

CURAÇAO PROCLAMATION PUBLICATION  
1971 No. 10

ISLAND DECREE CONTAINING GENERAL MEASURES *of April 13, 1971 to determine the regulations to promote order and safety at the Dr. A Plesman Airport and to organize the supervision thereof (Airport Regulations).*

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The Administration Board of the Island Territory of Curaçao;

Considering:

that to promote order and safety in the area of Dr. A Plesman Airport measures must be taken;

HAS DECIDED:

To establish the following island decree, containing general measures:

CHAPTER 1

**Definitions**

Article 1

1. For purposes of these regulations, the following definition shall apply:

- a. **The airport:** The Dr. A Plesman Airport, encompassing the area outlined in black in Appendix A of these regulations.
- b. **The runway:** The area at the airport outlined in black in Appendix B of these regulations, intended for the take-off and landing and maneuvering of airplanes.
- c. **The traffic platform:** The area at the airport outlined in black in Appendix C of these regulations, intended for handling and stationing airplanes.
- d. **The parking platform:** The area at the airport outlined in black in Appendix D of these regulations, intended for stationing airplanes which will remain at the airport for a longer period.
- e. **The Airport Director:** The official charged by the administrative board with the commercial and aviation-related operations and responsibility for order and safety at the airport.
- f. **The Airport Authority:** The Island Authority headed by the Airport Director.
- g. **The Airport Order and Security Service:** The service charged with airport security and daily supervision of compliance with the stipulations of these regulations.
- h. **The local air traffic control department:** The department of the Airport Authority charged with directing air traffic on and in the vicinity of the airport.

- i. **The platform traffic service:** That section of the Airport Authority, which is especially charged with directing traffic on the traffic platform.
  - j. **The airport fire brigade:** That section of the Airport Authority, which is especially charged with firefighting at the airport.
  - k. **Airplanes:** Aircraft heavier than air, which are equipped with or without a propulsion mechanism.
  - l. **Airplane engine:** Any propulsion mechanism on an airplane.
  - m. **Vehicles:** All moving vehicles and conveyances whether or not equipped with a propulsion mechanism, also including all wheeled or rolling movable motorized and un-motorized materiel used as a means to handle airplanes and passengers.
  - n. **Airport regulations:** This island decree containing the general measures.
2. As for the rest, all definitions laid down in the Aviation Act and the general measures of organization governed thereby shall be applicable to these regulations.

## CHAPTER 2

### General Provisions

#### Article 2

1. Anyone present at the airport shall be obligated:

- a. to behave in accordance with the provisions of these regulations and all other rules issued by or on behalf of the Airport Director; he shall be considered to be familiar with the provisions of these regulations and all related orders;
  - b. to comply with the instructions in words, gestures or signs given to him by or on behalf of the Airport Director.
  - c. to provide the information requested from him by or on behalf of the Airport Director, pursuant to these regulations.
2. Anyone who acts in violation of the obligations imposed in the previous paragraphs shall be prohibited from access to the airport, without prejudice to the stipulations otherwise set forth for this purpose.

Everyone present at the airport shall be forbidden from:

- a. depositing or leaving garbage, paper, food or other waste in places other than the places indicated therefor by or on behalf of the Airport Director;
- b. feeding the birds;
- c. cleaning or repairing vehicles in places other than those indicated for that purpose by the Airport Director;
- d. placing or leaving movable goods including vehicles outside of the places indicated for such purpose by the Airport Director;

- e. performing outside of bathrooms those actions the bathrooms are intended for;
- f. being in a obvious state of drunkenness;
- g. loitering in any place after being ordered to remove oneself from such place by a person in charge with the supervision there;
- h. causing unnecessary noise;
- i. in general, doing anything that might disturb the order or safety at the airport or doing anything that might cause bodily harm to people or might cause property damage.

#### Article 4

1. Without the permission of the Airport Director, anyone at the airport is forbidden from:
  - a. peddling wares, trading or exercising a profession;
  - b. installing advertising signs or posting bills, distributing pamphlets, printed matter or circular letters, holding public speeches or performing any other act of a propagandistic nature;
  - c. organizing a public collection;
  - d. performing music or singing in public;
  - e. starting or continuing open fires or lighting any fireworks;
  - f. applying, drawing, scratching or printing any letters, figures, or signs on or to the buildings, fences, inside or outside walls, signs or pavement;
  - g. storing or transporting explosives;

- h. digging in the ground, breaking open any pavement or otherwise making any change to the condition of the terrain;
2. Smoking is not permitted on the traffic and parking platforms, in the open air within a radius of 40 meters from parked airplanes and storage areas for airplane fuel and furthermore in all locations where this is indicated by or on behalf of the Airport Director by way of a sign or in any other way.

Smoking is also defined as:

- a. to be in possession of a burning pipe, cigar, cigarette or any other smoking materials.
- b. to hold in one's hand or mouth a non-burning pipe, cigar, cigarette or any other smoking materials.

#### Article 5

- 1. Everyone must ensure that any animal in his/her care at the airport:
  - a. does not cause any nuisance to third parties;
  - b. does not go in any area of the airport territory that is not accessible to the public.
- 2. Anyone who does not control an animal in his or her care sufficiently in the judgment of the Airport Director or the Airport Order and Security Service, shall immediately remove himself/herself and the animal from the airport. Dogs must be kept on a leash at all times.
- 3. Animals that have broken free must be called back or retrieved immediately.

#### Article 6

- 1. Everyone who finds an object at the airport must immediately hand in this object to the Airport Order and Security Service or to one of the information counters in the station building.

2. As for storage, custody and destination of goods left unattended at the airport, as well as objects found at the airport, the same rules shall apply as to objects found at the airport.

#### Article 7

1. Anyone who discovers an accident or fire shall be obligated to inform the Airport Order and Security Service or the airport fire brigade as soon as possible.
2. In the event of an airport accident, fire or personal injuries, the airport alarm rules shall be applicable.
3. If an event as listed in the above paragraph occurs, everyone shall be obligated to comply strictly with the stipulations of these alarm rules and the instructions issued by or on behalf of the Airport Director, by the Airport Order and Security Service or by the airport fire brigade.

#### Article 8

1. The public shall be permitted to be present only in those areas opened to the public by the Airport Director.
2. The Airport Director may levy an admission fee to be set by him pertaining to one or more sections of the area opened to the public.
3. Children under the age of 13 must be accompanied by an adult to access the airport.

Article 9

1. The airlines and its representatives at the airport are obligated to inform the Airport Authority on a timely basis of the arrival and departure schedules of their airplanes which fly on Dr. A Plesman Airport. If an airplane exclusively transports cargo or if more than the usual traffic is expected upon arrival or departure, this must be reported early in advance.
2. The Airport Director must be informed as much time in advance and in as much as possible in writing of the arrival or departure of passengers who are expected or who reasonably can be expected to receive special attention, and/or for whom special measures must be taken that deviate from normal treatment, including the reservation of the VIP room and/or press room.
3. Furthermore, the Airport Director must be informed of all data in connection with the airplane, its crew, the number of passengers and the volume of cargo.
4. The above obligations are also incumbent upon the handling companies operating at the airport with regular schedules.

CHAPTER 3

**Provisions in connection with the airport section  
not accessible to the public**

Article 10

Access to the runway is off-limits for everyone, subject to the stipulations in article 11 and 13 of these regulations.



## Article 11

1. The runway is open 24 hours a day for landing, take-off and taxiing of airplanes, subject to the Airport Director's authority to close the runway when it is temporarily, wholly or partially unsuitable for use by airplanes.
2. Landing and take-off as well as taxiing on the runway of airplanes that are not equipped with radio communications that permit a two-way connection with the local air traffic service control shall be prohibited, subject to permission by local air traffic control.
3. If the runway or a portion thereof is not available for landing, take-off or taxiing by airplanes due to its unsuitability, this will be announced and posted on site in accordance with the provisions of the Aviation Supervision Code.
4. The Airport Director is authorized at all times to forbid or detain the departure of an airplane from the airport, if the stipulations in article 12, paragraph 3 have not been complied with, for instance.
5. Landing and take-off for flight lessons and instructional flights shall be subject to the Airport Director's consent at all times.
6. To the extent applicable, the right-of-way rules listed in article 19 shall also apply to the runway.

Article 12

1. Fees shall be due for landing, garaging, and parking of airplanes at the airport.
2. The fees mentioned in paragraph 1 are listed in the National Decree on Aviation rates, Official Gazette 1954, No. 31 with amendments.
3. Unless otherwise agreed with the owner, leaser or captain of the airplane, the fees mentioned in paragraph 1 must be paid before the airplane departure.

Article 13

1. The Airport Director may grant exemption from the injunction mentioned in article 10 to persons who have to perform work on the runway.
2. These persons must contact the Airport Authority for each separate instance.
3. Any conditions imposed thereto by or on behalf of the Airport Director must be strictly complied with.

Article 14

It is forbidden to enter the traffic platform, except for:

- a. Air passenger and airplane crews, who are going to or coming from an airplane;

- b. Persons who hold valid written proof issued by the Airport Director giving access to the traffic platform, only if and to the extent they have to perform work there;
- c. Persons who are authorized pursuant to legal regulations.

Article 15

Access to the handling areas including the waiting rooms is prohibited except for:

- a. Air passenger and airplane crews;
- b. Persons who hold valid written proof issued by the Airport Director giving access to the corresponding area, only if and to extent they have to perform work there.

CHAPTER 4

**Provisions in connection with traffic on the traffic platform**

Article 16

1. The pilots of airplanes and drivers of vehicles must comply especially with the provisions in Chapter 5 and Chapter 7 respectively, if they are present on the traffic platform.
2. The traffic platform service shall regulate the traffic on the traffic platform pursuant to the provisions set forth on this matter in these regulations.

Article 17

Access to the traffic platform is forbidden for vehicles unless they belong to the following categories:

- a. industrial vehicles of the agencies and companies located on the airport, on the condition they are involved with and required for the handling of airplanes;
- b. vehicles provided with a special auto card issued by the Airport Order and Security Service;
- c. all other vehicles, however, only to the extent and if special prior permission has been obtained from the Airport Order and Security Service.

Article 18

Maximum permissible speed on airport property shall be 40 km an hour.

Article 19

The following right-of-way order shall be adhered to on the traffic platform by the various categories of platform uses listed below:

- a. taxiing airplanes, as well as platform traffic control vehicles which drive ahead of these airplanes as mentioned in article 24;
- b. fire fighting vehicles and rescue vehicles going on a mission;
- c. passengers who are moving on foot from and to the airplanes and other pedestrians;
- d. towed airplanes;

- e. vehicles. These are subject to the same rules and right-of-way rules as those applied on the public road, taking into consideration the aforementioned order of priorities.

Article 20

1. Approaching an airplane stationed on the traffic platform up to a close distance may be done only in a direction perpendicular to the longitudinal access of the airplane and only after:
  - a. The screws and/or engines have been stopped and
  - b. The wheel blocks have been put in place.
2. The parking brake or blocking mechanism of vehicles parked or stationed on the traffic platform must be activated.

Article 21

1. If an airplane is about to depart, there shall be no passing either forward or backward of the airplane.
2. Any self-propelled driving airplane may only be passed on the rear and only at a safe distance.
3. It is forbidden to drive between a signaler who is busy giving starting or parking signals and the airplane involved or station oneself so close to a signaler or to place materials in such a way that the signaler is hindered in performing his job.

Article 22

When taxiing airplanes are preceded by a platform traffic control vehicle, the vehicle's roof shall sport a lit, rotating amber-colored light. All other traffic must then stay clear of the driving path.

Article 23

1. If the airplanes on the traffic platform have been equipped with anti-collision lights, these lights must be turned on shortly prior to activating the engines.
2. The other traffic on-site, including pedestrians, must then take into account that the airplane will be put in motion shortly.

Article 24

All vehicles and other materiel involved in handling an airplane must be removed from the traffic platform immediately upon the airplane's departure or must be stationed in the locations indicated for such purpose by the Airport Authority.

Article 25

1. The Airport Authority must be informed immediately if any oil or airplane fuel spills on the traffic platform.
2. Oil spilled on the traffic platform must immediately be covered with sawdust and be removed.
3. Any airplane fuel spilled on the traffic platform must be removed by or on behalf of the Airport Authority at the expense of the company involved.

Article 26

Parking vehicles on or near the traffic platform is prohibited except:

- a. in the immediate vicinity of airplanes stationed on the platform, only if and to the extent the vehicles are involved in handling airplanes;
- b. on the locations indicated for that purpose by the Airport Authority.

Article 27

Passenger transportation on the traffic platform with the use of a vehicle by or on behalf of airline and handling companies is prohibited unless the Airport Authority has granted special permission for such transport in exceptional cases.

Article 28

In the event that passengers must go on foot across the traffic platform, the company charged with handling these passengers must ensure that these passengers proceed across the traffic platform safely in close groups and that each group is accompanied by at least one specialized employee who is familiar with the provisions of these regulations and more specifically with this chapter.

Article 29

1. The embarking or disembarking by passengers in and from a airplane of which one or more airplanes engines are running is prohibited unless the active engines are entirely located on the side of the airplane where embarkation/disembarkation do not occur and the passengers do not need to pass by the running engines.

2. The airplane's captain is responsible for compliance with this prohibition.

## CHAPTER 5

### Provisions in connection with airplanes

#### Article 30

1. Airplanes are prohibited from landing or taking off outside of the paved landing and take-off strips marked as such for that purpose.
2. Airplane taxiing on the airport is permitted only on the paved driving lanes intended for that purpose along the driving path established by the Airport Director, subject in certain cases to other instructions by the Airport Authority or by air traffic control.
3. If an airplane lands with the use of a braking parachute, this must be reported before or if this is not possible immediately after landing to the local air traffic control.

#### Article 31

1. An airplane may move across the traffic platform to and from the parking places in the indicated direction only via the driving lanes.



2. The platform traffic service may guide the airplane to and from a parking spot by driving ahead of such an airplane with a service vehicle recognizable as such by indication of the words "follow me".
3. An airplane may only be parked on the traffic platform at a parking spot indicated by the platform traffic service and in observance of the parking signals issued by a local signaler.
4. All other instructions issued by the platform traffic service must be followed in this maneuver.

#### Article 32

1. Parking and stationing of, as well as performing repairs on airplanes shall be permitted only on the locations indicated or designated for that purpose by the Airport Director or with his permission and as well as in the areas indicated or designated for that purpose by the Airport Director or with his permission.
2. If it is desirable in his judgment for reasons of safety, order and/or company policy the Airport Director may have parked or stationed airplanes moved. Any expenses arising therefrom may be charged.
3. The Airport Director may determined that an airplane will not be allowed to stay in a parking spot any longer than a certain time period.

#### Article 33

The airline companies located at the airport are obligated to have available at the airport one or more towing forks which fit the airplanes used by them.

Article 34

Any airplane, which is moving on its own power at the airport must at all times be controlled by a person legally authorized to do so.

Article 35

Towing an airplane at the airport may be done only if an expert person is present in the cockpit to operate the brakes.

Article 36

1. In order to tow an airplane across the traffic platform the permission of the platform traffic service is required.
2. The instructions issued by that service must be strictly obeyed.
3. Subject to any other instructions by the platform traffic service, the driving lanes for airplanes must be followed.

Article 37

As long as an airplane is present on the traffic platform, its on-board radar installation must be deactivated.

Article 38

Before an airplane engine is turned on:

- a. suitable wheel blocks must be placed at the front side of the major wheels and/or nose wheel;

- b. persons, vehicles and other equipment, to the extent they are not necessary to start the engines, must be removed from the immediate vicinity of the airplane;
- c. no spilled airplane fuel may be present under the airplane;
- d. a fire extinguisher of sufficient quality and capacity as determined by the Airport Director must be present in the immediate vicinity of the airplane, this fire extinguisher being equipped with a hose and nozzle of such length that the engine gondolas can be easily reached with it;
- e. to the extent applicable the stipulations in article 23, § 1 must be complied with.

Article 39

While the engines are running:

- a. a person legally authorized in this matter must be present in the airplane's cockpit who controls the operating mechanisms and the brakes;
- b. an expert and authorized person must be placed outside of the airplane in such a way that he can issue instructions to the person in the cockpit;
- c. this must be done in such a way that the wind from the screw or the outlet jet cannot cause damage to buildings or other objects and personal safety is not jeopardized.

Article 40

Moving an airplane with its engines running must be done in such a way that reasonably no damage is caused at the airport and that, reasonably, personal safety is not jeopardized.

Article 41

It is not permitted to activate airplane engines and/or keep them running in airplane hangers.

Article 42

1. Airplane engines may be subjected to a test run only in the locations indicated for such purpose by the Airport Director.
2. The Airport Director may ban engine test runs for a few hours each day and may also impose restrictions on the test runs.
3. Engine test runs on the traffic platform are not permitted unless prior permission has been obtained from the Airport Authority.  
After obtaining such permission, the radio frequency indicated by local traffic control must be tuned in to.

Article 43

Between sunset and sunrise, as well as during the daytime when visibility is less than 500 meters, any airplanes on the runway, the driving lanes and the traffic platform must put on their navigation lights.

Article 44

The airplane's captain, the principal, or the person who acts on his own authority, shall be responsible for compliance with the stipulations in this chapter.

CHAPTER 6

**Provisions in connection with crashed or  
broken down airplanes**

Article 45

1. An airplane crashed at the airport must be removed without delay from the place of the accident by or on behalf of the owner or leaser after the competent authorities have given their permission.
2. Regarding the salvaging method of the crashed airplane and the place of transfer, an agreement must have been reached with the Airport Director.

Article 46

If the conditions in the previous article cannot be met, the crashed airplane or its debris shall be transferred by or on behalf of the Airport Director without delay to a location to be designated by him where the aircraft and the debris may be kept for the owner or leaser's account and risk.

Article 47

The Airport Director is authorized to remove the airplane or its debris from the airport, without prejudice to his right of reservation.

Article 48

To the extent applicable, the provisions of articles 45 through 47 shall also apply to a broken down airplane at the airport.

CHAPTER 7

**Provisions in connection with vehicles**

Article 49

1. Vehicular traffic at the airport must proceed in accordance with the directions given by the Airport Director and, in addition, while observing the rules applying to traffic on the public road unless there are express deviations therefrom set forth in these regulations or in the Airport Director's instructions.
2. It is forbidden to behave in such a way as to needlessly hinder free traffic circulation on the airport territory's roads or to endanger safety on airport territory or to behave in such a manner, which can reasonably be assumed to endanger safety at the airport territory.
3. The owner or leaser of a motor vehicle is similarly liable for any violation committed by the driver of said motor vehicle of the rules against this specific penalty clause based on these airport regulations, unless the identity of the driver is known or has been revealed by the owner or leaser within a certain term upon a first warning from a person designated by or on behalf of the Airport Director.
4. The stipulation of the previous paragraph will not be applicable unless the owner or leaser of the motor vehicle can plausibly state that the motor vehicle was used against his will and that he was not reasonably able to prevent such use.

Article 50

Parking vehicles at the airport is permitted only after obtaining permission from the Airport Director and in the places designated by him.

Article 51

1. The lights of all vehicles present on the traffic platform or the runway must be lit between sunset and sunrise as well as in the daytime when visibility is less than 500 meters.
2. In addition to the normal driving lights, tank trucks must also be provided with at least three red lights, which must be visible from all directions.

CHAPTER 8

**Provisions in connection with starter cars**

Article 52

A starter car may only be stationed at a distance of 3 meters in front of or to the side of the airplane's nose or, if this is not possible because of the location of the airplane's connecting points, at the same distance in front of or behind the left or right wing tip.

Article 53

A starter car must be stationed near an airplane in such a way that it can be driven away at all times without hindering the airplane.

Article 54

It is forbidden to refill an operating starter car with combustion engine with fuels.

Article 55

Starter cars, which have a generator set with combustion engine, must be equipped with a spark-free exhaust, which in addition must be equipped with a muffler.

Article 56

Starter cars must be equipped with a parking brake or another suitable blocking mechanism.

Article 57

Starter cars must be equipped with a red obstacle light clearly visible from all directions, if they are present on the traffic platform between sunset and sunrise or during the daytime when visibility is less than 500 meters.



CHAPTER 9

**Provisions in connection with other movable goods**

Article 58

1. It is forbidden to store cargo, barrels, crates, construction materials, spare parts and other goods outside of the places or areas indicated or designated for such purpose by the Airport Director or with his permission.
2. The placement and transfer of movable goods related to operations or maintenance on airport territory shall take place in accordance with the instructions issued by or on behalf of the Airport Director.

Article 59

The Airport Director may stipulate special provisions in connection with the transport and storage of hazardous goods or materials and animals

CHAPTER 10

**Provisions in connection with the refueling and transporting of airplane fuel**

Article 60

1. In this chapter refueling also includes the transfer, drainage or pumping of airplane fuel.

2. Unless prior permission has been obtained from the Airport Director, refueling airplanes other than in the open air is forbidden, while ensuring that all tank openings and ventilation points are at least 20 meters away from hangars and other buildings.
3. Refueling at a distance of less than 100 meters from an active radar installation is also forbidden unless the Airport Director has given his permission.

Article 61

While refueling an airplane, there shall be no materials that might cause a spark within a 20-meter radius from the tank openings and ventilation points.

Article 62

The person occupied with refueling the airplane is forbidden from wearing shoes with spiked soles or equipped with metal.

Article 63

The tank truck must be positioned near the airplane in such a way that at all times it can be driven away from the airplane unhindered.

Article 64

Personnel performing refueling operations are forbidden from using any but closed, gas-proof lanterns.

Article 65

The Airport Director may determine that, in addition to the fire extinguishers on the tank truck, a fire extinguisher with – according to the Airport Director - sufficient capacity and suitability, must be present during the refueling process in the immediate vicinity thereof.

Article 66

1. The airplane, the tank truck, the hoses, filters and all other accessory materials used during the refueling operation, must be connected to one another in a reliably electrically conductive manner.
2. Prior to starting the refueling process, the following actions must be performed in the order indicated below:
  - a. the plane and the tank truck must be electrically grounded;
  - b. the airplane and the tank truck must be connected to one another with electric conductivity;
  - c. before opening the fill opening of the airplane tank, the hose's nozzle must be connected to the airplane in an electrically conductive manner.

Article 67

During refueling it is forbidden:

- a. to perform any operation on the airplane near the fill openings or ventilation openings of the tanks;
- b. to make or break any electrical connection in the airplane and between the airplane and any object located outside of the airplane;

- c. for switches, including the radio equipment switches, to be in any but the resting position, with the exception of those that are part of the equipment required for refueling and the necessary lighting.

Article 68

During refueling, personnel should generally avoid all actions that might produce or increase the risk of fire. Refueling must be done in such a way as to avoid spilling fuel, without prejudice to the provisions of article 25.

Article 69

During thunderstorms over or in the immediate vicinity of the airport, the Airport Authority may issue a ban on refueling airplanes.

Article 70

Without prejudice to the provisions in article 60 through 69, airplanes may be refueled while passengers are embarking or disembarking or while passengers are on board only if the Airport Director has given his permission in writing.

Article 71

1. During the refueling process as mentioned in art. 70, the special safety measures listed in the following paragraphs must be observed.

2. The passengers will be informed of the refueling procedure and are informed that during this entire process:
  - a. smoking is not allowed (for that purpose, e.g. all “no smoking” signs in the cabin(s) shall be lit);
  - b. the position of the electrical switches may not be changed;
  - c. it is forbidden to perform any action that causes or might cause a spark or a fire.
  - d. the seatbelts must be unbuckled.
3. The major tank manager of the company supplying the airplane fuel will be informed that there are passengers on board or that they are embarking or disembarking.
4. All of the airplane’s passenger exits must be open during refueling. A safety staircase must be positioned correctly at each exit.

The passages, entries and exits as well as the stairs must be kept free of all obstructions. Fuel hoses and/or cables may not cross the passages to and from the staircases.
5. An employee of the airline in question must be stationed at each passenger exit, who:
  - a. shall ensure that the refueling process is interrupted immediately if and as soon as fuel vapors are noticed in the airplane or any other fact is observed that might be dangerous;
  - b. in case of an emergency, shall assist the passengers in leaving the airplane quickly and in an orderly fashion.

6. During the embarkation or disembarkation of passengers, sufficient personnel must be present outside of the airplane to guide the passengers without delay to or from the airplane.
7. The airline and/or handling company must ensure strict compliance with the stipulations set forth in the above paragraphs.

Article 72

It is forbidden to transport airplane fuel in barrels, unless they are loaded in such a way as to guarantee a safe transport.

Article 73

All vehicles transporting airplane fuel must be equipped with at least one fire extinguisher with - according to the Airport Director - sufficient capacity and suitability to fight fuel fires for immediate use.

Article 74

It is forbidden to leave any tank vehicle without supervision by a constantly present authorized attendant, unless the tank vehicle is parked in the parking area intended especially for tank trucks.

Article 75

The companies involved in refueling and transporting airplane fuel are obligated to ensure that their personnel strictly observe this chapter's provisions as these apply to them.

CHAPTER 11

**Implementation method for regulating traffic on the traffic platform**

Article 76

Airplane, vehicular and pedestrian traffic in the airport area designated as the traffic platform shall be regulated while observing the provisions of these regulations and any rules to be determined in detail by the responsible platform traffic service installed for that purpose.

CHAPTER 12

**Regulating tow traffic**

Article 77

The Airport Authority is responsible for the regulation of airplane tow traffic.

Article 78

1. Tow vehicles (tractors) shall be allowed to tow airplanes via the tow routes only if they are provided with radio equipment that permits maintaining a decent two-way connection with the platform traffic service.

2. Only those persons shall be allowed as tractor drivers whom the Airport Authority has declared competent to perform this task.

**Article 79**

All tow movements by way of the tow routes must be reported in advance to the platform traffic service, which will pass it on to the local air traffic control.

**Final provisions**

**Article 80**

The Airport Order and Security Service is charged with the day-to-day monitoring of compliance with the stipulations in these regulations.

**Article 81**

The island territory of Curaçao shall not be liable for any loss resulting from damage or injury suffered or incurred by an airplane or its equipment, cargo, crew or passengers as a result of, or during the stay on airport territory or in the adjoining airplane hangars and other buildings; nor shall the island territory be liable for theft that might occur on the airport's territory or in the buildings.

**Article 82**



The owner or leaser of an airplane shall be liable vis-à-vis the island territory of Curaçao for all losses resulting from damage caused by its airplane to island territory property. He shall safeguard the island territory from all claims for losses resulting from damage to third-party property and personal injuries caused by his airplane in or near the airport.

Article 83

The island territory of Curaçao shall not be liable for any loss resulting from damage or injury suffered by property or persons at the airport; nor shall the island territory be liable for any theft that might occur at the airport.

Article 84

The island territory of Curacao shall not be liable for any damage that might result from the temporary unavailability of the airport, a section or accommodation thereof, as determined by the Airport Director or any other competent authority.

Article 85

More detailed measures may be established by or on behalf of the Airport Director in the cases not provided in these regulations.

Article 86

1. These regulations shall be available for everyone's inspection at the office of the Airport Order and Security Service.

2. Anyone performing work at the airport must read these regulations.
3. Companies whose personnel works at the airport, shall be obligated to inform their personnel of these regulations.

### CHAPTER 13

#### **Name**

These regulations may be referred to as the Dr. A. Plesman Airport Regulations.

#### **Article 88**

This island decree shall go into effect on the date following its proclamation.

Thus established on April 13, 1971.

The Lieutenant Governor  
A. E. KIBBELAAR

The Secretary,  
Dr. E. MONTE

This Island Decree was proclaimed by me today, April 27, 1971.

The Lieutenant Governor  
A. E. KIBBELAAR

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