

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### Prevailing version of the Schiphol Regulations

The prevailing version of the *Schiphol Regulations* can be consulted at: – [www.schiphol.nl](http://www.schiphol.nl) (Schiphol regulations).

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## 0. Document details, Continued

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### Version history

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

Version	Section	Content of the amendment	Effective date
27	1, Art 1	Adapted	April 1, 2019
	2, Art. 6	Paragraph 2 adapted	
	3, Art. 14	Paragraph 3 added	
	5, Art. 20	Paragraph 3 adapted	
	5, Art. 21	Paragraph b adapted	
	5, Art. 22	Paragraph 2 adapted	
	5, Art. 25	Paragraph 12 adapted	
	5, Art. 26	Paragraph 1a adapted	
	5, Art. 26	Paragraph 5 removed; numbers adapted	
	5, Art. 31	Adapted	
	5, Art. 38	<ul style="list-style-type: none"> <li>• New article</li> <li>• Current Art. 38 amended in Art. 39</li> </ul>	
	Relevant links	<ul style="list-style-type: none"> <li>• Link to appendix 2 added</li> <li>• Link to CDM adapted</li> </ul>	

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### Filing of the Schiphol Regulations

The *Schiphol Regulations* have been filed with the Chamber of Commerce under number 4029174.

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### Adoption of the Schiphol Regulations

The Management Board of Royal Schiphol Group N.V. (RSG), in its capacity as operator of Amsterdam Airport Schiphol, has adopted the following regulations:

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# 1. Definitions

## Article 1

### Definitions

Term	Definition
Engine warm-up or cool-down	The simultaneous operation of a maximum of two aircraft engines at the lowest level of thrust (ground idle), not intended for flight operations and for a maximum of 10 minutes. Engine warm-up or cool-down takes place at aircraft stands or at hangar forecourts.
Ground handling	The performance of ground handling services.
Ground handling equipment	Equipment necessary for the aircraft handling.
Ground handling zone	An area delineated by the area occupied by the aircraft plus a circumference of two metres.
Airside	That part of the airport area used for aircraft landings, take-offs, taxiing, towing, parking and handling, including the perimeter and service roads and related other paved and unpaved areas, and for which specific authorisation on the Schiphol Pass or a Crew ID card is required.
Airside Demarcated Areas	Security restricted areas, which have been designated as demarcated areas by the airport operator, which are not public and which are subject to full access control.
Anti-collision light	Red blinking lights on underneath and on top of an aircraft.
Apron Control (dome)	The airport operator's coordination centre in the air traffic control tower (dome) that is responsible for facilitating and controlling traffic on the aprons.
Baggage area	An area designated by the airport operator for baggage handling.
Schiphol-Oost Business Park	The area within the airport as a whole indicated as such in the 'Overzichtskaart bedrijventerrein Schiphol Oost' (Schiphol-Oost business park overview map).
Limited Visibility Conditions (BZO)	Limited visibility conditions caused for example by fog and classified in terms of phases A to D.
CDM	Collaborative Decision Making (CDM): joint decision-making, the aim of which is to handle air traffic at the Amsterdam Airport Schiphol as efficiently as possible in collaboration with all parties involved.
DG tags	Identification tags/labels depicting dangerous goods symbols.
Service roads	The roads located on airside, the manoeuvring area, intended for specific use by persons with airfield authorisation.
Operator	Royal Schiphol Group N.V., a public limited company established under Dutch law, and the legal entities/persons designated by the company.
Extreme weather	Black ice, heavy snowfall, cloudbursts, persistent heavy rainfall, severe hail storms, severe thunderstorms, severe or extremely severe gale-force winds or hurricanes and extremely powerful gusts of wind, heat, draught, etc.
Flow Manager Aircraft (FMA)	The official responsible for day-to-day airside operations.
GPU	Ground Power Unit
Ground handling services	The services provided at an airport to users 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).
Enforcement	The supervision, monitoring and application of (or the threat of imposing) sanctions by the operator in order to ensure that persons in the airport area comply with the prevailing codes of conduct and regulations.

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## Article 1 (continued)

Term	Definition
Airside Operations	The business unit of the airport operator charged with supervising order and safety in the airport area, the installations and buildings, as well as access to and coordination in the runway area, aprons and perimeter roads.
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, which is not an accident, that has taken place within the airport area and has adversely affected or could have adversely affected order and safety in, or the safe and environmentally aware use of the airport area, or whereby the safety of persons was endangered or damage to the environment has occurred or threatens to occur.
Apron K	Area at Schiphol-East that comprises taxiways and aircraft stands and is marked by the 60-centimetre wide red clearance line at clearance points GD, GK and GL.
Runway area	The area of an airport, with the exception of the aprons, intended for the taking off, landing and taxiing of aircraft.
Landside Secured Premises by A.A.S.	Restricted-access areas designated as such by the airport operator that are secured to ensure the continuity of RSG operations as distinct from guaranteeing the safety of civil aviation.
Airport	An area intended, in part or in its entirety, for the taking off and landing of aircraft, including: 1°. the associated movements of aircraft on the ground, 2°. the handling of air traffic referred to under 1°, or 3°. the business activities associated with the handling of air traffic referred to under 1°.
Airport area	The area intended for use as an airport.
Air Traffic Control the Netherlands	Organisation charged with providing air traffic services at Amsterdam Airport Schiphol.
Marshaller or Apron Officer	The official directing the aircraft during parking is responsible for supervision of the aircraft stands and charged with supervising day-today operations at the aircraft stands.
Motor vehicles	All articulated and non-articulated vehicles, except for motorised vehicles for use by disabled persons, intended for movement other than along rails, wholly or partly with the aid of a mechanical device attached to the vehicle or integrated into it.
Non-Security Restricted Area	The area designated by the airport operator, based on the operator's legal obligations to grant access only to those people in possession of a valid ticket, Crew-ID or airport identity card.
Pass holder	A natural person to whom a Schiphol pass for persons has been issued.
Passenger bridges	The covered bridges attached to piers in the Terminal complex, including their supporting and movable parts, used by passengers as a walkway to get to and from the aircraft via the piers of the terminal building.
Periphery fence	The fence that marks the boundary between landside and the Security Restricted Area- Critical Part

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## Article 1 (continued)

Term	Definition
Apron	A part of the airport intended for aircraft parking and handling for the purpose of the embarkation and disembarkation of passengers, the loading and unloading of mail and cargo, refuelling and for performing maintenance work.
Apron taxiway	Portion of Apron K designed as a taxiway but intended only to provide access to the aircraft stands.
Engine testing	The simultaneous operation of a maximum of two aircraft engines at the lowest level of thrust (ground idle) for a maximum of 10 minutes, or a thrust level higher than ground idle for a limited time, not intended for flight operations.
Power-back	The operation of aircraft engines at a higher thrust level than ground idle, with a view to moving the aircraft in a reverse direction.
Public area	The parts of the airport area that are accessible to the public.
Perimeter roads	The roads alongside the aprons.
Schiphol Admission Regulations (RTS)	Terms and conditions applicable to companies and organisations that wish to obtain access to the Airside Security Restricted Area - Critical Parts, Airside Non-Security Restricted Areas, Airside Demarcated Areas and/or Landside Secured Premises by A.A.S. at Amsterdam Airport Schiphol.
Regiecentrum Schiphol (Schiphol Control Centre)	The business unit of the airport operator charged with supervising the processes in the Terminal complex, the drop-off roads and car parks and alerting the fire and ambulance services should an incident or emergency situation occur within the airport area.
Taxiway	A surfaced or unsurfaced part of the runway area intended for the movement of aircraft on the ground.
Schiphol Pass for persons	An access pass issued by the operator allowing access to Airside Security Restricted Area - Critical Parts, Airside Non-Security Restricted Areas, Airside Demarcated Areas and/or Landside Secured Premises by A.A.S. The definition of 'Schiphol pass for persons' also includes the Schiphol Day Pass for persons and the Schiphol Visitor Pass for persons issued by the airport operator.
Schiphol Vehicle Pass	Access pass, as defined in EU Regulation 185/2010.
Security Restricted Areas (SRA)	Security restricted areas which have been designated as such by the airport operator for security reasons, which are not public and which are subject to full access control in order to safeguard the security of civil aviation. Personnel are only permitted to carry out activities in an SRA if a background check has taken place after which a certificate of no objection can be submitted.
Security Restricted Area – Critical Parts	Critical sections of the security restricted area at the airport, within which all those present have been checked for the presence of prohibited items and which are subject to strict access controls.
Towing authorisation	Licence/qualification authorising the execution of towing movements.
Towing movement	The movement of a towing vehicle either towing or not towing an aircraft.

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## Article 1 (continued)

Term	Definition
Refuelling zone	An area with a radius of 1.5 metres, measured from the refuelling equipment in its entirety (tankers and dispensers), appendages (fuel hose, lanyard, bonding cable and/or fuel arm) and from the aircraft's fuel filling and vent port.
Charges and conditions	Charges and conditions for the activities performed by the operator of the airport.
Technical area	A closed area intended for housing equipment and/or installations.
Terminal complex	The Amsterdam Airport Schiphol terminal building, comprising in any case the arrival and departure halls, departure lounges and piers, Schiphol Plaza, the WTC walkway, Expeditiestraat and Transportstraat, the baggage areas and the crew centre (see the general maps of the Terminal complex).
Visual Docking Guidance System (VDGS)	An aircraft parking system.
Aircraft stand (VOP)	A marked area on the apron which is designated for aircraft parking and/or handling.
Vehicles	All articulated and non-articulated motorised vehicles and other carriages or vehicles, with the exception of those intended for movement along rails, including all mobile equipment and equipment that moves on wheels, motorised or not, that is used as equipment for aircraft and passenger handling.
Roads	The surfaced or unsurfaced traffic lanes, including the median, the parking areas and emergency lanes, as well as the bridges located on the roads and the paths, verges and sides located alongside the carriageway.

## 2. Scope and operation

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**Article 2**            **Applicability of the Regulations**  
These Regulations apply to the entire airport area.

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**Article 3**            **Entering the airport area**  
Parties enter the airport area at their own risk.

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**Article 4**            **Applicable regulations**

1. All parties are obliged to observe the applicable regulations set by the government, including but not limited to the 'Wet luchtvaart' (Aviation Act), EU Commission Regulations (EU) No. 300/2008, No. 185/2010 and No. 139/2014 No. 139/2014, the Aerodrome Certificate of 11 December 2014, the 'Algemeen Plaatselijke Verordening (APV) Haarlemmermeer' (Haarlemmermeer General Municipal Bye-Laws), the 'Wet vervoer gevaarlijke stoffen' (Carriage of Dangerous Goods Act), the 'Wet milieubeheer' (Environmental Management Act) and the requirements set forth in permits referred to in other (environmental) legislation as well as in the Schiphol Regulations set by the airport operator and in the Charges and Conditions, the Schiphol Access Regulations (RTS), Schiphol Pass Conditions for Persons and Schiphol Pass Conditions for Vehicles.
2. Violation of the Schiphol Regulations qualifies as an unlawful act vis-à-vis the airport operator. This applies equally to violation of any regulations set by the government that affect the airport operator. Depending on the nature and extent of the violation, the airport operator will hold the offender liable under civil law, from whom all costs associated with the violation will be recouped.

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**Article 5**            **Following the instructions of the airport operator**  
Upon entering the airport area, all parties are under the obligation:

- a. to behave in accordance with the provisions of the Schiphol Regulations;
- b. to behave in accordance with the requirements laid down by the airport operator with respect to communication media, such as billboards, flyers, displays, etc.;
- c. to follow the instructions provided by the airport operator by means of words, gestures or signs;
- d. to provide any information as requested by or on behalf of the airport operator.

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**Article 6**            **Requirements of the airport operator**

1. Users of the airport area, suppliers, organisations carrying out work on behalf of the airport operator in the airport area as well as organisations carrying out ground handling services independently are under the obligation to fulfil the requirements set by the airport operator with respect to the order and safety /security at the airport, as well as the safe and environmentally friendly use of the airport area.
2. Users of the airport area and organisations carrying out work on behalf of the airport operator in the airport area, as well as organisations carrying out ground handling services independently, are under the obligation to cooperate with the programme promoting the order and safety/security at the airport, as well as the safe use of the airport area. In that context the use of central facilities or the pooling of equipment for the provision of ground handling activities may become compulsory.

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## 3. General rules of conduct

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### Article 7

#### Regulations within the airport area

1. The following is not permitted within the airport area:
  - a. proceeding with others towards a gathering or other event causing a confluence of people;
  - b. having in one's possession a substance or object of which it may be assumed, on the basis of the circumstances, that it was brought or is present to disturb the peace, damage other objects or cause injury to persons;
  - c. being in possession of a substance, the use of which, either alone or in combination with another substance, the pass holder knows (or can reasonably be expected to know) may hinder his/her ability to perform work on the airport area, meaning that he/she can no longer be expected to perform the work properly;
  - d. being obviously inebriated and/or under the influence of any type of drug;
  - e. 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 disorder;
  - f. being outside the commonly accessible paths or roads without good reason;
  - g. doing or neglecting to do anything in general on account of which the order and safety/security at the airport is disturbed or which could cause physical injury to persons or damage to property;
  - h. lighting or maintaining an open fire and/or setting off fireworks;
  - i. causing disturbance and/or a dangerous situation;
  - j. feeding birds.
2. The following is not permitted within the airport area without the prior written permission of the airport operator:
  - a. putting up advertising signs, posters and suchlike or having these put up and distributing pamphlets, printed matter, circulars or images or having these distributed, or advertising in any other manner;
  - b. holding public speeches or engaging in any other kind of activity having the nature of propaganda;
  - c. holding a public collection of any kind whatsoever;
  - d. hold or organise any events, entertainment, gatherings and demonstrations;
  - e. take photographs or make film and video recordings, other than for personal use and/or make these available in any way to third parties;
  - f. holding or participating in a race involving vehicles.
3. Smoking is not permitted on airside, in the Terminal complex and in the vicinity of its entrances/exits, with the exception of the areas approved for this purpose and designated as such by the airport operator.
4. Substitute smoking products such as electronic cigarettes and similar products containing nicotine or any other substance are not permitted to be used on airside, in the Terminal complex and in the vicinity of its the entrances nor in the areas approved as smoking zones and designated as such by the operator.
5. Dogs are to be kept on a short leash or tied up, with the exception of dogs employed by the airport operator or the government to carry out particular duties.

### Article 8

#### Ban on commercial activities

1. Performing commercial activities or having such activities performed is not permitted within the airport zone without the airport operator's prior written permission. Such activities in any case include:
  - a. offering taxi services by any means other than the presence of the taxi on the road in accordance with the provisions of or pursuant to the 1994 Road Traffic Act and other regulations applicable in the airport zone and with an appropriate licence within the meaning of the 2000 Passenger Transport Act;
  - b. offering cars or other vehicles for hire;
  - c. offering parking services;
  - d. hawking, peddling or canvassing;
  - e. selling drinks, food, tobacco, alcohol and other stimulants.

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### 3. General rules of conduct, Continued

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**Article 9****Notification of incidents and unsafe situations**

All parties are obliged to notify the airport operator of the following immediately:

- a. Incidents regarding safety, the environment and/or hazardous substances;
  - b. Every discovery of leaks from aircraft, vehicles, equipment, installations and/or stored material;
  - c. Unsafe situations;
  - d. Damage to the airport grounds and/or equipment, installations and facilities placed thereon.
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**Article 10****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:
    - a. must immediately be cleared away by the party that has caused it;
    - b. must be submitted for disposal properly separated according to waste type;
    - c. from companies established at the airport must be removed in closed waste disposal bags containing the logo of the relevant company.
  3. The following is not permitted:
    - a. depositing or leaving behind waste, litter, hazardous substances or other substances in any locations not designated for this purpose by the airport operator;
    - b. discharging substances into sewage systems or into surface water present within the airport area without the airport operator's permission;
  4. Any leaks from aircraft, vehicles, equipment, installations and/or stored material resulting from damage must be limited to the greatest extent possible, taking personal safety into account.
  5. If a fuel leak is detected in the vicinity of or from an aircraft, the engines of the relevant aircraft may not be started or restarted without prior permission from the airport operator.
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**Article 11****Regulations governing access of persons and vehicles**

1. The Airside Security Restricted Area - Critical Parts, Airside Non-Security Restricted Areas, Airside Demarcated Areas and/or Landside Secured Premises by A.A.S. may only be accessed at the entry points designated by the airport operator.
  2. The Airside Security Restricted Area - Critical Parts, Airside Non-Security Restricted Areas, Airside Demarcated Areas and/or Landside Secured Premises by A.A.S. may only be accessed for professional reasons.
  3. A Schiphol Pass for persons is only issued if all the terms and conditions specified by the airport operator are fulfilled.
  4. All parties possessing a valid Schiphol Pass containing the proper authorisation for persons have access to the Airside Security Restricted Area - Critical Parts, Airside Non-Security Restricted Areas and/or Airside Demarcated Areas.
  5. All parties possessing a Schiphol Pass and/or an access pass recognised by the airport operator have access to the Landside Secured Premises by A.A.S.
  6. Parties that do not have a Schiphol Pass for persons may only access the Airside Security Restricted Area – Critical Parts, Airside Non-Security Restricted Areas and/or Airside Demarcated Areas under the supervision of a person having escort authority and who satisfies the conditions set down in paragraph 4.
  7. Within the Airside Security Restricted Area - Critical Parts, Airside Non-Security Restricted Areas, Airside Demarcated Areas and/or Landside Secured Premises by A.A.S., the Schiphol Pass for persons must be worn in a clearly visible manner.
  8. Parties that do not hold a Schiphol Vehicle Pass may not access the Airside Security Restricted Area - Critical Parts and/or Airside Demarcated Areas with a vehicle/motor vehicle.
  9. A Schiphol Vehicle Pass is only issued if all the terms and conditions specified by the airport operator are fulfilled.
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### 3. General rules of conduct, Continued

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**Article 11**  
(continued)

10. It is prohibited to make and/or use copies of a Schiphol Pass.
  11. Vehicles/motor vehicles are required to fulfil all the conditions specified in 'Deel 1.1.2 - Voertuigeisen aan airside' van '1.1 Handboek airside algemeen' (Part 1.1.2 – Vehicle Requirements on airside of 1.1 Manual airside (general)).
  12. Permission to access to the baggage handling areas is only granted on a once-only basis by the airport operator. The airport operator or its designated representative is at all times authorised to revoke the permission granted and demand that persons remove themselves from the baggage handling area.
  13. Access to the runway area is only permitted with a Schiphol Pass and with authorisation and permission from the airport operator.
  14. Permission to access the runway area is only granted on a once-only basis by the airport operator. The airport operator or its designated representative is at all times authorised to revoke the permission granted and demand that persons remove themselves from the runway area.
  15. Persons who were granted permission to access the runway area are required to report to the airport operator upon leaving the runway area.
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**Article 12****Regulations governing the performance of work**

1. It is not permitted to perform work within the airport area without the airport operator's prior written permission.
  2. The airport operator is authorised to attach additional terms and conditions to the permission granted, which are to be applied and/or complied with in full.
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**Article 13****Regulations governing the use of operating assets and other equipment**

1. The following is not permitted:
    - a. using operating assets belonging to the airport operator in a way or for a purpose other than prescribed by the airport operator;
    - b. reducing the effectiveness of, blocking access to, or operating fire detection, protection or extinguishing equipment without good reason for doing so;
    - c. operating or having in one's possession equipment causing disturbance to the radio communication at or in the vicinity of the airport area;
    - d. operating or having a third party operate any aircraft equipment, aircraft facility or aircraft engines or other vehicles without authorisation to do so;
    - e. installing and/or using fixed and/or mobile equipment with an antenna without the airport operator's prior written permission;
    - f. using a mobile or other generator without the written permission of the airport operator.
  2. The airport operator's express permission is required for the use of drinking water through fire hydrants.
  3. The airport operator is authorised to attach additional terms and conditions to the use of operating assets and equipment which are to be applied and/or complied with in full.
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**Article 14****Regulations governing the parking, storage of stationing of vehicles and equipment**

1. The following is not permitted:
    - a. parking vehicles at places other than the designated parking areas without the prior written permission of the airport operator;
    - b. transshipping goods and parking, storing, cleaning and repairing vehicles or equipment at places other than those designated by the operator;
    - c. parking or storing vehicles or equipment within a distance of three metres of both sides of the perimeter fence.
  2. Vehicles are to be parked or stationed in accordance with the instructions of the airport operator.
  3. Parking of vehicles and / or ground handling equipment in a parking space which is provided with an electric charging facility is only permitted for electrically driven vehicles and / or electrically driven ground handling equipment.
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### 3. General rules of conduct, Continued

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#### Article 15

#### Found objects

1. With regard to found objects, the airport operator is designated as the municipality within the meaning of Section 12 of Book 5 of the Dutch Civil Code. Pursuant to Title 2 of the Dutch Civil Code 5 the airport operator and the finder have the following rights and obligations:
    - a. the finder of an object is obliged to report to the airport operator's Found Objects Department with due speed, and at the latest within 24 hours;
    - b. the finder must hand over the object for to the airport operator, unless the airport operator requests otherwise;
    - c. the finder must report the object and hand it over in the condition in which it was found in accordance with the provisions of a. and b. above, without separating parts from the object or changing it in any other way;
    - d. the owner will retrieve the found object if it is claimed within the terms specified below. A charge for safekeeping may be invoiced to the party claiming the object;
    - e. the airport operator is authorised to sell found objects other than valuable items that are not claimed within three months, and that have come into its safekeeping other than by its own request, and to enjoy the proceeds of such sale. The airport operator is also authorised to transfer such objects to third parties free of charge or destroy them;
    - f. the airport operator will retain a valuable item in its safekeeping for a period of 12 months. If the item is not claimed within this period, the finder will be entitled to claim it for a period of one month following expiry of the 12-month period referred to;
    - g. if the finder does not submit a claim within the one-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.
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## 4. Further regulations concerning the Terminal complex

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### Article 16

#### Code of conduct for the Terminal complex

The following is not permitted:

- a. roller skating, skating, skateboarding, stepping or using an electrically driven vehicle, moped or bicycle is not permitted in the Terminal complex without the prior written permission of the airport operator;
  - b. carrying or having a bag and/or coat in the vicinity of shops that is obviously 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;
  - f. using festive and decorative elements that are not sufficiently fire-resistant (sufficient fire resistance must be evidenced by a quality mark and/or certificate);
  - e. consuming alcoholic beverages in a public area or limited public area, outside of the areas designated as food and beverage outlets;
  - f. storing hazardous substances in the Terminal complex with the exception of the areas designated specifically for this purpose by the airport operator.
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### Article 17

#### Regulations governing the use of vehicles in the Terminal complex

1. The use of (electrically driven) vehicles and equipment is only permitted under the following conditions:
    - a. Prior written permission has been obtained from the airport operator;
    - b. The 'Regels en eisen voor gebruik EVW's in en om de terminal' (Rules and Regulations governing the use of Electronically Driven Vehicles and Equipment (EVWs) in and around the terminal) are complied with.
  2. The following is not permitted when using electrically driven vehicles and equipment:
    - a. use of an acoustic signal;
    - b. driving at a speed exceeding 8km/h;
    - c. transporting a greater number of people than the number of seating places;
    - d. parking for longer than 20 minutes at locations other than the designated parking places and/or loading stations;
    - e. using EVWs other than for primary purposes in limited public area between 06.00 - 10.00, 12.30 - 14.00 and 18.00 - 19.30 (peak hours). Primary usage is defined as:
      - Transport of disabled persons;
      - Ambulance transport;
      - Transport of children travelling alone;
      - Transport of baggage carts;
      - Exercising legal supervision.
  3. EVWs must be parked in the prescribed manner at the parking places designated for charging vehicles and/or at charging stations.
  4. EVW drivers must always give pedestrians the right of way.
  5. It is not permitted to leave vehicles unattended and/or with their engines running unnecessarily.
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## 4. Further regulations concerning the Terminal complex, Continued

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### Article 18

#### Regulations governing baggage areas

1. The following is not permitted:
    - a. towing a combination of baggage carts, pallet dollies and container dollies is not permitted unless:
      - the maximum train length including the truck does not exceed 27.5 metres
      - and the train does not comprise more than six baggage carts or container dollies;
      - and this does not comprise more than five pallet dollies;
      - the order of vehicles in the train is from large to small.
    - b. driving at a speed exceeding 10 km/h.
  2. The operator parking a motorised vehicle and/or the towed vehicle must activate the parking brake of the vehicle once it is parked.
  3. Drivers of vehicles/motor vehicles must at all times use dipped headlights.
  4. The speed limiter of vehicles/motor vehicles shall be enabled at all times.
  5. Drivers of vehicles/motor vehicles and their passengers must use their safety belts.
  6. Anyone working in the baggage handling areas must wear High Visibility Clothing (HVC) in accordance with Class 2 of the EN ISO 20471:2013 standard and safety shoes and work clothing suitable to the nature of the work.  
This does not apply to staff members working in the baggage control area and closed offices spaces.
  7. Baggage drivers who are bringing baggage to and/or from the aircraft stands must wear hearing protection and gloves.
  8. Maintenance and technical staff working in technical sections of the baggage handling areas must wear a bump cap or safety helmet.
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## 5. Further airside regulations

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### Article 19

#### Airside code of conduct

1. Anyone who is on airside must wear High Visibility Clothing (HVC) in accordance with Class 2 of the EN ISO 20471:2013 standard, with the exception of passengers and crew members being transported/escorted to and from an aircraft. The ground handler shall remain responsible for these crew members at all times.
  2. The following is not permitted:
    - a.
      - operating a moped and cycling;
      - roller skating;
      - skating;
      - skateboarding ;
      - stepping.
    - b. Without prior written permission from the airport operator:
      - operating an EVW;
      - placing or replacing fencing or other forms of enclosure or cordoning off;
      - entering an area that has been cordoned off by fencing and/or other marking;
      - having or keeping animals.
    - c. leaving vehicles unattended and/or with their engines running unnecessarily;
    - d. passing in front of or behind an aircraft on perimeter roads if its anti-collision lights are on, with the exception of vehicles involved in de-icing activities;
    - e. crossing the wide red clearance line without proper authorisation and permission from the airport operator;
    - f. that persons involved in a traffic or other accident leave the scene of an accident before the airport operator or government authority has established the identity of the parties involved and the details of the vehicle(s) involved;
    - g. making use of plastic or foil for packaging except for sealed material that has been sealed in such a manner that the plastic and/or foil cannot become detached and taken on board the aircraft unopened.
  3. Performing ground handling activities in an unprotected area on airside is not allowed after the airport operator has issued a prohibition on ground handling for (parts of) the airport area, with the exception of ground handling activities performed in an aircraft connected to a passenger bridge and anti and de-icing activities.
  4. 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 20

#### Airside traffic regulations

1. Road users participating in traffic in the parts of the airport that are not open to the public must act in accordance with the rules set down in the 'Reglement Verkeersregels en Verkeerstekens 1990' (the Road Traffic and Traffic Signals Regulations 1990).
  2. The following is not permitted:
    - a. acting in such a manner as to cause a hazard (or potential hazard) on the road or to obstruct road users in any way;
    - b. crossing the road when the Limited Visibility (BZO) Light is red without supervision from Airside Operations;
    - c. crossing runways at points other than those designated as crossing points.
  3. Pedestrians should use the pedestrian paths, sidewalks and pedestrian crossings, marked with yellow dots on the road, if present. On these yellow dots on the road, pedestrians do not have a priority. When these dots are not available, the safest and shortest possible route should be chosen to cross the road.
  4. Drivers of motor vehicles and their passengers must use their safety belts.
  5. Drivers of motor vehicles must at all times use dipped headlights.
  6. Traffic around the piers has right of way in respect of traffic coming from the aprons, and traffic on an aircraft taxiway has right of way relative to traffic at a crossing.
  7. All traffic driving on Noordelijke Randweg 27 (Northern Perimeter Road 27) must give right of way to oncoming aircraft tractors by using the overtaking lanes.
- 

*Continued on next page*

## 5. Further airside regulations, Continued

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### Article 20 (continued)

8. In the runway area and on the apron, the categories specified below are entitled to right of way in the following order of importance:
    - a. aircraft that are taking off or landing;
    - b. motor vehicles used by the police and fire service, ambulances and other emergency service vehicles with flashing lights and sirens on;
    - c. taxiing aircraft and hovering helicopters, as well as any motor vehicles escorting these;
    - d. passengers who are conducted to and from aircraft on foot;
    - e. towed aircraft;
    - f. other vehicles.
  9. It is not permitted to drive at speeds exceeding 30km/h on perimeter roads or aprons, with the exception of emergency service vehicles and vehicles belonging to the airport operator with flashing lights and sirens on.
  10. It is not permitted to drive vehicles towing baggage carts, pallet dollies or dollies at speeds exceeding 15km/h down the following inclines:
    - the exits of the viaducts of the RH-weg (RH road) across the A4 motorway;
    - the access road to the Kaagbaantunnel (06-24 Runway Tunnel);
    - the access road to the Apron R tunnel.
  11. A maximum vehicle height of 3.80 metres applies on perimeter and service roads. Drivers of vehicles taller than 3.80 metres must first report to Airside Operations.
- 

### Article 21

#### Required driving licences

Drivers of motor vehicles must hold the following driving licences:

- a. a valid driving licence as referred to in Articles 15-25 of the Driving Licence Regulations as part of the 'Wegenverkeerswet' (Road Traffic Act) for motor vehicles registered with the 'Rijksdienst voor het Wegverkeer' (the Road Transport Agency RDW);
  - b. a valid category B driving licence 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 or suspended by the 'Rijksdienst voor het Wegverkeer'.
- 

### Article 22

#### Rules for parking, storage, positioning and stationing aircraft, vehicles and equipment

1. All aircraft, vehicles and equipment must be parked and/or stored in such a way as to prevent the risk of them being blown or rolling away at all times.
  2. In the event of extreme weather or if such weather is forecast, the Flow Manager Aircraft can give instructions or take additional measures to prevent aircraft, vehicles and equipment from being blown or rolling away. In case of negligence in this respect, the airport operator will carry out the additional measures or have these carried out for the account of the negligent party.
  3. Positioning, parking and stationing, as well as repairing aircraft is only allowed after permission has been obtained from the airport operator, or in the areas designated for this purpose.
  4. The airport operator is authorised to demand that parked or stationed aircraft, vehicles and equipment be moved elsewhere if this is deemed necessary with a view to maintaining order and safety.
  5. The distance between the parked aircraft and the boundary of the publicly accessible part of the airport area must be at least 7 metres.
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*Continued on next page*

## 5. Further airside regulations, Continued

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### Article 23

#### Regulations governing fuel, hazardous substances and explosives

1. The following is not permitted:
    - a. storing (aircraft) fuel within the airport area at places other than those designated by the airport operator as fuel storage areas;
    - b. storing or transporting (aircraft) fuel or other hazardous substances and/or substances harmful to the environment without the prior permission of the airport operator, taking into account the applicable statutory provisions;
    - c. transporting (aircraft) fuel using vehicles not carrying a suitable and approved fire extinguisher.
  2. Hazardous substances that are packaged as cargo must not be:
    - a. left on the apron for more than five hours;
    - b. left unattended on the apron;
    - c. located on the apron for the purpose of packing, racking or filling.
  3. The transport of hazardous substances is only permitted on airside if:
    - a. substances are segregated during transport in accordance with EASA regulations;
    - b. transport units are equipped to ensure that the load can be kept dry;
    - c. DG tags must be attached to at least one side of a transport unit;
    - d. the transport unit carries a suitable and approved fire extinguisher.
  4. Aircraft carrying explosives on board must be parked at the places designated by the airport operator for this purpose.
- 

### Article 24

#### Regulations governing the performance of refuelling activities

1. The following is not permitted during aircraft refuelling:
    - a. starting an air start unit or GPU;
    - b. connecting or disconnecting an air start unit or GPU;
    - c. During aircraft refuelling, persons, handling equipment or vehicles are not permitted within the refuelling zone if they are not directly involved in the refuelling procedure;
    - d. using flashes or electronic flashes within refuelling or ground handling zones.
  2. The following is not permitted:
    - a. refuelling an aircraft with passengers on board without the permission of the captain and the airport operator;
    - b. refuelling a helicopter with:
      - passengers on board;
      - rotating rotors;
      - running engines without permission from the airport operator.
    - a. carrying out refuelling activities on an aircraft while its engines are running;
    - b. positioning a refuelling tanker so close to an aircraft that it is unable to move forwards unimpeded under all circumstances to a safe zone;
    - c. placing ground handling equipment or vehicles in front of a refuelling tanker in such a way as to impede its ability to drive away;
    - d. blocking access to any emergency buttons on refuelling or hydrant systems;
    - e. refuelling without first taking measures to prevent environmental pollution;
    - f. refuelling in hangars:
      - without supervision from the fire services;
      - without notifying the 'Regiecentrum Schiphol' (Schiphol Control Centre) thereof 60 minutes in advance;
    - g. refuelling in the event of unfavourable weather above or in the immediate vicinity of the airport area.
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*Continued on next page*

## 5. Further airside regulations, Continued

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### Article 25

#### Regulations governing aircraft stands

1. With the exception of the GPU (if located in the GPU space) and persons and vehicles carrying out activities in order to park the aircraft, persons, vehicles and ground handling equipment are not permitted inside the area marked with red lines on the aircraft stand while aircraft is in motion.
2. After the aircraft has entered the aircraft stand, persons, vehicles and ground handling equipment are not permitted to enter the aircraft stand before the following has been carried out:
  - a. the wheel blocks are in place;
  - b. the aircraft engines have been shut down;
  - c. the GPU has been connected (if applicable);
  - d. the anti-collision lights of the aircraft have been switched off.
3. After the aircraft has parked at the aircraft stand, persons, ground handling equipment and vehicles that are not involved in aircraft handling are not permitted to be located on the aircraft stand, with the exception of:
  - a. persons carrying out repair work on the aircraft;
  - b. persons performing inspections or supervising the operations on behalf of the airport operator or the government;
  - c. passengers who are conducted to and from aircraft on foot and the persons escorting them.
4. When entering or leaving an aircraft stand, persons, vehicles and handling equipment must use the designated entry and exit ways or the adjacent perimeter road, with the exception of:
  - the pushback truck driver;
  - the marshaller; and
  - the driver of the passenger buswho are also authorised to enter and leave the aircraft stand in front of the aircraft's nose.
5. It is not permitted to stop or park in areas shaded in red. This stipulation does not apply to catering, service or water tank trucks that must be positioned close to an aircraft on the side of the passenger bridge for aircraft handling purposes. The area of the passenger bridge shaded in red can only be used by these vehicles if:
  - a. the flashing light and acoustic signal of the passenger bridge are off;
  - b. and there is enough space.
6. Prior to the arrival of an aircraft and before the engines of an aircraft are started prior to its departure, any substances and/or ground handling equipment that could cause a hazard or damage must be cleared away and/or removed from the immediate vicinity of the aircraft.
7. No one is permitted to cross an aircraft stand, with the exception of:
  - a. persons, vehicles and ground handling equipment carrying out work at the adjacent aircraft stand;
  - b. refuelling tankers on Pier C. These are permitted to cross multiple aircraft stands by driving past the rear of the aircraft under the following conditions:
    - the driver must ensure that there is enough space to cross the aircraft stands by driving past the rear of the aircraft;
    - the driver must drive past the rear of the aircraft as close to the wide red clearance line as possible;
    - refuelling tankers trucks are not permitted to drive past the rear of any aircraft when limited visibility conditions (BZO) Phase C apply.
8. Passengers are not permitted to cross an aircraft stand on foot to reach an adjacent aircraft, with the exception of passengers who need to change planes on Apron B and are escorted by the handling agent with the permission of the airport operator.
9. It is not permitted to obstruct the view between the aircraft and the marshaller or the person operating the Visual Docking Guidance System.
10. It is not permitted to place cargo and/or ground handling equipment on aprons outside designated aircraft stand sections, with the exception of the entry and exit ways to and from aircraft stands which are not in use. It is permitted to wait for the next flight with ground handling equipment on these entry and exit ways.

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*Continued on next page*

## 5. Further airside regulations, Continued

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### Article 25 (continued)

11. The following is not permitted:
    - a. to place ground handling equipment exceeding 2.25 metres in height at (parts of) the following aircraft stands:
      - C04, C06, C08, C10, C13;
      - between C07 and C09;
      - between C09 and C11;
      - between C12 and C14;
      - between E02, E03, E04, E06;
      - between the aircraft stands on the odd-numbered side of Pier B.
    - b. to place ground handling equipment between the aircraft stands on the odd-numbered side of Pier B that is not intended to be used for the next ground handling activity.
    - c. to place ground handling equipment exceeding a height of 3.50 metres at the other aircraft stands adjacent to Piers E, F and G and Aprons R and S.
  12. A parking spot with a handler letter code may be used by everyone for parking of handling equipment and / or handling vehicles. The handler letter code on the ground is no longer valid.
  13. A suitable and approved fire extinguisher must always be present at an aircraft stand in use in the location designated for this purpose.
  14. After use, fire extinguishers must be returned to their designated locations and the Schiphol Fire Brigade notified of their having been used immediately.
  15. Unaccompanied persons are not permitted to board or disembark an aircraft while its engines are still running.
  16. The previous paragraph does not apply to multiple-engine aircraft insofar as the engines are located on a side other than the one on which persons are boarding or disembarking the aircraft and they will not be passing these engines when leaving or approaching the aircraft.
  17. Parties performing passenger handling activities will ensure that passengers always cross the apron safely by taking the shortest possible route and in distinct groups, accompanied by at least one employee of the handling agent or relevant airline aged at least 18 or above.
- 

### Article 26

#### Regulations governing Apron K

1. The following is not permitted:
    - a. taxiing with aircraft, as from BZO (Reduced Aerodrome Visibility Conditions) phase C (RVR < 350 m) and D (RVR < 200 m). By way of an exception, the FMA may permit taxiing aircraft escorted by an Operations vehicle on Apron K.
    - b. being on the apron taxiway, with the exception of personnel directly involved in handling an aircraft parked on the apron taxiway;
    - c. crossing apron taxiways with a vehicle other than at the designated marked crossing points;
    - d. for handling agent staff to give instructions to pilots about the location of the designated aircraft stand and stopping points without a written statement of authorisation from the airport operator;
    - e. For pilots to leave without up-to-date taxiway information about Apron K from the handling agent. Before giving the taxiway information, the handling agent must establish that the aircraft's departure will not conflict with other movements.
  2. The airport operator can declare that the handling agent's personnel is authorised to give instructions to pilots on Apron K if the relevant personnel have successfully completed a training programme approved by the airport operator.
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*Continued on next page*

## 5. Further airside regulations, Continued

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### Article 26 (continued)

3. Turning aircraft on the aircraft stands on Apron K in any other way except by towing and push-back movements. Aircraft may never be turned here using their own power. By way of exception, C130 Hercules aircraft are permitted to turn on K35 on engine power using K36 and escorted by a member of the ground handling staff certified by the airport operator as an authorised marshaller for this purpose (see paragraph 2 of this Article).
  4. Towing movements with aircraft on Apron K between different aircraft stands and between hangars and aircraft stands must be coordinated with Apron Control.
  5. Vehicles involved in accompanying, marshalling and/or towing aircraft must be fitted with an amber-coloured flashing light.
  6. Handling agents are obliged to issue instructions to the aircraft handled by them for the correct use of GA Terminal stop positions.
  7. If several handling agents are active on Apron K, the airport operator will appoint one handling agent to take care of the following activities on behalf of all of the handlers:
    - coordinating an aircraft stand schedule in consultation with the airport operator;
    - maintaining contact with arriving and departing flights as regards the allocation of aircraft stands and movements on the apron, for which purpose the airport operator will make a communication channel available;
    - maintaining contact with the airport operator as regards towing movements for arriving and departing aircraft;
    - maintaining contact with handling staff insofar as this is in the interest of their safety in relation to arriving and departing flights.
- 

### Article 27

#### Regulations governing aircraft

1. Aircraft:
    - a. land or take off from the runway designated for this purpose by the airport operator;
    - b. taxi on the taxiways or parts of the runway area designated for this purpose, as published in the relevant Aeronautical Information Publications (AIP);
    - c. vehicles are to be moved and parked in accordance with the instructions of the airport operator or air traffic control.
  2. Towing movements are not permitted to be performed without the airport operator's prior written towing or push-back authorisation.
  3. Towing or push-back movements must be executed in accordance with the rules and procedures of 'Deel 1.2.4 – Uitvoeren sleepbewegingen' en 'Deel 1.2.5 – Uitvoeren push-backbewegingen' van '1.2 Handboek landingsterrein.' (Part 1.2.4 – 'Executing tow movements' and Part 1.2.5 – 'Executing pushback movements' of 1.2 'Landing Area Manual').
  4. De-icing and anti-icing activities must be executed in accordance with the rules and procedures of the 'Deel 1.5.2 – Uitvoeren de- en anti-icing' van '1.5 Handboek Sneeuw, gladheid en de-icing' (Part 1.5.2 – 'Executing de-icing and anti-icing' of 1.5 'Snow Clearance, Ice Prevention and De-Icing Manual').
  5. Aircraft engine tests and engine warm-up or cool-down must be executed in accordance with the rules and procedures of the 'Deel 1.2.12 – Proefdraaien en aanpakken' van '1.2 Handboek landingsterrein'. (Part 1.2.12 – 'Engine Testing, Warm-up and Cool-down' of 1.2 'Landing Area Manual').
  6. The following is not permitted:
    - a. to compensate anywhere other than in a compensation location;
    - b. to execute a powerback.
  7. Without prior permission from the airport operator, the following is not permitted:
    - a. to execute an engine test;
    - b. to compensate;
    - c. to park in a nose-out position.
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*Continued on next page*

## 5. Further airside regulations, Continued

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### Article 27 (continued)

8. Warming up or cooling down aircraft engines is only permitted in aircraft stands if:
    - a. prior permission has been obtained from the airport operator;
    - b. up to ground idle;
    - c. for a maximum of two engines;
    - d. for no more than ten minutes.
  9. Handling agents must have towbars at their disposal that are suitable for the types of aircraft being handled.
- 

### Article 28

#### Regulations governing Chapter 2 and Chapter 3 aircraft

1. Take-offs and landings of Chapter 2 aircraft are not permitted.
  2. New flights with lower-section Chapter 3 aircraft are not permitted.
  3. Lower-section Chapter 3 aircraft with a bypass ratio  $\leq 3$  may not take-off or land between 18:00 and 08:00 hrs local time (runway times).
  4. Scheduling take-offs between 23:00 and 07:00 local time (runway times) for lower-section Chapter 3 aircraft with a bypass ratio  $> 3$  is not permitted.
  5. The above requirements do not apply in the following instances:
    - a. aircraft being used for rescue operations or the provision of emergency services that require immediate take-off or landing;
    - b. Military aircraft;
    - c. Government aircraft;
    - d. Aircraft affected by an emergency that need to land immediately.
- 

### Article 29

#### Regulations governing vehicles

1. The following is not permitted:
    - a. Participating in traffic on airside is not permitted in a vehicle that has not been duly approved. Drivers must be able to submit proof of maintenance status to the airport operator on request;
    - b. Participating in traffic on airside is not permitted in a vehicle that:
      - is of dubious design or construction or inadequately maintained for the purpose of driving;
      - and does not fulfil all the conditions specified in 'Deel 1.1.2 - Voertuigen aan airside' van '1.1 Handboek airside algemeen' (Part 1.1.2 – Vehicle Requirements on airside of 1.1 Manual airside general);
    - c. Using baggage carts without top coverings.
  2. Vehicles on an apron or in the runway area are equipped with a properly functioning parking brake that is used whenever the operating personnel is not on board the vehicle.
  3. Drivers of vehicles may not use visual and/or acoustic signals unless they are driving:
    - vehicles owned by the airport operator;
    - emergency service vehicles;
    - vehicles operating in the runway area;
    - towing and push-back vehicles while executing towing or push-back movements.
  4. Towing a combination of baggage carts, pallet dollies and container dollies is not permitted unless:
    - the maximum train length including the truck does not exceed 30 metres
    - and the train does not comprise more than six baggage carts or container dollies;
    - and this does not comprise more than five pallet dollies;
    - the order of vehicles in the train is from large to small.
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*Continued on next page*

## 5. Further airside regulations, Continued

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**Article 30****Regulations governing the submission of data**

The airlines are obliged to provide the airport operator with the data required for the scheduling and deployment of operating assets in due time. The data required must comply with the requirements as set up in the document 'Schiphol Airport Charges and Conditions'.

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**Article 31****Regulations concerning Collaborative Decision Making**

Every person involved in Collaborative Decision Making (CDM) is required to work in accordance with the agreements, rules and procedures laid down in the document entitled CDM@AMS\_Operations\_Manual.

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**Article 32****(L)ERP: (Local) Emergency Response Plan**

Airlines and ground handlers that deal with passengers and/or handle cargo and/or transport passengers and/or cargo are required to have an (L)ERP.

The (L)ERP ensures coherence between the tasks, responsibilities and authorisations of the airlines/handlers and all parties involved in the various crisis situations, with the aim of realising an improved mutual and coordinated approach.

At the very least, the (L)ERP must meet the recommendations listed in the National Crisis Plan for Civil Aviation Accidents (National Crisisplan Luchtvaartongevallen Burgerluchtvaart).

In addition, the following sources may be used:

- ICAO Doc 9859 AN/474 – Safety Management Manual (SMM)
  - EASA Decision 2012/007/R (AMC and GM to Part-ORA) Explanatory Note – Annex I to Explanatory Note - 1.4 Coordination of emergency response planning
  - Webpage Schiphol.nl – Operations – Disruptions and calamities – What to do in a crisis
-

## 6. Further regulations concerning the Schiphol-Oost business park

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**Article 33** The articles 19 paragraph 2b, c and f, - 20 paragraph 1 , paragraph 2a, paragraph 3 to 5, - 21, are also applicable on the Schiphol-Oost business park.

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**Article 34** **Rules for parking, storage, positioning and stationing vehicles and equipment**

1. Vehicles and equipment must be parked and/or stored in such a way as to prevent the risk of them being blown or rolling away at all times.
2. In the event of extreme weather or if such weather is forecast, the airport operator can take additional measures to prevent vehicles and equipment from being blown or rolling away. In the case of negligence in this respect, the airport operator will carry out the additional measures, or have these carried out, for the account of the negligent party.
3. The airport operator is authorised to demand that parked or stationed vehicles and equipment be moved elsewhere if this is deemed necessary with a view to maintaining order and safety.
4. Parking is only permitted in the designated parking spaces. Vehicles may not be parked on road sections where signs and road markings indicate that parking is prohibited.

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**Article 35** **Regulations governing vehicles**

1. The following is not permitted:
  - a. Participating in traffic in the Schiphol-Oost business park in a vehicle that has not been duly approved. Drivers must be able to submit proof of maintenance status to the airport operator on request;
  - b. Participating in traffic in the Schiphol-Oost business park in a vehicle that:
    - is of dubious design or construction or inadequately maintained for the purpose of driving;
    - and does not fulfil all the conditions specified in the 'Deel 1.1.2 - Voertuigen aan airside' van '1.1 Handboek airside algemeen' (Part 1.1.2 – Vehicle Requirements on airside of 1.1 Manual airside general);
  - c. Leaving a vehicle unattended and/or with its engines running in the Schiphol-Oost business park.
2. Vehicles in the Schiphol-Oost business park are equipped with a properly functioning parking brake that is engaged whenever the operating personnel are not on board the vehicle.
3. Drivers of vehicles may not use visual and/or acoustic signals unless they are driving:
  - a vehicle owned by the airport operator;
  - an emergency service vehicle.

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## 7. Final provisions

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### Article 36

#### 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. The airport operator is authorised at all times to make changes to the furnishing and facilities within the Airside Security Restricted Area - Critical Parts, Airside Non-Security Restricted Areas, Airside Demarcated Areas and/or Landside Secured Premises by A.A.S., including but not limited to the infrastructure, buildings and runways and other facilities. The airport operator will make available as much information as possible about these changes, or intended changes, and, should the nature of these changes give cause to do so, consult with the users of the relevant facilities. The airport operator is never held liable for damages in connection with such changes, with the exception of damage resulting from an intentional act and/or gross negligence.
  3. Parties whose acts or omissions cause direct and/or indirect damage to the airport operator will be held fully liable. Indirect damage is understood to mean, among other things, lost earnings, damage sustained as a result of stagnation and costs associated with penalties imposed and measures taken under administrative and criminal law.
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### Article 37

#### Sanctions

1. In the event of a violation of any part of these Schiphol Regulations, the airport operator is authorised, without prejudice to its powers under the Regulations governing Access to Schiphol, the Schiphol Pass Conditions for Persons and/or the Schiphol Pass Conditions for Vehicles, to impose the following penalties:
    - to discontinue operations, whether temporarily or otherwise;
    - to report certain situations (that are unsafe, disorderly or constitute a threat to the environment) as well as to establish violations and report them to the competent authorities;
    - to interrupt or stop an activity;
    - to relocate the vehicle committing the violation or to have the vehicle relocated;
    - to remove an offender or have an offender removed from the airport zone;
    - to prohibit an offender from entering the airport zone or specific sections of the airport zone for a maximum of 12 months;
    - civil liability in accordance with Article 4(2).
  2. In the case of acts that, in the sole judgement of Royal Schiphol Group N.V., may 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 are involved in an investigation instituted 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 on demand.
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### Article 38

#### Deviations from these Regulations

The airport operator may temporarily deviate from these Regulations in the interest of public order and safety or upon request of the competent authority.

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### Article 39

#### Amendments

The airport operator is authorised to amend these Regulations at any time. Such amendments will not, however, enter into force prior to the time announced for that purpose.

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### Adoption

Date:

Agreed at Schiphol

The Management Board of Royal Schiphol Group N.V.

## Relevant Links

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**Introduction** This section provides a list of links relevant to the Schiphol Regulations.

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**List of links**

List of links:

- [Appendix 1: Schiphol Admission Regulations](#)
  - [Appendix 2: Criteria for renting lounges](#)
  - [Regels en eisen voor gebruik elektrische voer- en werktuigen in en om de terminal](#)
  - [Beleid milieuzone logistieke straten terminal](#)
  - [Formulier aanvraag kenmerk milieuzone Schiphol](#)
  - [Markeringen en belijningen op het platform](#)
  - [Manuals Business Area Aviation](#)
  - [Huurovereenkomst aansluitstuk / tapvergunning](#)
  - [Voorwaarden ontheffing graafverbod](#)
  - [CDM@AMS Operations Manual](#)
  - [Eisen voor dienstverleners bij de opruiming van lekkages op Schiphol](#)
  - [Nationaal Crisisplan Luchtvaartongevallen Burgerluchtvaart \(NCP-L\)](#)
  - [ICAO Doc 9859 AN/474 – Safety Management Manual \(SMM\)](#)
  - [EASA Decision 2012/007/R \(AMC and GM to Part-ORA\) Explanatory Note](#)
  - [Webpage Schiphol.nl – Operations – Disruptions and calamities](#)
  - [Overzichtskaart bedrijventerrein Schiphol Oost](#)
  - [EU Commission Regulation \(EU\) No 139/2014](#)
-