



## **5.1.1**

# **Airport User Regulations**

## Version

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## Section I Description of the Airport

The definitive description of the airport can be seen in the latest published version of each of the following: "Notices for airmen" and the parts GEN, ENR and AD in "Luftfahrthandbuch Deutschland / AIP Germany" (Aeronautical Information Publication Germany).

### 1. Airport Topography

#### 1.1 Location of Airport Reference Point

Latitude and longitude:	50° 02' 04" N and 08°34'17"E
Distance and direction from city: of center of Frankfurt am Main	12 km (6.5 NM) southwest
Elevation above MSL:	100 m (328 ft.)
Magnetic variation:	See Aeronautical Information Publication Germany, AD2 Frankfurt (Main),

#### 1.2 Runways

Runway 07 L/25 R (landings only):	2,800 x 45 m (9186 x 148 ft.) with runway shoulders, width 7.5m (on both sides)
Runway 07 C/25 C (takeoffs and landing):	4,000 x 60 m (13,123 x 197 ft.)
Runway 07 R/25 L (takeoffs and landing):	4,000 x 45 m (13,123 x 148 ft.) with runway shoulders, width 7.5m (on both sides)
Runway 18 (takeoffs only):	4,000 x 45 m (13,123 x 148 ft.) with runway shoulders, width 7.5m (on both sides)

##### 1.2.1 Dimensions of Takeoff and Landing Areas

Runway 07 L/25 R (landings only):	2,920 x 300 m
Runway 07 C/25C (takeoffs and landings):	4,120 x 300 m
Runway 07 R/25L (takeoffs and landings):	4,120 x 300 m
Runway 18 (takeoffs only):	4,065 x 300 m

##### 1.2.2 Bearing Strength

Runway 07 L/25 R (landings only):	PCN 74/R/A/W/T
Runway 07 C/25 C (takeoffs and landings):	PCN 74/F/A/W/T

Runway 07 R/25 L (takeoffs and landings): PCN 74/R/A/W/T

Runway 18 (takeoffs only): from threshold 18 for 1500m:  
PCN 74/R/A/W/T and beyond  
for the remaining length of runway: PCN 90/R/A/W/T

### 1.2.3 Helicopter Landing Area

Exists, see Aeronautical Information Publication Germany, AD2 Frankfurt (Main)

The positions of the takeoff and landing facilities can be seen in the Aviation Manual for Germany, AD2, Frankfurt (Main).

## 1.3 Lightning Facilities

Exist, see Aeronautical Information Publication Germany; AD2 Frankfurt (Main)

### 1.3.1 Emergency Power Supply

Emergency power supply is available

## 1.4 Marking Aids

Thresholds, runway designation markings, touchdown zone, runway centerlines, runway edges, taxiway centerlines, clearance and holding bars, taxiing guide lines (apron), taxiway intersection markings

## 1.5 Instrument Landing Systems

ILS systems, see Aeronautical Information Publication Germany, AD2 Frankfurt/ (Main)

## 1.6 Radar Systems

2 Airport surveillance radars (ASR - SSR) (north and south)

### 1.6.1 Other Radar Systems

Surface movement radar

## 1.7 Taxiways

Taxiway system with rapid exit taxiways connecting the runways to the aprons

## 1.8 Aprons

Available, see Aeronautical Information Publication Germany, AD2 Frankfurt (Main)

### 1.8.1 Handling Areas

Available, see Aeronautical Information Publication Germany, AD2 Frankfurt (Main)

## **1.9 Passenger Handling Facilities**

See Aeronautical Information Publication Germany, AD2 Frankfurt (Main)

## **2. General Data**

### **2.1 Airport Classification according to ICAO**

Criteria in accordance with ICAO Annex 14 (code 4 E/ 4 F on defined areas)

### **2.2 Airport Operating Hours**

24 hours

### **2.3 Seasonal Usability**

Continuously available.

### **2.4 Airport Approved for Customs and Medical Services**

Frankfurt/Main Airport is approved as customs and medical services airport

### **2.5 Overnight Accommodation**

Available

#### **2.5.1 Restaurants, Cafeterias, etc.**

Available

#### **2.5.2 Operating Hours**

24 hours

### **2.6 Airfreight Handling**

Various vehicles and equipment available in sufficient number

### **2.7 Fuelling Facilities**

- 1) Hydrant system for jet fuels
- 2) Fuelling trucks for aviation and jet fuels

#### **Operating Hours**

See Aeronautical Information Publication Germany, AD2 Frankfurt (Main)

### **2.8 Aviation Fuels and Oils**

Aviation fuels and oils available in all required specifications required by the aviation sector

### **2.9 Oxygen and Other Servicing Materials**

Oxygen, compressed air, CO<sub>2</sub>, hydraulic oils available

### **2.10 Hangar Space Available for Visiting Aircraft**

Available upon request

## **2.11 Maintenance Facilities Available**

Hangars fully equipped for aircraft maintenance and engine replacement

## **2.12 Fire Prevention and Rescue Equipment**

- Fire prevention available, category 10
- Rescue equipment available, up to A 380

## **2.13 Snow Clearing Equipment**

Snow ploughs, snow blowers, snow sweepers, air blast sweepers, grit scatter equipment and de-icing vehicles, number of units: see seasonal snow plan

## **2.14 Handling Equipment**

All equipment and facilities required for the execution of ground handling services are available.

## **2.15 Local Flight Restrictions and Night Flight Restrictions**

See Aeronautical Information Publication Germany, AD2 Frankfurt (Main)

## **2.16 Pre-Flight Altimeter Check Location**

At the taxi holding positions before the thresholds, see Aeronautical Information Publication Germany, AD2 Frankfurt (Main)

# **3. Meteorological Conditions**

See Aeronautical Information Publication Germany, AD2 Frankfurt (Main)

# **4. Visual Ground Aids**

See Aeronautical Information Publication Germany, AD2 Frankfurt (Main)

## **4.1 Taxiing Guidance Systems**

See Aeronautical Information Publication Germany, AD2 Frankfurt (Main)

## **4.2 Visual Aids for Navigation**

Aerodrome lighting system white/white on the DFS Control Tower (building No. 340)

# **5. Building Limitation Zone**

The constructional restrictions applicable to the airport according to paragraph 12 LuftVG (German Aviation Act) result from the respective notices in the State Gazette for the German State of Hesse.

## 6. Aviation Obstacles

All obstacles are marked and lighted, see Aeronautical Information Publication Germany (ENR 5.4).

## 7. The Airport Operator and Government Agencies at the Airport

### 7.1 The Airport Operator

Fraport AG

**Postal address**

D-60547 Frankfurt am Main, Flughafen

**Postal address for packages**

D-60549 Frankfurt am Main

**Telephone exchange**

(0049 (69) 6 90-1

**Direct inward dialing**

6 90 and number of extension

**Telex No.**

40305-0 fa d

**Website**

<http://www.fraport.com> or <http://www.fraport.de>

### 7.2 Government Agencies

Federal Fiscal Administration (Customs Office)  
Hauptzollamt Frankfurt am Main - Flughafen

Federal Police  
Federal Police Airport Frankfurt/Main

Federal Ministry of Transport, Building and Development  
Flight Scheduling Coordinator for the Federal Republic of Germany  
(Flugplankoordinator für die Bundesrepublik Deutschland)

German Railway (Deutsche Bahn AG)  
Bahnhof Frankfurt am Main – Flughafen – Airport train station for long-distance trains

German Air Traffic Control (DFS)  
Frankfurt am Main branch, airport control center (tower)

German Postal Services (Deutsche Post AG)

- (Airmail Processing Center)  
Luftpostleitstelle Frankfurt (Main) Flughafen  
- (Post Office)  
Postamt Frankfurt (Main) Flughafen

German Meteorological Services (DWD)  
(Aeronautical Meteorological Office in Frankfurt)  
Flugwetterwarte Frankfurt

Hessian Ministry of Economics, Transport, Urban and Regional Development  
(Supreme State Aviation Authority – Oberste Landesluftfahrtbehörde)

Aviation authority with local aviation authority office  
Authority in charge of aviation security and safety  
Noise abatement commissioner

The Hessian Ministry of the Interior  
State Police

Police headquarters at the airport (Polizeidirektion Flughafen)

State authority in charge of aviation security and safety

Noise Abatement Commission  
Office

Federal Aviation Agency  
Branch office in Raunheim

City of Frankfurt am Main  
(Public health services, airport physician, city police)

## **8. Traffic Connections and Transportation Systems**

### **8.1 Access**

Federal route, federal highways, state roads

#### **Parking Space**

- Total: approx. 35,000
- For passengers and visitors: approx. 15,000
- For visitors' buses: approx. 55

### **8.2 Public Transportation to Access Airport**

#### **Railway Lines**

Via the airport train station:

- Local trains operated by the Rhine-Main Transport Network (RMV)
- Trains operated by German Railway (DB)

## **Bus Lines**

Via the airport bus station:

- Local buses operated by the local Rhine-Main Transport Network (RMV)
- Privately operated buses for local, long-distance, and feeder traffic operated by various airlines

## **Other Transportation**

- Hotel and charter buses
- Taxis and rental cars

## **8.3 Railway Freight Service**

Rail/airfreight link via Frankfurt am Main central train station and Kelsterbach, and directly via Mörfelden-Walldorf to CargoCity South

## **Section II User Regulations**

### **1. Applicability of User Regulations**

#### **1.1**

Persons accessing the airport by aircraft, on foot, by vehicles or equipment of any kind, or using it otherwise, must abide by the rules of the User Regulations and any instructions given by the Airport Operator to enforce them. The User Regulations shall also apply for all contractual partners receiving or providing services (e.g. all tenants, landlords, persons entitled to a building lease, customers, service providers), irrespective of their status as regards the aviation security. The provisions contained in these Regulations as well as the permits granted in accordance with them do not substitute any approvals or permits required by other legal provisions or regulations.

#### **1.2**

As far as the rules and instructions apply to aircraft operators, they apply to the owners of the aircraft and to persons using the aircraft without being operator or owner of the specific aircraft as well as to persons who are entrusted with handling the aircraft at the airport.

### **2. Use of Airport by Aircraft**

#### **2.1 Permission for Takeoff and Landing**

##### **2.1.1**

Use of the airport is permitted against payment of the charges specified in the Airport Regulation of Charges which are always due for payment before departure of aircraft and rotorcraft.

##### **2.1.2**

Upon request of the airport operator, aircraft operators must produce all documents necessary for the verification of their authorization of use and for the calculation of the applicable charges.

##### **2.1.3**

Aircraft operators shall notify the airport operator well in advance of their intentions to fly in or out of Frankfurt Airport. Furthermore, aircraft operators shall provide the information necessary for the proper provision of flight operation facilities including information on flight intentions, aircraft in use, current flight status, and the load being carried.

##### **2.1.4 Airport-CDM**

Airport CDM helps managing the turn-around processes at Frankfurt/Main airport and shall be applied for all IFR flights in accordance with the "Luftfahrthandbuch Deutschland" (Aeronautical Information Publication Germany), volume II, AD2-EDDF. For all airlines, their handling agents and, in case of General Aviation,

the flight operators, this entails the responsibility to provide the information necessary for the process in due time (please also see: Guidelines for Our Customers: Operations Management, Passenger Handling and General Aviation).

## **2.2 Takeoff and Landing Facilities**

When aircraft are taking off or landing, the runways are to be used that are specially marked for this purpose. The same applies to taxiways and aircraft stand taxilanes if aircraft are taxiing. Pilots must abide by the taxi procedures unless they are given other instructions by German Air Traffic Control (DFS) or by the apron controllers of the airport operator.

The airport operator accepts no liability for any defects/deficiencies existing at the time of signing of the contract for which the airport operator is not responsible.

## **2.3 Taxiing and Towing**

### **2.3.1**

Only licensed persons are allowed to carry out taxiing of aircraft on their own power. Aircraft must not be taxied into or out of buildings or hangars on their own power.

### **2.3.2**

Aircraft on the apron area must taxi only with the minimum required engine power (revolutions).

### **2.3.3**

Aircraft will be towed, if required. Only authorized and trained personnel may do so. The aircraft operator shall give the towing personnel the necessary instructions for towing. In each individual case, the aircraft operator shall follow any further instructions from the airport operator regarding towing. Upon request, the airport operator is to be shown evidence of the authorization and training of the personnel engaged in towing and can, if necessary, issue additional instructions to be followed by the aircraft operator.

Personnel involved in the towing of aircraft is bound to the functional or time-based instructions given by the airport operator (Apron Control and follow-me vehicles of Apron Supervision).

Personnel involved in the towing of aircraft and performing the brake function on board the aircraft must have received corresponding instructions, a fact that must be documented by the aircraft operator.

Personnel performing radio-controlled towing of aircraft must have first completed additional training focusing on procedures and rules to be followed on the apron to guide and control air traffic and the radio procedures used for the operational radio network.

Personnel performing radio-controlled towing of aircraft on the manoeuvring area shall have successfully participated in an additional training for radio-controlled use of aircraft tows on the manoeuvring area. In addition, the personnel shall be bound to the functional or time-based control instructions given by the air traffic control unit (the DSF-Tower).

Successful completion of the above-mentioned additional training for radio-controlled aircraft towing must be documented by the aircraft operator and proof presented upon request.

The airport operator has the right to conduct random checks to see if the personnel have the required qualifications mentioned above. If deemed necessary, the airport operator can order further measures.

#### **2.3.4**

Walk out assistants ensure the communication between aircraft pilot and towing driver as part of the pushback procedure for the aircraft. This includes that the pushback procedure from the nose in positions must be completed without endangering aircraft, equipment, vehicles and persons in the area where the pushback procedure takes place.

The aircraft operator is bound to instruct walk-out assistants accordingly. This instruction must be proven to the airport operator upon request. The airport operator has the right to make random spot-checks during the walk out procedure. If deemed necessary, the airport operator can order further measures.

### **2.4 Apron**

#### **2.4.1**

The apron is available for the traffic handling of aircraft. Any other use, e. g. parking of aircraft or major maintenance work, is only permissible with the approval of the airport operator. Engine trial runs above the "idle" level are generally not permitted on the apron.

#### **2.4.2**

Ground-handling areas/positions are assigned by the airport operator. Aircraft are marshalled by personnel of the airport operator or directed to the ground handling areas/positions with the assistance of a docking guidance system.

### **2.5 Traffic Handling (Ground Handling Services)**

#### **2.5.1**

The airport operator is authorized to conduct ground-handling services in accordance with the schedule of ground handling services (Appendix 1 to the BADV, the "German Ground-Handling Services Regulations"). Self-handlers and service providers are also authorized to conduct these services to the extent permitted by the airport operator according to the Use Contract. They must store their handling equipment exclusively in the places designated for this purpose by the airport operator and pay the charges. The parking and storage of handling equipment is subject to the legislation governing tenancy (Articles 535 pp, BGB, German Civil Code). There will be no custody obligations for the airport operator unless a written agreement has been made to this effect.

Non-observance of contractual or legal requirements entitles the airport operator to terminate the User Contract, prohibit access to Frankfurt Airport and to invalidate airport ID cards.

## 2.5.2

The third-party liability insurance required as per BADV (German Ground-Handling Services Regulations, Appendix 3 to paragraph 8 of BADV) must be underwritten with a policy owner who is entitled to execute these operations. The policy owner shall provide written evidence of this insurance to the airport operator. The insurance sum and the statutory regulation (BADV) binding the policy holder shall be mentioned in this evidence (as per paragraph 113 of the German Insurance Contract Act).

## 2.5.3

The airport operator may accept self-handlers and service providers as per licensing agreement, provided they comply in particular with the legal requirements of the BADV. The airport operator may charge the licensed self-handlers and service providers for the use of the facilities.

## 2.5.4

The following items/facilities are part of the central infrastructure within the meaning of Article 6 of the BADV:

- Central baggage conveyance system for departing and transfer passengers' baggage
- Gate baggage equipment for departing passengers' baggage
- Equipment for handling bulky baggage
- Central baggage equipment for arriving passengers' baggage
- Central de-icing equipment
- Central baggage security equipment
- Passenger bridges (jetways) including mobile passenger stairways for use if bridges are out of operation
- 400 Hz power supply (including mobile back-up equipment)
- Equipment for supplying fresh water and disposing of toilet waste
- Communications network and central information technology equipment for the provision of ground handling services
- Central systems belonging to Hydranten-Betriebs-Gesellschaft (HBG), the hydrant-operating company, used for supplying fuel to aircraft.
- Central customs baggage warehouse
- Conveyor belt for misdirected baggage, handling of rush baggage and reclassification of baggage as well as baggage tracing
- Neutral airfreight transfer area

Details shall be determined in accordance with the User Committee and documented in form of a MoU.

The central infrastructure equipment/facilities shall be exclusively provided, administered, and operated by the airport operator or by parties acting under his authority. The service providers and self-handlers shall be bound to use the central infrastructure equipment/facilities. This use is subject to a fee.

## 2.5.5

Personnel performing ground-handling and all other kinds of service for aircraft on positions and doing work within a radius of 50 meters of the aircraft stand must have received instructions on the procedure to report fires and how to use firefighting equipment. These people must be instructed and trained continuously. The instructions and training must be documented and proven to the airport operator on a continuous basis.

## 2.6 Parking and Storage

### 2.6.1

The airport operator will allocate parking and storage locations. If any aircraft remains on the airport for longer than 45 minutes, the aircraft operator shall, if requested, park it at a parking location or in a hangar to be allocated by the airport operator. The airport operator can insist on some other parking or storage location for safety or operating reasons or, if the aircraft operator cannot be reached or fails to promptly comply with such a request, can arrange for the aircraft to be taxied or towed without its own power by trained personnel at the aircraft operator's expense.

### 2.6.2

The safeguarding of an aircraft that is parked or in a hangar is the responsibility of the aircraft operator. In case of darkness or poor visibility the operator must mark the parked aircraft with lights, if this is required for safety reasons.

### 2.6.3

Parking of aircraft on a parking position or in a hangar is subject to the legislation on tenancy (Articles 535 pp, BGB, German Civil Code). There will be no custody obligations for the airport operator unless a written agreement has been made to this effect.

The airport operator accepts no liability for any defects/deficiencies existing at the time of signing of the contract for which the airport operator is not responsible.

### 2.6.4

Users of the hangars and equipment inside are required to use the installations with care and in particular abide by the following regulations:

#### 2.6.4.1

Technical facilities, installations and equipment owned by the airport operator, in particular power supply systems, cranes, scaffolding, etc., may be used only with the agreement of the airport operator.

#### **2.6.4.2**

Hangar doors may only be opened and closed by authorized personnel whom the user has trained for this purpose.

#### **2.6.4.3**

For all work carried out on the aircraft, whether in the hangar or within a radius of 50 meters of the hangar, the aircraft operator must provide a sufficient number of portable fire extinguishers within easy reach. The personnel deployed to this work shall have been instructed as to how to report and fight fires and shall regularly conduct exercises. Evidence that this is being done shall be given to the airport operator upon request.

#### **2.6.4.4**

Aircraft may be washed and sprayed off in the hangar only with the approval of the airport operator.

#### **2.6.4.5**

The space in front of the hangar doors shall be kept clear.

#### **2.6.4.6**

Parking, storage and repair of automobiles, ground service vehicles and other objects always require the approval of the airport operator.

### **2.7 Noise Protection**

The aircraft operators must comply with the instructions regarding the execution of trial runs of aircraft engines as well as with aircraft noise limits according to the Aeronautical Information Publication.

### **2.8 Operating Services**

Companies servicing aircraft with operating supplies shall require the airport operator's authorization. These companies and the aircraft operators must comply with the required safety regulations and the currently relevant rules for the handling of operating supplies. They shall also be under an obligation to take all necessary measures to ensure that personnel, which performs tasks at the aircraft while servicing the aircraft, is instructed as to how to report and fight fires and to activate emergency switches. Additionally, these companies have to ensure regularly conducted training. Evidence that this is being done shall be given to the airport operator upon request.

### **2.9 Maintenance Work, Washing, Deicing**

Major maintenance work on aircraft, as well as washing, spraying, and deicing work, shall only be carried out at the places allocated for this purpose by the airport operator. Permission to carry out this work shall always be obtained in advance from the airport operator's Apron Control unit and instructions issued in this connection are to be followed.

### **2.10 Disabled Aircraft**

#### **2.10.1**

The aircraft operator shall make all agreements and take all precautions necessary for removing any disabled aircraft as quickly as possible from the flight operations areas.

## 2.10.2

If an aircraft remains on the airport and is incapable of movement, the airport operator is authorized to remove it from the movement area, even without any specific request to this effect from the aircraft operator, or at the aircraft operator's expense to arrange for a competent third party to do so if this is required to ensure continuous handling of air traffic. The airport operator may be held liable only for those damages caused by him intentionally or by gross negligence. The same applies if the aircraft operator has commissioned the airport operator to remove or take part in the removal of a disabled aircraft from the movement area.

## 2.10.3

If the airport operator suffers any loss or damage in connection with a disabled aircraft he is authorized to demand compensation from the aircraft operator unless the aircraft operator cannot be blamed or has only acted with minor negligence.

## 3. Access and Driving on Grounds

### 3.1 Airport Roadways, Grounds and Entrances

#### 3.1.1

The roadways and grounds of the airport are not intended for public traffic. The general traffic rules and regulations apply, however, to the entire area of the airport, unless the airport operator issues deviating rules/regulations concerning the parts of the airport not open to public traffic as part of his traffic and licensing regulations. The traffic and licensing regulations issued by the airport operator are binding.

#### 3.1.2

Only those persons authorized are permitted to enter the airport and drive on airport roads. They shall only use the entrances designated for the purpose by the airport operator.

#### 3.1.3

Visitor areas may be entered upon payment of an admission fee. The amount is displayed on signboards.

#### 3.1.4

Persons transporting any freight from the airport by overland route shall have to report the flight and/or load data to the airport operator according to detailed instructions.

### 3.2 Vehicular Traffic (General)

#### 3.2.1

The owner of vehicles used on the airport is responsible for the safety standard of the vehicles. Vehicles requiring license plates must have a vehicle liability insurance with an insured sum of at least Euro 50 million overall for personal injury, property or financial damages and a maximum of Euro 8 million for each case

of personal injury. The insurance coverage must also be expressly valid for the grounds of Frankfurt Airport.

### 3.2.2

Motor vehicles may only pick up or drop off passengers and baggage at the side of the reception building accessible from the public road system. Freight may be loaded or unloaded only at the cargo facilities.

### 3.2.3

Automobiles may be parked only on designated parking spaces. The specific parking space user regulations of the airport operator apply for the parking spaces owned by the airport operator. Motor vehicles parked in violation of a parking ban or left in parking places after the expiry of the maximum parking time can be removed at the expense and risk of the owner or registered user.

### 3.2.4

Small vehicles (mopeds, bicycles, etc.) may not be parked in front of the Terminals, staircases and corridors. They must be parked in the designated areas.

## 3.3 Limited Access Areas

### 3.3.1 General

#### 3.3.1.1

Areas within the confines of the airport barred to the general public may be only accessed by foot or vehicle with the special permission of the airport operator or after authorization has been granted, by other authorities.

These areas include, in particular:

- Manoeuvring area (including takeoff and landing area taxiways)
- Apron and other apron areas
- Service roads
- Aircraft hangars
- Passenger gates
- Waiting rooms
- Transit areas
- Baggage claim areas and the freight facilities
- Rooms and traffic areas used for handling purposes
- Garages and workshops
- Operations and construction yards
- Construction sites

The first paragraph applies also to air traffic control sites and installations outside the fenced airport area.

#### 3.3.1.2

The Airport Operator may grant the permission under section 3.3.1.1 generally or individually and may revoke such permission for important reasons.

#### 3.3.1.3

Installations barred to the general public may be visited only under the guidance of an authorized representative of the airport operator. The physical contact with

aircraft during such visits is strictly forbidden. It is forbidden to proceed without permission from the apron to the manoeuvring area.

#### **3.3.1.4**

Authorized persons from aviation, customs, immigration, and health authorities, those from companies entrusted with air traffic control work, and those from the German Meteorological Office are authorized to enter areas not accessible to the general public for the purpose of carrying out their duties or to drive service vehicles through them. They are to inform the airport operator in advance and make sure of the airport operator's assistance if they are not familiar with the location.

#### **3.3.1.5**

Vehicles operating in areas barred to the general public must be specially marked and provided with safety equipment if so requested by the airport operator.

#### **3.3.1.6**

An absolute ban on alcohol or any other intoxicants shall apply to all persons working in flight operations areas, i.e. on the manoeuvring area and apron, and to those using aircraft handling equipment and machinery accessible from these areas. The airport operator is authorized at any time to ensure that this ban is being adhered to by carrying out checks, including breath analyzers, and to expel any person found violating this ban (or refusing to submit to a check) temporarily or permanently from these areas. Employers of such persons shall be under an obligation to take all suitable measures to contribute to the enforcement of this ban on alcohol as part of their duty to provide assistance. The airport operator shall be furnished with evidence of such contributions.

#### **3.3.1.7**

Aircraft may be entered only with the consent of the aircraft operator.

#### **3.3.1.8**

An airport identification card shall be worn and displayed in all areas and facilities not accessible to the general public.

### **3.3.2 Manoeuvring Area**

#### **3.3.2.1**

Access to and driving on the manoeuvring area is generally prohibited. Exceptions to this must be approved by the Apron Control unit in advance. Furthermore, the instructions of the Apron Control unit and the German Air Navigation Services (Tower) issued by radio messages, light signals and other signals must be observed. All persons must be familiar with the meaning of these signals.

#### **3.3.2.2**

If any person belonging to the authorities listed in Section 3.3.1.4 intends to walk or drive on the manoeuvring areas, he/she shall obtain permission from the Air Traffic Control unit via the airport operator's Apron Control unit and must observe the regulations contained in Section 3.3.2.1 sentence 2.

### 3.3.2.3

Vehicles operating in darkness on the manoeuvring area must be lighted so as to enable Tower to follow their movements.

## 3.3.3 Aprons

### 3.3.3.1

The speed limit for vehicles operating on the apron areas is 30 km/h, and 25 km/h for vehicles with trailers. This speed limit shall not apply to airport operations supervision (including accompanied vehicles), firefighting, airport security, ambulance, rescue, apron supervision, snow removal and government vehicles mentioned in § 35 (German General Traffic Rules) when in action.

### 3.3.3.2

The only vehicles permitted on the apron are those allowed by the airport operator for airport supervision, ground handling, firefighting, airport security, ambulance or snow removal vehicles, the vehicles belonging to the competent authorities and to companies entrusted with air traffic control work, and then only for operational purposes. For all other vehicles special permission of the airport operator is required.

## 3.4 Bringing Animals

Animals are only allowed if properly secured.

# 4. Other Activities

## 4.1 Commercial Activities Other Than Ground Handling Services

Commercial activities other than ground handling services as defined in Section 2.5 shall only be permitted on the basis of an agreement with the airport operator. The amount of charges for the use of general infrastructural facilities depends on the published airport operator charging regulations in their current version. Photographs, video and audio recordings as well as video and audio transmissions do also need an approval by the airport operator, unless a topical newscast is being made.

The airport operator shall be informed about any topical newscast planned. For business activities, documentary evidence of an employers' liability insurance with a required coverage of at least Euro 5 million per case of personal injury and damage to property shall be provided.

In case these activities are also to be executed on aircraft operation areas, the insurance policies must not exclude any damage done to aircraft. The airport operator reserves the right to verify these policies at any time and to withdraw the access to the operation areas in case of a lacking or inadequate insurance cover on important grounds or to grant this right of access to new users.

Non-observance of contractual or legal requirements authorizes the airport operator to terminate the above-mentioned agreement, prohibit access to Frankfurt Airport and to invalidate airport ID cards.

## 4.2 Demonstrations, Collections, Advertising

### 4.2.1 Collections and Advertising

Presence in airport buildings and facilities is only permitted for usage in line with the purpose of the specific operational areas of the buildings/facilities. Overnight stay, begging, loitering and similar behavior is not permitted. Collections, advertising and handing out advertising articles and trade samples are subject to the airport operator's permission. Handing out leaflets or flyers must be reported to the Safety and Security Control Center by sending them an email to [sicherheitsleitstelle@fraport.de](mailto:sicherheitsleitstelle@fraport.de). Any instructions given by the airport personnel must be adhered to.

### 4.2.2 Gatherings

All gatherings within the generally accessible terminal area must be reported to the administrative authority pursuant to the German law concerning processions and assemblies, which is the "Ordnungsamt" (office of public order) in Frankfurt/Main. They must be reported to the airport operator 48 hours or less before the gathering (by email to [sicherheitsleitstelle@fraport.de](mailto:sicherheitsleitstelle@fraport.de)). This email must include the purpose of the gathering, the persons responsible and details as to place, time and presumable number of participants as well as proof of the reporting of the respective gathering to the office of public order.

The safety and security as well the operability of the airport activities must never be jeopardized. Baggage claims, security and passenger handling areas - including the waiting areas in the terminals – must not be used for any gatherings. The unhindered access to the handling facilities and areas (such as check-in counters, check-in terminals, designated queuing lines), the control checkpoints and the baggage claim areas must be guaranteed at any time. A suitable distance to the handling areas and facilities must be kept. Emergency exits and rescue routes, fire extinguishing facilities and defibrillators must be kept clear.

When using whistles, megaphones, drums, sound systems and similar devices, the announcements made in the terminals must still be clearly audible and understandable. Posters or other objects brought in by the participants must not obscure the flight information display panel.

## 4.3 Storage

### 4.3.1

Dangerous goods within the meaning of Article 27 paragraph 1 of the Aviation Act, and legal regulations issued in pursuance of the same Act, specifically nuclear fuels and other radioactive materials, shall only be stored with the airport operator's permission and only in those storage rooms designated for this purpose.

The operators of storage facilities for dangerous goods must, upon the request of the airport firefighting unit, be able to present an updated list of goods in storage. The list must indicate what types of dangerous goods are stored in what facility, precise location in the facility, precise storage compartment and level.

### 4.3.2

Freight, boxes, construction material, equipment, etc., may be stored outside of rented storage areas and spaces only if approved by the airport operator.

#### **4.4 Construction Work**

The airport operator shall be informed before construction work starts. The instructions of the airport operator must be followed regarding the location, timing, coordination and safety or security obligations to be imposed on those carrying out the work.

#### **4.5 Photos and Recordings on Video and Audio Carriers**

Photographs, recordings on video or audio carriers – unless exclusively for private use – as well as their passing on to third parties, are subject to a permission granted by Fraport AG. This does not apply to topical newscasts. In this case the airport operator has to be informed accordingly. The unit responsible for the permission and reporting is UKM, telephone 0049-69-690 70555, and, outside of the ordinary business hours, unit ADO, telephone 0049-69-690 30000.

### **5. Safety Regulations**

The safety regulations stated in Appendix A and those based on law and other legal provisions must be observed. This shall also apply to occupational health and safety, environmental protection and operational safety regulations which commercial operators have to observe on their own responsibility in pursuing their trade on the airport.

All persons and their employers, who use or access the flight operation areas of the airport, are obligated to participate in the Safety Management System (SMS) of the airport operator. This includes the observance of safety/security regulations and further measures upon the request of the airport operator such as participation in Safety Committees and SMS reporting.

### **6. Lost Property**

Property found in the airport facilities must be delivered immediately to the airport operator (lost and found office). Articles 978 to 981 BGB (German Civil Code) apply.

### **7. Contamination, Wastewater**

#### **7.1 Contamination**

Airport equipment must not be soiled or contaminated. Liquids that could endanger the environment shall be retrieved as soon as they escape and waste of all kinds shall be collected on the flight operational areas. The party that caused the contamination or dirt is bound to remove it; otherwise the airport operator shall be authorized to remove it at that party's expense. If the person who has caused material to be accidentally released is not able to retrieve it immediately and completely, he/she shall inform the airport operator at once. The accidental release of hazardous substances/cargoes shall in any case be reported immediately to the airport operator (Safety and Security Control Center).

## 7.2 Wastewater

If not otherwise specified by the airport operator, only normal wastewater may be released into the sewage canals. If it is suspected that the water is contaminated by radioactive material, fuel, operational materials or oil, the Safety and Security Control Center must be informed immediately and the given instructions followed. The violators must exempt the airport operator from any claims by third parties.

## 8. Approvals and Permits

Any approvals, permits and authorizations required under these Airport User Regulations must be obtained in advance. The procedures for requesting the necessary permission are described in the airport operator's guideline system under the heading of "Guidelines for Our Customers". The requirements and instructions issued by the airport operator in each relevant connection are to be followed.

## 9. Infringement of the Airport User Regulations

Persons violating these User Regulations or instructions of the airport operator based on these regulations may be expelled from the airport by the airport operator and may also be prosecuted.

## 10. Place of Performance and Jurisdiction

Place of performance and jurisdiction for commitments and legal disputes arising from these User Regulations is Frankfurt am Main.

## 11. Authorized Recipient

Aircraft operators without residence or business office in Germany must appoint an authorized recipient in Germany upon request of the airport operator.

The Airport User Regulations including Appendix A will enter into force on June, 13th, 2013.

Frankfurt am Main, Mai 22nd, 2013

Fraport AG

(Dr. S. Schulte)

(A. Giesen)

(Dr. M. Zieschang)

Approved:  
Wiesbaden, Mai 22nd 2013.

Hessian Ministry of Economics,  
Transport, Urban and Regional Development  
By Order:

Signed

Dr. Baumann

## **Appendix A “Safety Regulations” to Section II No 5 of the Airport User Regulations**

### **1. Handling of Operating Supplies**

#### **1.1**

Aircraft may not be refueled or defueled while the aircraft engines are running.

#### **1.2**

Aircraft may not be refueled or defueled in a hangar or any other enclosed space, but only in areas assigned by the airport operator for this purpose. If for unavoidable reasons fuel must be removed from an aircraft in an enclosed space, it is imperative that special firefighting precautions are taken on site by the airport firefighting services.

#### **1.3**

If in any exceptional circumstances an aircraft is fuelled with passengers on board, passenger stairs or passenger bridges (jetways) must be in position in sufficient number to allow the passengers to be evacuated in an emergency. If the passenger stairs or passenger bridges (jetways) have been removed, no vehicles or equipment must be left in the area of the aircraft's emergency exits to ensure that the escape slides can unfold and extend without hindrance in an emergency.

#### **1.4**

If an aircraft is being refueled or defueled, it must be connected electrically to the fuel supply equipment and grounded.

#### **1.5**

While an aircraft is being refueled or defueled, conventionally constructed vehicles are only allowed to move within the explosion risk area (a radius of four meters around the tank ventilation opening) if this is necessary for the handling the aircraft. Persons, freight or vehicles are not allowed to remain in these areas. Likewise, no work is to be carried out that could cause a spark. The escape route of the fuel-supply vehicle away from the aircraft must absolutely be kept clear.

#### **1.6**

Overflowing and spilling of operating supplies must be avoided. In case of overflowing or spilled fuel, paragraph 1.4 shall apply, and a safety distance of 15 m must be observed until the fuel has evaporated or has been removed; the airport firefighting services must be notified immediately (emergency phone number 112).

#### **1.7**

Operating supply vehicles must be provided with fire extinguishers according to the specifications.

## 1.8

Special regulations for under-floor fuelling equipment are to be observed.

## 1.9

There is an area free of any ignition source within the perimeter of five meters around each tank pit of the underground fuelling system in the apron area. This area is marked with a green line.

In the event that due to the operation of potentially explosive devices or mobile equipment, more severe infrastructural requirements to the apron should be adequate, Fraport must be informed to provide the necessary adjustments of the airside infrastructure in due time before operation.

## 2. Operation of Aircraft Engines

### 2.1

Aircraft engines may not be run in hangars and workshops. Startup of engines on is only permitted after having received permission from Apron Control unit.

### 2.2 Test Runs of Aircraft Engines

Run ups of aircraft engines may be carried out only at times and locations specified by the competent aeronautical authority and in a sequence determined by the airport operator and the operator of aircraft noise protection equipment.

#### 2.2.1

Run ups above idle level are only permissible at the following positions:

- Between 6.00 a.m. and 10.00 p.m. on the apron of Hangar 5 and in the run up facility (Hangar 7).
- Between 10.00 p. m. and 6.00 a. m. in front of Hangar 5 run ups at partial thrust settings only whereas at position Hangar 5-West, partial thrust setting [up to 50%N1] only.
- Run ups with thrust setting "full power" exclusively in the run up facility.

#### 2.2.2

Engine Tests must be run in a way to assure that the maximum continuous sound level experienced in the closest residential area is not higher than 57 dB(A) during the day and 50 dB(A) at night.

#### 2.2.3

Run ups between 10.00 p.m. and 6.00 a.m. above "idle level" must be notified prior to the local aviation authority. Specific information must be given regarding, thrust setting tested and course and times of thrust settings.

## 2.3

Before starting the engines, the landing gear wheels must be adequately secured by chocks or brakes.

## 2.4

As a warning of danger from running engines, the anti-collision lights of all aircraft must be switched on before starting the jet engines and must be switched off only after standstill of the engines. This procedure is to be followed day and night.

## 2.5

Aircraft engines may be started and run only if the aircraft cockpit is manned by a pilot or a qualified mechanic.

## 2.6

The persons starting the aircraft engines and operating them during the run must ensure that no injury to persons or damage to property is caused by the engines/propellers or by the resulting air currents. The required safety distances in front of and behind running engines must be observed.

## 2.7

Aircraft engines may be operated only up to the required minimum number of revolutions on the aprons used for ground handling services.

## 3. Ban on Smoking, Use of Open Flames

Smoking and the use of open flames is prohibited on the aprons, in hangars, in aircraft workshops marked by prohibition signs and within a radius of 15 m from parked aircraft or operating supply equipment. The use of open flames is permitted only in rooms which are equipped according to the fire protection regulations and the requirements of the Trade Inspection Agency and which have been approved by the airport operator.

Welding work can only be done after having received prior permission from the airport firefighting services unit.

## 4. Vehicles and Equipment with Combustion Engines

Vehicles and equipment with internal combustion engines to be used on the aprons, in hangars and aircraft workshops must be equipped with commercially available safety devices such as exhaust systems with mufflers in order to prevent the emission of burning exhaust gas.

Vehicles operated with liquid gas are not permitted in parking garages and underground parking garages.

## **5. Working in Hangars and Workshops**

### **5.1**

Aircraft in hangars and workshops may not be cleaned with combustible liquids of group A, danger class 1, according to the regulations governing combustible liquids.

Stripped aircraft parts may be cleaned with combustible liquids of group A, danger class 1, only in separated and well ventilated rooms.

### **5.2**

Flammable, highly volatile materials (stiffening varnish, nitro lacquer, etc.) may be used in hangars and workshops only if the rooms are adequately equipped for this purpose in compliance with the fire protection regulations, requirements of the Trade Inspection Agency and the special provisions for aircraft operators as issued by this agency.

### **5.3**

Lubricating and fuel residues are to be emptied into receptacles outside the hangars.

## **6. Storage of Material, Equipment and Waste**

### **6.1**

Material, equipment and waste must be properly stored to prevent any fire and explosion hazards.

### **6.2**

Lubricating oils inside or in the vicinity of hangars and aircraft workshops must be kept in containers with a standardized dispenser as required by regulations.

### **6.3**

Empty fuel and lubricant barrels and empty high-pressure containers for dangerous materials may not be stored in hangars and workshops.

### **6.4**

Combustible waste (lubricant residues, used cleaning material, etc.) must be collected in specially marked metal containers with tight-fitting lids. The containers must be frequently emptied in order to prevent self-ignition of the waste. Oil collection vats and similar receptacles shall be emptied and cleaned after use.

## **7. Firefighting and Rescue Services**

### **7.1**

In the event of the outbreak of fire, major accident or accidental release of hazardous materials:

- The fire alarms must be set off at once and, if necessary,
- The emergency switches of the under-floor fuelling equipment pressed; furthermore,
- The airport firefighting services, phone no. 112 or 0049-69/690-44444 must be called

Until the arrival of the fire brigade the fire must be fought with the available fire extinguishing equipment.

## 7.2

In case of death or injury of persons the airport hospital (emergency phone no. 113) must be called at once.

## 7.3

In addition to the foregoing, the safety regulations also apply that are contained in the Traffic Rules and Licensing Regulations and the Emergency Instructions Manual (BA-NOT) for Frankfurt Airport and the Fire Prevention Regulations.

## ***Additional Rules, supplementing the Airport User Regulation,s for the Provision of Ground Handling Services on the Apron of Frankfurt Airport***

### **0. Purpose and Objective**

#### **0.1**

As operator of the airport, Fraport AG is obligated to observe its legal obligations pursuant to § 45 of the Air Traffic Licensing Act (i. e., Luftverkehrs-Zulassungsordnung or LuftVZO), to ensure the conditions necessary for safe and orderly operation of the airport, to prevent operational risks (§ 29 Aviation Act, i.e., Luftverkehrsgesetz or LuftVG), to take the necessary precautions for this and ensure adherence to the pertinent legal provisions and orders.

#### **0.2**

The basic regulations for achieving this objective are contained in the Airport User Regulations approved by the government. Because of the additional traffic that arises on the apron as a result of self-handling and service-providers and in view of the already limited space conditions and prevailing density of traffic, the following additional binding regulations and procedures are required in order to maintain traffic and operational safety at the airport.

#### **0.3**

At the airport, the Head of Airport Operations, his/her deputy and persons reporting to him/her directly and indirectly in order to fulfill the obligations, shall oversee compliance with these rules. These persons, in turn, are subject within the framework of § 47 *LuftVZO* to the supervision of the licensing authorities, i. e., the State of Hesse aeronautical authorities in form of the State of Hesse Ministry for Economics, Transport, Urban and Regional Development (i. e., *Hessisches Ministerium für Wirtschaft, Verkehr und Landesentwicklung* or *HMWVL*).

#### **0.4**

These rules shall not affect EU Directive 96/67/EC of the Council, the Ground Handling Implementation Act (i. e., *Bodenabfertigungs-Durchführungsgesetz* or *BADG*) and the German Ground-Handling Services Regulations (i. e., *Bodenabfertigungs-Durchführungsverordnung* or *BADV*) as well as other laws, legal provisions, and ordinances governing airport operations. Likewise, these rules shall not affect the provisions of the Airport User Regulations and additional regulations that are already in force. These are listed in the Annex and observance of them is mandatory.

#### **0.5**

In these rules, the terms "user", "service provider", and "self-handler" are used as defined in the Ground Handling Implementation Regulations (i. e., *Bodenabfertigungs-Durchführungsverordnung* or *BADV*) (§ 2, Nos. 3, 5 and 6).

## 0.6

These rules apply for all providers of ground handling services (users and service providers) on the apron, i. e., also for the airport operator's own personnel who provide ground -services. They constitute outline conditions, particularly in regard to the regulations and procedures to be observed for airport operations as well as the personnel and equipment used.

## 0.7

The responsibility of an airline for the operation of its aircraft or its partners' aircraft and as an air transportation company prevails even if said airline uses a service-provider for providing ground handling services on the apron

## 0.8

If an airline opts for self-handling, then all activities that extend beyond direct support of the handled aircraft at the position are subject in their entirety to the rules that apply to other providers of ground handling services on the apron.

## 0.9

Pursuant to § 45 LuftVZO, the Head of Airport Operations has the right at any time to review compliance with these rules. Upon demand, the required proof shall be provided to the Head of Airport Operations or Fraport services that take action independently by direct order of the Head of Airport Operations (e. g., Airport Safety and Security Services). The detailed instructions given must be complied with.

## 0.10

Self-handlers and service-providers can use the support of the pertinent equipment/facilities of the airport operator in order to fulfill local requirements for providing ground handling services on the apron.

# 1. Precautions in Regard to Operating Technology and Operational Logistics

## 1.1

Service-providers and self-handlers must take precautions in regard to operating technology and operational logistics that enable them to provide the ground handling services at every aircraft position on the apron of the airport.

### Remark

The airport traffic facilities are intended for general use and thus, as a rule, are not permanently assigned. They are assigned by the airport operator's Apron Control unit, taking into account as much as possible the customer agreements concluded in the course of preparation work to handle current traffic, solely according to traffic aspects and necessities.

## 1.2

Providing ground handling services means that self-handlers and service-providers become part of the airport's legal obligation to operate. Consequently, precautions must be taken and bindingly coordinated with the airport operator to

ensure ordinary provision of services without disturbances of airport operations even in emergencies, special circumstances, and other exceptional cases as part of the airport's handling of air traffic. These may include, for example, aircraft accidents or other aircraft malfunctions while on the ground, return of a departed aircraft after takeoff, diversion of flights to Frankfurt or disruptions in airport operations due to weather and similar events.

#### **Remark**

Due to the possible effects on air traffic handling by the airport and justified interests of not involved third parties, reference is made separately in this connection to the essential nature of the precautions to be taken for removing disabled aircraft from flight operation areas.

### **1.3**

Equipment used for providing ground handling services on the apron must always be in line with the order volume. Surplus equipment shall not be parked or stored on the apron. It shall be brought to the designated parking areas and parked there in an orderly and secure manner. Immobilized vehicles and equipment in traffic areas shall be removed immediately; in particular, said vehicles and equipment shall not be left unmanned on areas where aircraft is operating.

### **1.4**

The only terminal units that may be connected to or operated via the airport's wired communications networks is equipment that has been proven to be compatible with other equipment in these networks and which cannot possibly cause malfunctions in network operation. If necessary, proof of electromagnetic compatibility (EMC) shall be provided separately. In this regard, a consensus shall be reached with the operators of said networks.

### **1.5**

Radio-based communications media may only be used in the airport area if postal authorities have approved them and the airport operator's technical services have expressly approved their use.

#### **Remark**

The high density of use of radio-based means of communication, as part of air traffic and airport operations in a very limited area, is problematic for physical reasons alone (e. g., radio shadows, "electronic smog"). Resulting interference with radio navigational aids, aircraft radio or operational radio frequencies can quickly have grave effects on safety of human life and valuable property. Consequently, particular caution must be exercised in this connection.

## **2. Precautions in Regard to Operational Organization and Personnel**

Providers of ground handling services on the apron must take precautions in regard to operational organization and personnel necessary to enable smooth performance of the services offered, avoid negative effects on the safe and secure operational status of the airport, the orderly conduct of airport operations, and ensure smooth and quick handling of the airport's air traffic regardless of operational conditions.

## 2.1 Operations Management

### 2.1.1

Providers of ground handling services shall set up a responsible operational management that can be contacted by the airport operator's operational management, supervisory or and control organs as the service-provider's obvious and competent contact office during the hours of operation of the service-provider. Furthermore, competent contact persons shall be designated for any special situations that may arise outside of normal hours of operation.

### 2.1.2

Self-handlers and service-providers shall ensure that assigned personnel are sufficiently acquainted with the rules for airport use and their supplementary regulations, especially, however, that they have received instructions concerning

- emergency and alarm procedures;
- firefighting and – regarding work on aircraft positions – fighting aircraft fires;
- dealing with dangerous goods;
- ensuring proper conditions to fuel aircraft at the position in the respective individual case;
- the type and manner of surface checks around the aircraft (walk around) before it leaves the position to avoid foreign object damage to aircraft (FOD);
- safeguarding of paths used by passengers on the apron between the aircraft and the shuttle bus and between building exits and the aircraft or shuttle bus, especially if winter weather conditions exist, and
- provision of first aid (in sufficient numbers)

and remain in a state of readiness based on continuous instruction/training.

Responsibility at interfaces shall be regulated clearly. For this purpose, operational management shall designate a person who shall be responsible for ensuring observance of the safety and security regulations at the handling positions.

## 2.2 Operational Managerial Staff

The operational managerial staff must possess the expertise and procedural knowledge necessary to ensure orderly conduct of the service-provider's current operations based on given orders and instructions.

Furthermore, the operational managerial staff of the service-provider bears the responsibility for:

- notifying the responsible services of the airport operator immediately in the event of disruptions in the service-provider's operations that could have an

effect on the handling of remaining airport operations and the flow of air traffic (including impending aircraft delays)

- immediately alarming the airport operator's services that are able to assist in the event of an emergency alarm or other dangerous situations
- consulting the Airport Security and Safety Services immediately in the event of damage caused to airport facilities and equipment or third-party property, and
- always maintaining areas, rented by the service-provider and those areas in which the service-provider provides its services, in safe operating condition so that they can be used safely and pose no threat to other airport operations.

## **2.3 Operating Personnel**

Operating personnel used to perform ground-handling services on the apron must fulfill the required qualifications described in Annex 3 of the German Ground-Handling Services Regulations (i. e. Bodenabfertigungs-Durchführungsverordnung or BADV).

### **2.3.1**

Service-provider's personnel employed as drivers on the apron must at least have the driver's license and permits specified in the Traffic Rules and Licensing Regulations (Section 2.2.1 and following sections) for the vehicle in use. Proof of the additional permits from the airport operator's driving school, required for operation of aircraft towing vehicles, industrial trucks or other special equipment, shall also be provided, if necessary.

### **2.3.2**

Before the service-provider's operating personnel can be employed in airside of the pilot when leaving the position (walk out assistance), the airport operator must approve the intended procedure for this.

## **2.4 Towing Aircraft**

### **2.4.1**

Operating personnel, who tow aircraft, are bound by the technical and timing instructions given by the Apron Control unit and the follow me vehicles operated by the Apron Supervision unit.

### **2.4.2**

Operating personnel, who work aboard towed aircraft as brakemen, must have proof that they have been trained for this capacity by the customer airline.

## **2.5 Participation in Radio-Controlled Aircraft Maintenance Towing Operations**

### **2.5.1**

Operating personnel, who tow aircraft in radio-controlled maintenance towing operations according to the instructions of the Apron Control unit, shall first successfully complete special training. This training focuses on the correct procedures on the apron for guiding and controlling air traffic and voice radio transmis-

sion procedures to be used on the operational radio. This training is to be completed at the Apron Supervision unit of the airport operator.

### 2.5.2

If performing radio-controlled maintenance towing operations, the participating operating personnel is bound by the technical and timing instructions given by the Apron Control unit that are relayed to the towing vehicle driver via operational mobile radio. Additional instructions from the follow me vehicles operated by the Apron Supervision unit for securing the towing vehicle when leaving or arriving at a position shall likewise be observed.

### 2.5.3

Before operating personnel perform aircraft towing operations, as mentioned in 2.5.2 above, the airport operator's consent concerning intended procedure shall be obtained beforehand.

## 3. Concluding Provisions

### 3.1

Providers of ground-handling services on the apron are obligated to notify the airport operator's supervisory bodies (Airside Duty Manager, Apron Control, Safety and Security Control Center) immediately, if during provision of services events occur, are discovered or are observed that could have an effect on safe, orderly, and quick handling of airport operations.

### 3.2

If during provision of ground handling services on the apron serious or dangerous impairments occur, due to functional deficits of the service-provider or if the justified interests of third parties are adversely affected, the airport operator's supervisory bodies can order or arrange for measures to restore due order.

### 3.3

The airport operator reserves the right, both in cases of continued failure to comply with rules and in cases of grossly negligent behavior or dangerous specific events, to report this to regulatory authority and, if applicable, to even press criminal charges.

## **Annex**

### Additional Regulations Supplementing the Airport User Regulations (NfL [notices to airmen] I - 258/08 dated November 6, 2008)

The following additional regulations, supplementing the Airport User Regulations, are to be observed and understood as binding instructions given by the airport operator in the sense of § 45 LuftVZO (German Air Traffic Licensing Act ) in conjunction with §§ 22 and 23 LuftVO (Air Traffic Order):

- Local flight restrictions published in the "Luftfahrthandbuch Deutschland", Volume 1, Section AGA, pp. AGA-2 Frankfurt Main 2 and following pages
- Emergency Instructions Manual (i. e. "Betriebsanweisung für Notfälle" or "BA NOT")
- Fire prevention regulations
- General airport regulations
- Traffic and licensing regulations
- Winter Service Manual
- Guidelines and procedural regulations published within the airport operator's system of guidelines and contained in the ring binders "Guidelines for Our Customers 1" and "Guidelines for Our Customers 2"
- Identification card regulations