



ANTWERP FLANDERS INTERNATIONAL AIRPORT

LEM Antwerpen NV
Luchthavenlei
2100 Antwerp

TRAFFIC REGULATIONS AIRSIDE



Traffic regulations airside

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1. Definitions

Airside: the movement area of an airport, adjacent terrain and buildings or portions thereof, to which access is controlled.

Aircraft stand: a designated area on an apron intended to be used for parking an aircraft.

Anti-collision-light: white or red flashing lights under and on top of an aircraft designed to draw attention to the aircraft. When these lights are flashing, the engines may be running, the aircraft may be departing, or it may be towed.

Apron: a defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.

Apron safety lines: red lines defining the areas intended for use by ground vehicles and other aircraft servicing equipment, to provide safe separation from aircraft.

CPSRA: critical part of security restricted area

EPA : equipment parking area

ESA : equipment staging area

FOD: Foreign Object Debris, small litter and rubbish that can cause damage to aircrafts

Follow-me: vehicle equipped with distinguishing mark "Follow-me" to lead aircraft or other vehicles

Gate: place where passengers can transfer from the terminal to the aircraft.

Handling equipment: equipment used for aircraft handling operations.

LVP: low visibility procedure

Manoeuvring area: that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.

Marshaller: authorized person giving signals to the pilot to park or manoeuvre the aircraft safely.

Movement area: that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the aprons.

Power Supply: external power supply for aircraft.

Runway: a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

Runway Protected Area: a defined area around the runway to allow safe landing and take-off.

Sector road or ring road: this is the road situated at the boundary of the aerodrome, on the grounds of the airport authority at airside surrounding the movement area for aircraft, marking in many places the division between airside and landside.

Service-drive: a roadway on an apron, marked by single, solid white lines and reserved for the safe movement of ground equipment and vehicles.

Stopbar: safety-signalisation usually placed at a junction between runways and taxiways. Indicated by red lights.

Taxiway: a defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another.

2. General stipulations.

- 2.1. The "airside" is an area of the airport which is not accessible to the public. This area is situated on the private domain of the Flemish District. Access is only possible with a given permission of the Airport Management.
- 2.2. In order to enter the airside an airport user must hold:
- a) airport identification badge or temporary access permit, clearly visible at all times.

When driving airside one also needs:

- b) an access permit for motorized vehicles.
- c) an airport driving license for the driver of a motorized vehicle, unless an exception is allowed by the airport inspection.

The Airport Management only can issue these documents after submission of all necessary documents or valid papers. The access permits are personal and may not be handed over to other people. All misuse of access permits is subject to sanctions. These sanctions can lead to withdrawal of authorization, to legal action or administrative sanctions.

- 2.3. All traffic of people or vehicles not considered being service traffic by the Flemish Community or Belgocontrol and which the user does for personal or professional reasons are at the user's own risk both on behalf of himself or third parties who may be involved. By entering the airside, the users discharge the Flemish Community of all liability regarding any damage or event as a result of the actual condition of the movement area, the sector roads, their lighting, their sign posting, their state of maintenance, the closing of the road or a part of it, the existence of fixed or mobile obstacles, the passage of aircraft, etc.
- 2.4. The competent services of the airport authorities reserve all rights to stop airside traffic, to alter it and to resort to special measures in extraordinary circumstances.
- 2.5. In order to obtain an airside driving license the applicant has to demonstrate his/her knowledge in respect of traffic regulations at Antwerp Airport.
Basic knowledge regarding driving on the apron: Safety on the ramp course
Extended course: driving on the manoeuvring area and phraseology is only available for airport services and technical service of Belgocontrol.

3. Structuring and regulation of traffic

- 3.1. The users must comply with the general principles of the traffic code (Royal Decree of 01/12/1975) in order to guarantee safe and good airside traffic. Nevertheless, they must take into consideration the following points:
- there could be vehicles using equivalent airside signposts which are not conform to the stipulations of the traffic code with regard to sign posting, lighting, dimensions, identification marks, etc.
 - specific airside sign posting and road marking could be used.
 - painted markings on the road are as legally as analogue sign posts.
- 3.2. The following airside traffic regulations take priority over the traffic code:
- absolute priority of aircraft.
 - the presence of vehicles and non-enrolled rolling equipment not in conformity with the traffic code.
 - road width, road curves, lighting can vary from the traffic code.
 - special traffic signs and traffic conditions determine airside traffic.
 - compulsory exploitation insurance is required.

4. Instructions

4.1. Basic Rules

- 4.1.1. Every user of airside roads must demonstrate a suitable driving attitude under all circumstances to avoid endangering himself or others.
- 4.1.2. The use of vehicles on airside has to be kept to a minimum. It is forbidden to leave an engine running unnecessarily.
- 4.1.3. Traffic lights and traffic signs must be strictly obeyed.
- 4.1.4. It is forbidden to leave objects unattended on apron.
- 4.1.5. Any traffic obstacle must be removed as quickly as possible. The airport inspection has to be notified immediately if it is impossible to remove an obstacle.
- 4.1.6. Vehicles of security- and emergency services only have priority when they obey the stipulations of the Highway Code and their flashing lights and sirens are on.

4.2. Smoking and drinking

- 4.2.1. Smoking or lighting a flame is forbidden airside, even inside vehicles and mobile equipment.
- 4.2.2. It is forbidden to drive vehicles or mobile equipment or to carry out airside duties while under the influence of alcoholic beverages, drugs, tranquilizers, hallucinogens or medication which could have an impact on driving a vehicle or could possibly endanger other airport users. Anyone with a blood-alcohol level of more than 0.5 mg/litre is considered as under the influence of alcohol.

4.3. Vehicle requirements

- 4.3.1. Drivers or owners of vehicles or building yard vehicles must maintain and check their equipment in accordance with the Highway Code and the instructions of the manufacturer. Additionally, when required all vehicles and all rolling equipment are subject to the compulsory legal and attested controls by a "recognized organisation" in accordance with the stipulations and terms mentioned in ARAB.
- 4.3.2. Every vehicle must be sufficiently insured, taking into consideration the specific risks at an airport. The owner of a vehicle moving on airside must have a policy of general third-party liability with a coverage of at least 1 250 000 EURO.
- 4.3.3. Drivers will carry out the following vehicle inspections prior to moving airside:
 - All required lights are in working order
 - Brakes are in operating condition
 - No fuel or hydraulic leaks
 - No vehicle damage that may create an unsafe condition
 - No potential FOD sources

4.4. Speed limits airside

- 4.4.1. There is a general speed limit of 30 km/h on service drives and 40 km/h on sector roads, unless otherwise indicated.
- 4.4.2. The maximum permitted speed on the stands is 5 km/h.
- 4.4.3. The maximum permitted speed when reversing is 5 km/h.
- 4.4.3. These speed limits do not apply to vehicles of security- and emergency services when their flashing lights and sirens are on.

4.5. Right of way

- 4.5.1. Absolute priority must be given to moving aircraft (towed, pushed, or moving under their own power) and to any aircraft when its anti-collision lights are on.
- 4.5.2. The following priorities are valid in descending order of importance:
 1. Security vehicles and help- and rescue vehicles when their flashing lights and sirens are on.
 2. Pedestrians.
 3. Other operational vehicles of the airport authorities equipped with yellow flashing lights.
 4. Except priority vehicles, all other vehicles must give way to a passenger bus when it indicates it wishes to leave its parking place.

4.6. Standstill and parking

- 4.6.1. Vehicles must always be parked in clearly marked parking areas.
- 4.6.2. On apron stands, vehicles should park by preference in such a way that they can leave their parking place without having to reverse.
It is also forbidden to park a vehicle in such a way that other vehicles are forced to reverse.
- 4.6.3. Vehicles parked with the engine left running in order to carry out their functions, must use handbrake.
When conveyor belts are used alongside an aircraft, necessary measures must be taken to avoid movement of the conveyor belt during unloading or loading and also to prevent rolling equipment touching the aircraft.
- 4.6.4. It is forbidden for vehicles to stop or park in front of doors, gates and steps used by passengers or crew except while boarding or alighting.
- 4.6.5. Equipment required for handling must be parked in the therefore designated areas.
EPA is the area where handling equipment may be parked for a longer period.
ESA is the restricted area where handling equipment may be brought to when the aircraft is due to arrive. The equipment must be removed as soon as the handling operations are completed.



4.7. Manoeuvres with vehicles

- 4.7.1. Reversing is only allowed where driving forward is impossible.
On aircraft stands, vehicles must park in such a way that both fuel supply trucks and fire brigade vehicles can leave the aircraft stand by driving forwards.
- 4.7.2. Drivers must make sure the way is clear before moving their vehicle. When visibility is poor, the driver must have suitable assistance. If this is not possible, any movement must be carried out with extreme caution and at the driver's risk.

- 4.7.3. Vehicles with poor visibility when reversing (due to their size or construction) must be fitted with adequate visible and audible warnings or must be accompanied by a second person who stands out of the path of the vehicle and remains in visual or radio contact with the driver.
- 4.7.4. A towing-truck must not haul more than 6 attachments (trolleys, dollies or trailers). The total length of such a towing train must not exceed 25m.
- 4.7.5. Drivers must make sure before moving that any load is protected, and that all loose materials that might fall off have been removed.

4.8. Lighting

All vehicles – some special vehicles excepted – must be equipped with lighting according to the highway code at night-time, during twilight periods and in poor visibility circumstances (fog, heavy rainfall, snow, etc.).

4.9. Passenger- and freight transport

- 4.9.1. Passengers may only be carried in passenger-vehicles.
- 4.9.2. Freight may only be carried in vehicles approved and fitted for freight-transport.

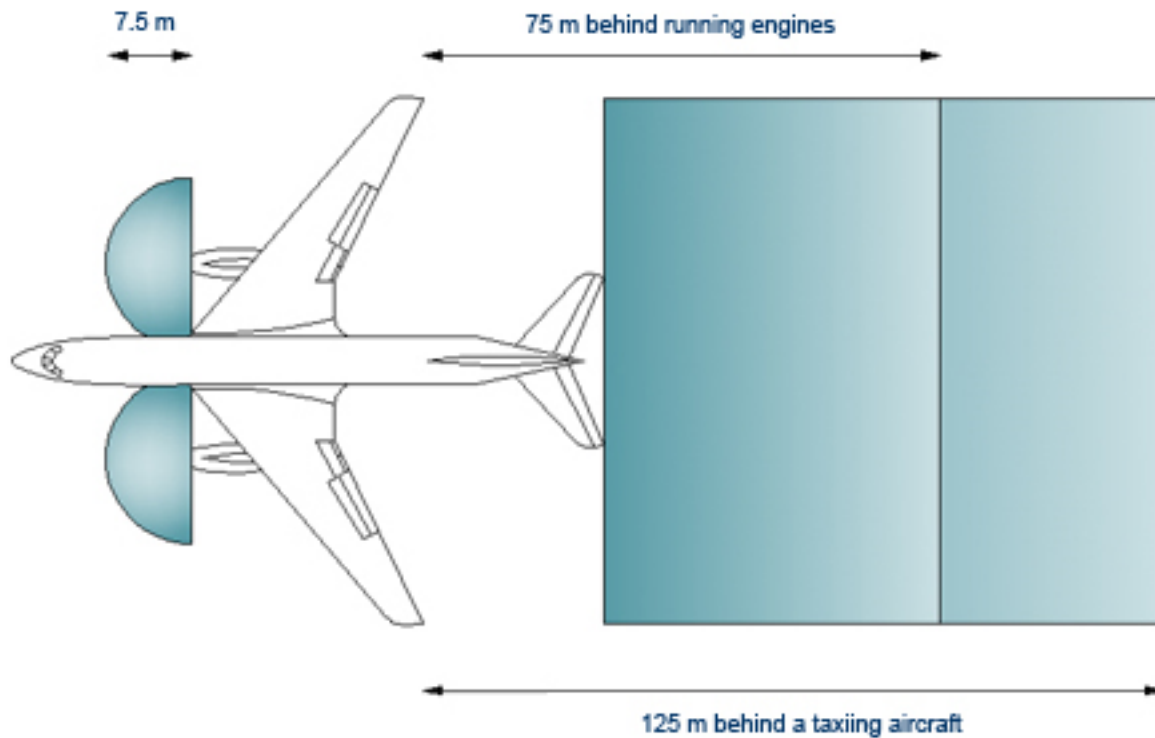
4.10. Airside staff, pedestrians and cyclists

- 4.10.1. Special care must be taken with regard to pedestrians. There must be a distance of at least 3 metres between moving vehicles and pedestrians.
- 4.10.2. Pedestrians must use the marked footpaths and pedestrian-crossings.
Passengers must be accompanied by members of staff from the handling company, the aviation company or airport authority.
Crew and passengers of arriving general aviation business flights must resort to the handling company for movement on the aprons.
- 4.10.3. Using a bicycle or motorcycle airside is forbidden, except for staff working on the apron area. The bicycles and motorcycles must meet the requirements of the Highway Code.
- 4.10.4. Dogs must be on a lead
- 4.10.5. Staff working airside must wear high-visibility clothing in accordance with EU standard 471.
Large groups of visitors who are accompanied airside can be exempted from this rule if sufficient persons wear high-visibility clothing.



4.11. Safety zones and safety distances around aircraft (see also appendix 1 & 2 apron markings)

4.11.1. Safety zones for aircraft with engines running:



Safety zones for jet-engined aircraft

4.11.1.1. Jet-engined aircraft:

- Driving in the safety zone of a jet-engined aircraft with running engines is forbidden. The safety zone extends for a minimum of:
 - 7.5 m in front of the running engine.
 - 75 m behind the running engine.
 - 125 m behind a taxiing aircraft.

4.11.1.2. Propeller-driven aircraft:

- Driving in or entering the safety zone of the propeller is forbidden.

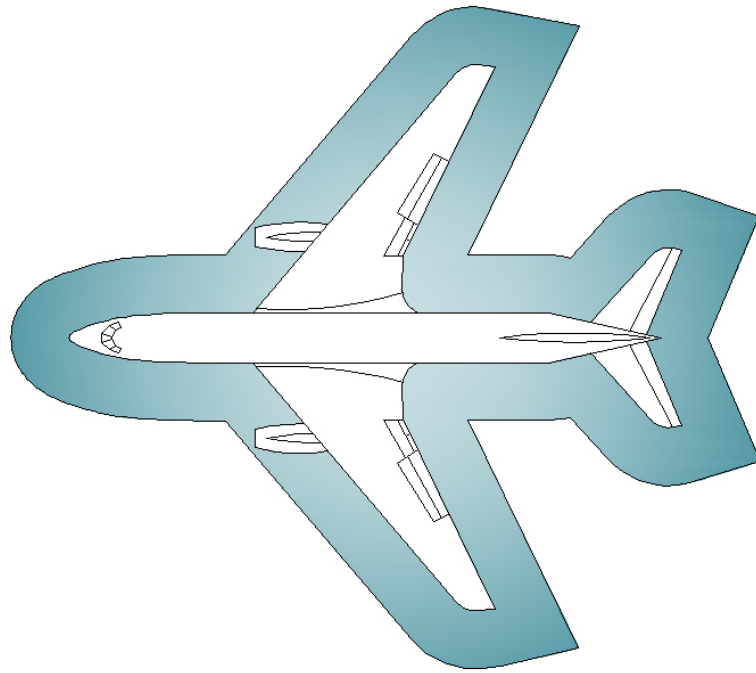
4.11.1.3. Taxiing aircraft:

- Driving in the safety zone of a taxiing aircraft is forbidden. The safety zone for a taxiing aircraft is defined by an imaginary line 7.5m from the wing-tips.
- The minimum distance when crossing in front of a taxiing aircraft must be 200m.

4.11.2. Safety zones around parked aircrafts (engines not running)

4.11.2.1. The safety zone extends for a minimum of 5 m from the outline of the aircraft. Only vehicles strictly required for handling aircrafts are allowed in this zone.

4.11.2.2. Except for staff who connects the external power supply and place chocks under the nose-wheel, nobody, either pedestrian or driver of any kind of rolling material, is allowed to approach any aircraft until the engines have been switched off and the chocks have been placed. Only after the anti-collision light has been switched off, may other rolling equipment be brought to an aircraft.



Safety zone around a parked aircraft

- 4.11.2.3. It is forbidden to drive vehicles or handling equipment under the wings or the body of an aircraft, unless it is necessary for handling the aircraft involved.
- 4.11.2.4. Before entering the safety zone, every driver has to complete a safety-stop, in order to avoid a collision with the aircraft if the brakes are not functioning normally.
- 4.11.2.5. No motorized vehicles may come within 2 m of an aircraft, except for vehicles required for handling which are connected to the aircraft.
These vehicles must be accompanied by a 2nd person unless they are equipped with a glass front, a transparent roof or a wide-angle camera with monitor.
- 4.11.2.6. The area before the emergency exits must always be free when passengers are boarding or disembarking.
- 4.11.2.7. Fuel supply trucks and fire brigade vehicles excepted, no vehicles are allowed to be in the vicinity of the ventilation gates of the aircraft tanks.

4.12. Special instructions with regards to the manoeuvring area

- 4.12.1. Access to the manoeuvring area is limited to airport services and to people accompanied by members of staff from these services.
- 4.12.2. Nobody is allowed to enter the manoeuvring area without the prior permission from the airport inspection.
- 4.12.3. Every vehicle using the manoeuvring area during daytime must preferably be painted yellow. At night-time the vehicle must be equipped with a yellow or orange flashing light. Help- and rescue vehicles should be painted red or yellow and must be equipped with a blue flashing light. In special cases the airport management make a mobile yellow/orange flashing light available to certain vehicles.
- 4.12.4. No-one may enter the manoeuvring area without permission from air traffic control. Anyone entering the zone is obliged to follow instructions from the control tower. Flashing lights must be turned on.
- 4.12.5. Everybody has to know the procedures in case there is no radio contact. This means that one must leave the area immediately preferable via the same road used to enter the manoeuvring area. Furthermore, it is compulsory to inform air traffic control as quickly as possible by telephone.
- 4.12.6. Radio communication with air traffic control takes place by means of a specific phraseology in the English language. Prior to this an introductory or preparatory course has to be followed. (Cfr 2.5)

4.13. Special instructions for service drives and sector roads (see also appendix 3 sector map)

- 4.13.1. The service drives, marked by single solid white lines, must always be used, except if vehicles are unable to follow certain paths due to their size. In this case, a special procedure will be worked out between air-traffic control, airport inspection and the driver involved. Where a service drive crosses the apron, the service drive is marked in alternate blocks. Drivers must give absolute priority to moving aircraft when being on this part of the service drive.



Compulsory use of the with white alternate blocks marked service drive to cross the apron



Compulsory use of the with white lines marked service drives for vehicles on the apron

- 4.13.2. When driving to a destination outside the service drive, drivers must follow the service drive to the shortest possible distance from their destination. Only when they reach this point may they cross the solid, single line marking the service drive.
- 4.13.3. Where a service drive crosses a taxiway, drivers must never obstruct or bring in danger an approaching aircraft.
The minimum distance for crossing the path of an approaching aircraft is 200 m.
Every driver has to take the necessary extra precautions in case of low visibility (less than 400 m). See also chapter 5: Low visibility operations.
It is forbidden for pedestrians or cyclists to cross these places whatever the circumstances.
- 4.13.4. The perimeter road or sector road is primarily reserved for emergency, rescue and inspection services. It is also used as a service drive for Flemish Community and Belgocontrol
- 4.13.5. Sector road traffic is under the supervision of the airport management.
- 4.13.6. It is forbidden for anybody to use the sector road when no authorization by airport management has been granted.
- 4.13.7. Every user of the sector road has to give way to emergency, rescue and police vehicles, to give these vehicles absolute priority and to come to a stop in order to avoid hindering the movement of the vehicles mentioned above whose approach is announced by means of sound or light signal or both.
- 4.13.8. Sector V of the perimeter road crosses the approach of runway 11. When an aircraft begins its final approach, each vehicle must stop before the signposts.



STOP at the intersection of sector V of the perimeter road and the approach of runway 11

- 4.13.9. The following vehicles may use the sector road without written permission for reasons of service:
 - a. Antwerp Airport and Belgocontrol service vehicles.
 - b. Fire brigade vehicles, police vehicles and ambulances during auxiliary emergency interventions and under guidance of an airport vehicle.

- 4.13.10. Vehicles driven by personnel from companies or subsidiary companies which are carrying out work within the boundaries of the airport, must also gain authorization from the airport management.
- 4.13.11. Any loss or damage to an access permit has to be reported immediately to the airport management.
- 4.13.12. When entering the CPSRA all passengers of the vehicle and the vehicle itself have to undergo a security check

4.14. Collisions at airside

- 4.14.1. In the interest of airport safety, airport inspection must be notified immediately of any incident causing damage, even minimal damage, to an aircraft.
- 4.14.2. Any accidents that involve casualties, or that cause damage to third parties must be notified immediately to the airport inspection, who will inform the air traffic control service if necessary.
- 4.14.3. Anyone involved in an accident as mentioned above, and any witnesses, must remain at the scene.

4.15. Foreign Object Debris - FOD

- 4.15.1. Eliminating FOD is the responsibility of everyone who works on the apron. Anyone on the apron is obliged to collect small items of rubbish and place them in the yellow bins marked FOD located at airport inspection.
When in doubt of the origin please contact the Inspector-Operations (for example: a part of an aircraft, ...)
- 4.15.2. No person shall deposit any material on the apron that may become a hazard for aircrafts.
- 4.15.3. All vehicles must be cleared of loose materials that might fall off and create FOD.



5. Special operations / adverse weather

5.1. General overview of the procedure.

The goals of LVP are protecting the physical areas around RWY and TWY in order to guarantee the safety of departing aircrafts as $150m \leq RVR < 550m$.
LVP will also describe the means to ensure the safety of the movements on the manoeuvring area during this period.

Air traffic control is the coordinator and is the only one to take final decisions during the whole LVP period (preparation, operational and terminating phases)

In general: all movements are restricted to the absolute minimum and everybody must have a raised awareness on the aircraft stands. Furthermore the usage of the servicedrive should be exploited to its' maximum. Only the shortest distance between the servicedrive and the aircraft's stand should be crossed.

5.2. The procedure

5.2.1 Preparation phase

- When the observed VIS or RVR < 800m (always the lowest value) and a further worsening is expected, the TWR air traffic controller will start the preparation phase by notifying the airport inspection by telephone and carry out his/her own tasks as provided in the TWR checklist. During this preparation phase, taxiing will be restricted to TWY's A, B, and F as much as possible due to the closing of the other TWY.
- TWR calls back all vehicles and aircrafts via RTF from the manoeuvring area. All works carried out on the manoeuvring area have to be stopped and all persons and vehicles must be removed from the manoeuvring area. All movements of vehicles on the manoeuvring area (always PPR) will be restricted to a minimum.
- The gateways N & Z will be operated manually.
- All incoming vehicles or persons with a permanent admission badge will be asked about their destination is and will be reminded expressively that LVP conditions are to be observed.
- All incoming persons or vehicles in possession of a visitor's badge may only enter airside when accompanied by airport security. In this case airport security will notify airport inspection of their presence.

5.2.2 Operational phase

- When RVR < 550m and TWR air traffic control has finished the checklist of the preparation phase and the airport inspection has reported to the air traffic control: 'Ground preparation finished + no/eventual remarks' and the airport inspection has reported after a final check to the air traffic control: 'Manoeuvring area clear + no/eventual remarks'.
the TWR air traffic controller starts the operational phase.
- All departures will be delayed when RVR is below 550m until the operational phase has started.
- During this phase, only one aircraft may be in motion and only under the guidance of a follow-me vehicle. Only one aircraft will receive taxi instructions. The next aircraft has to wait at its stand until preceding departed aircraft has reported 'airborne'.
- Each aircraft will be guided by the follow-me vehicle from its stand to RWY holding point and after CLR of Antwerp GND 121.900 further down to the lineup position.
- In the exceptional case that a vehicle has received CLR enter the manoeuvring area no other movements are allowed (only one movement allowed).
- Persons / vehicles identified as 'visitor' are **NOT** allowed on the manoeuvring area during LVP.

5.2.3 Termination phase

- When RVR ≥ 550m and a continuous improvement is expected, the TWR air traffic controller will report to the airport inspection: 'LVP finished, intermediate movement restrictions still valid'.
- When RVR or VIS ≥ 800m (always lowest) the safeguards will be removed. When safeguards are removed and airport inspection has reported to the air traffic control: 'safeguards removed, situation normal' then LVP is finished.

5.3 Lightningprocedure

- 5.3.1 This procedure will be activated when a lightningstrike happens within 5km of the airport.
- 5.3.2 Will be activated by the inspector-operations with the advice of meteorological services. The red light of the Apron Warning System will be activated.
- 5.3.3 During this procedure following airside activities will be forbidden:
- Being in open spaces and near large metal constructions (aircrafts)
 - Disembarkment and/or boarding of passengers
 - Fueling of aircrafts
 - Fueling in progress needs to be stopped: fueling hose and grounding disconnected and removal of the fueling truck from the aircraft.
 - Wearing and usage of headsets dragen van headsets en gebruik van headsetverbinding met vliegtuigen
 - Loading and offloading (catering included)
 - Treating of explosive or light enflamable materials in open air
 - Marshalling should be done by means of the follow-me sign/communications trough the ground frequency
 - Connecting or disconnecting the GPU
 - Working with de-icer

5.4 Snow / Ice

- 5.4.1 This procedure will be activated during winter operations .
- 5.4.2 Will be activated by the inspector-operations with the advice of meteorological services. The orange light of the Apron Warning System will be activated.
- 5.4.3 During this period of potential skidding extra attention will be given to:
- Driving at walking speed (5km/h)
 - Forbidden to use water on airside (no washing of aircrafts, ...).
 - Removal of ground handling materials at the staging areas to expedite the removal of snow/ice/slush/...

5.5 Stormprocedure

- 5.5.1 This procedure will be activated from wind speeds of 35 knots or above.
- 5.5.2 Will be activated by the inspector-operations with the advice of meteorological services.
- 5.5.3 All airport users should take appropriated measures to secure all materials against heavy winds. Special attention needs to be given to setting all brakes (minimal: parking brake) of ground material and at yards of contractors at airside. Furthermore anyloose materials that could become FOD should be secured.

5.6 Towing operations

- 5.6.1. Any person who will perform towing operations should have been given sufficient and appropriate training by their employer.
- 5.6.2. Towing from the North- to the South-side of the airport can only be carried out with the permission of the inspector-operations and under guidance of a marshaller.
- 5.6.3. During towing a communication (ground frequency, 121.900mHz) between the persons towing and ATC should be established. When crossing the runwayprotected area the tower frequency (135,200 mHz) should be used, unless otherwise instructed byATC.
- 5.6.4. Technicians, supervisors and/or marshalls need to in contact with each other at all time to advise if any irregularities happen.

5.7 Engine tests

- 5.7.1. Engine tests are only allowed after permission of the inspector-operations.
- 5.7.2. During the engine test a supervisor needs to be present.

- 5.7.3. Technicians carrying out the test need to be in contact with ATC.
- 5.7.4. Technicians, supervisors and/or marshalls need to be in contact with each other at all time to advise if any irregularities happen.
- 5.7.5. The test site needs to be checked for possible FOD or spills (fuel/oil).
- 5.7.6. Engine tests will be carried out under the published conditions stated in the Belgian AIP.

5.8 Apron Warning System

5.8.1. An airside Apron Warning System has been installed to inform persons at airside which different adverse weather alarm is in place and which procedure they need to follow accordingly.

5.8.2. Color-codes of the Apron Warning System:

- Red = Lightning procedure
- Orange = Winter conditions
- Blue = Low Visibility Procedure



6. Supervision

- 6.1. The airport inspection is responsible for supervising airside traffic. Instructions given by airport inspection are to be obeyed even if they conflict with these rules.
- 6.2. All identification badges and access permits required for airside have to be shown immediately on request of airport inspection staff, airport security or authorized police services.

7. Measures in case of traffic regulations offences

7.0. The airport management, the airport inspection and the airport security are allowed to make a record of any offence.

7.1. There are minor and major offences

7.1.1. The following are considered major offences:

- driving without valid airport driving license or permission from the airport inspection;
- ignoring a stop sign or a priority regulation;
- when turning:
 - a) endangering other drivers or road users;
 - b) hindering approaching traffic;
- exceeding the maximum speed by at least 10 km/h;
- driving without lights after dark;
- crossing a solid white line;
- obstructing a moving aircraft;

- leaving equipment outside the apron safety lines;
- entering the manoeuvring area without contacting air traffic control by radio beforehand;
- ignoring the instructions of air traffic control or the airport inspection;
- obstructing emergency service vehicles;
- improper use of flashing lights and/or sirens;
- being present airside under the influence;
- hit and run – leaving the scene of an accident without reporting it;
- failing to report a collision with an aircraft;
- smoking or lighting a flame, even inside rolling equipment;
- Physical violence against airport staff;

7.1.2. All other offences are considered to be minor offences.

7.2. Procedures of enactment and punishment of the offences

7.2.1. A report will be drawn up of every offence. A copy of it will be handed over to the offender or the offender's employer.

7.2.2. When two minor offences are committed within a term of 30 (thirty) calendar days, the offender's airport driving licence will be withdrawn for one day by the airport management.

7.2.3. When a major offence is committed, the offender's airport driving licence will be withdrawn for a period of 2 to 7 days by the airport management.

7.2.4. When two major offences are committed within a term of 30 (thirty) calendar days, the offender's airport driving licence will be withdrawn for a period of 8 to 30 days. In this instance, the airport management can insist that the offender takes another competence test as mentioned in article 2.5. before an airport driving licence be granted again.

7.2.5. The instance decision of the airport management with regards to the measures mentioned in the articles 7.2.2., 7.2.3. and 7.2.4. will be sent to the offender and, if necessary, a copy sent to the employer.

7.2.6. The person involved can lodge an appeal with the Antwerp Airport traffic commission against the airport management's decision with respect to the measures mentioned in the articles 7.2.2., 7.2.3. and 7.2.4. In order to lodge an appeal with the traffic commission the person involved has to submit an appeal to the airport commander within 2 working days of receiving the airport management's decision in which the measures mentioned in the articles 7.2.2., 7.2.3. and 7.2.4. are signified. The lodging of the appeal results in the immediate suspension of the penalty.

7.2.7. When airport inspection staff catches someone committing offences mentioned in articles 7.2.3. and 7.2.4, and when urgent reasons due to air traffic safety justify this, they can immediately withdraw the offender's airport driving licence for a period of 24 hours.

7.3. The traffic commission

7.3.1. The traffic commission consists of the following:

Voting members

- | | |
|------------|--|
| Chairman: | - the airport commander or his representative |
| Assessors: | - 1 representative of the ground handling company |
| | - 1 representative of AOC |
| | - 1 representative of the aerodrome based aviation companies |

Members with recommending votes

In such case 1 representative of the employer involved.

7.3.2. After being called by the chairman, the traffic commission will convene within 10 working days of the lodging of the appeal. Before consideration, the traffic commission will listen to the offender, who may be assisted by a person of his own choice, and anybody as a witness, who can give useful information with respect to the facts.

The airport management's original decision can be maintained, nullified or altered by the traffic commission. The commission decides with a simple majority of votes. In case of equality of votes, the chairman's vote is decisive.

- 7.3.3. Within a term of 5 working days following the consideration, the decision of the traffic commission will notify the person involved and his employer.
- 7.3.4. Minor and major offences under the traffic regulations committed by persons without an airport driving licence will be handled according to the procedure and stipulations written down in chapter 6 resulting in withdrawal of the access permission airside (identification badge or temporary admission pass).

8. Price of the airport driving licence

The possession of an airport driving licence will be mentioned on the airport identification badge. There will be a fee of 25 € for returning the airport driving licence after withdrawal due to offence on decision of the airport management or the traffic commission.

9. Date of commencement

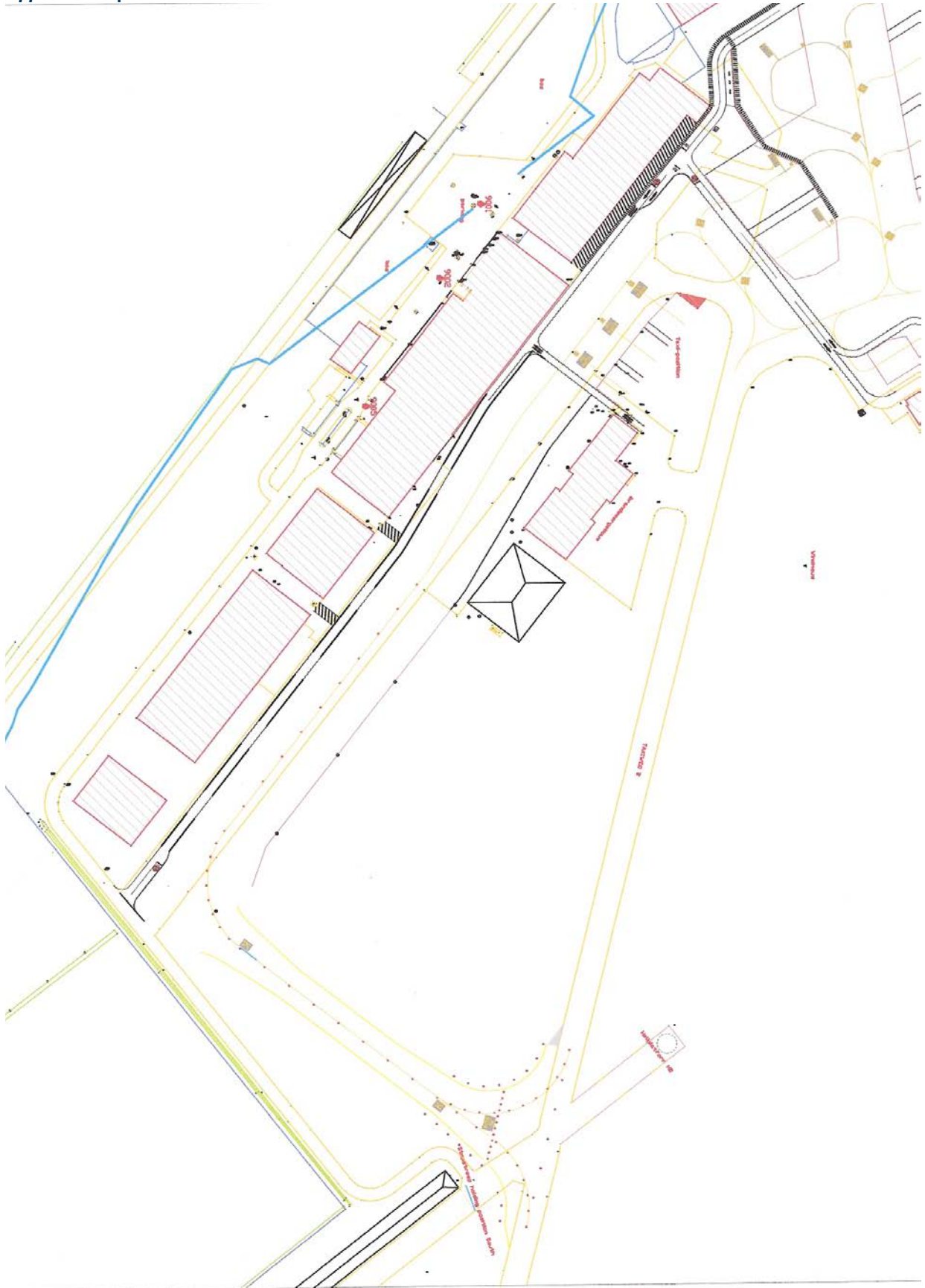
The present regulations replace all previous instructions with regards to airside traffic.

Antwerp, 01 / 02 / 20018

Wim Verbist
Airport commander

Appendix 1 Apron 1





Appendix 3 Sectormap

