



C2.9

Traffic Regulations

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Abbreviations

For reasons of better readability, the simultaneous use of male, female, and diverse (m/f/d) language forms has been omitted. All personal designations apply equally to all genders.

Abs.	= Absatz (Paragraph)
ADM	= Airside Duty Manager
BetrSichV	= Betriebssicherheitsverordnung (Ordinance on Industrial Safety and Health)
CAT	= Operating Category
DFS	= Deutsche Flugsicherung GmbH (German Air Navigation Services)
DGUV	= Deutsche Gesetzliche Unfallversicherung (Umbrella Organization of the German Accident Insurance Institutions)
EASA	= European Aviation Safety Agency
EN	= Europäische Norm (European Standard)
FBO	= Flughafenbenutzungsordnung (Airport User Regulations) of Fraport AG
FeV	= Fahrerlaubnis-Verordnung (Driver's License Regulations)
FOD	= Foreign Object Debris/Foreign Object Damage
ft	= Feet
GFA	= Gepäckförderanlage (Baggage Handling System)
GGVSEB/ADR	= Gefahrgut-Verordnung Straße und Eisenbahn und Binnenschifffahrt (Ordinance on the Transportation of Dangerous Goods by Road, Rail and Inland Waterways)/Accord européen relatif au transport des marchandises dangereuses par route (European Convention on Road and Rail Transport of Dangerous Goods)
GmbH	= Gesellschaft mit beschränkter Haftung (Limited liability company)
HBG	= Hydranten-Betriebs OHG (Consortium of Petroleum Companies)
HU	= Hauptuntersuchung (Technical Inspection)
IATA DGR	= International Air Transport Association – Dangerous Goods Regulation
ICAO-TI	= International Civil Aviation Organization – Technical Instructions for the Safe Transportation of Dangerous Goods
KFZ	= Kraftfahrzeug (Motor Vehicle)
LuftVZO	= Luftverkehrs-Zulassungs-Ordnung (Air Traffic Licensing Regulations)
LVO	= Low Visibility Operations
m	= Meters
MASU	= Movement Area Supervision Unit
mm	= Millimeters
SCF	= Servicecenter Flughafenausweise der Fraport AG (Fraport AG's Airport ID Card Service Center)
SLS	= Sicherheitsleitstelle (Safety and Security Control Center)
SMS	= Safety Management System
StVZO	= Straßenverkehrs-Zulassungs-Ordnung (Road Traffic Licensing Act)
VO	= Verkehrsordnung (Traffic Regulations)

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1. Purpose and Validity

Pursuant to Section 45 (1) LuftVZO, the airport operator must keep the airport in a safe operating condition and operate it properly. Fraport AG, as the operating company of Frankfurt Airport, is therefore responsible for the security and order of the airport. These Traffic Regulations provide the basis for this. All other regulations found on the airport operator's website (www.fraport.de) under "Guidelines and Payment Terms" and relevant legal provisions as amended (e.g. provisions of road traffic law, EU regulations concerning air traffic, and regulations on accident prevention and safety) shall also apply.

This version of the Traffic Regulations replaces all previous versions. All references to traffic and licensing regulations made in other guidelines or regulations shall refer to the Traffic Regulations.

Any changes made during the year shall be saved in a separate folder of the aerodrome manual. The changes shall be communicated to the companies, government agencies and other authorities involved in airport operations. They are required to inform their employees immediately about the changes.

The employees shall obtain access information for the aerodrome manual from their respective employer.

2. Scope

These Traffic Regulations apply to accessing of the areas defined below by foot or vehicle.

2.1 Publicly Accessible Operations Areas

Publicly accessible operations areas that can normally be accessed without passing through a checkpoint. They primarily include the public terminal areas.

2.2 Access-Controlled Operations Areas

Access-controlled operations areas primarily include the Cargo Cities. Access is permitted only by passing a manned or automated checkpoint, or checks are carried out within the operations area.

2.3 Operations Areas with Vehicle or Pedestrian Access Control

Operations areas with vehicle or pedestrian access control include, for example, the East Operations Area and the basement roads of the terminals. Access by foot or vehicle is permitted only by passing a manned or automated checkpoint.

The following regulations refer to the areas defined in 2.1 through 2.3 as "operations areas" for short. This term refers to all three areas collectively.

2.4 Access-Controlled Airside Areas in the Terminal

The terminal areas beyond the boarding card and security checks are referred to as access-controlled airside areas.

2.5 Critical Parts of Security-Restricted Areas

At Frankfurt Airport, terminal areas beyond the security checks, movement areas and baggage handling system area are deemed to be Critical Parts. Access on foot or by vehicle is permitted only upon screening of personnel and goods.

2.5.1 Movement Areas

The movement areas consist of the apron (including the general aviation area) and the maneuvering area. The movement areas commence directly after the checkpoints.

2.5.1.1 Apron

The apron refers to the area of the airport intended to accommodate ground-side operations (parking of aircraft, boarding/deboarding passengers, loading/unloading, provision/removal of supplies, refueling/defueling, maintenance) and associated aircraft movements (e.g. taxiways on the apron).

The general aviation area comprises the aircraft parking areas S401 through S420 and the aircraft parking areas V701 through V721.

Apron taxiways and aircraft stand taxilanes

Apron taxiways are part of the apron and are intended to provide a permanent taxi route across the apron. Aircraft stand taxilanes are part of the apron. They are designated as a taxiway and intended exclusively for providing access to aircraft parking positions.

2.5.1.2 Maneuvering Area

The maneuvering area refers to the area of the airport intended for take-off and landing and associated aircraft movements on the ground. This also includes the taxiways and other parts of the airport intended for take-off and landing, including the surrounding safety strips. The apron and its taxiways do not form part of the maneuvering area.

2.5.2 Hangar Aprons

Hangar aprons are areas outside the movement areas that are under the responsibility of third parties under operating agreements. Vehicles may only enter and exit between hangar aprons and the movement areas via roads, with the exception of aircraft towing traffic, including any necessary marshaling. Excluded from this are aircraft towing operations, including any guidance that may be required, as well as exceptions defined within the scope of operational agreements.

3. Basic Rules

3.1 General Rules of Conduct

3.1.1 Consideration and Safety Aspects

All traffic participants must conduct themselves in such a way as to avoid exposing themselves or others to danger. Steps must be taken to ensure safe and smooth traffic movement and to avoid any impairment of flight operations and particularly taxiing aircraft.

Special attention should be paid to pedestrians and cyclists everywhere and at all times.

All traffic participants are required to stay on the roads and designated routes of any kind. Safety belts must be worn at all times, where available. Persons may be transported only in vehicles designated for that purpose.

The use of vehicles shall be kept to the strictly necessary minimum. It is forbidden to leave engines running unnecessarily.

To reduce apron traffic, only the necessary routes may be taken within the security area. Journeys that both start and end in the operational area or in the public area may not pass through the security area. For journeys that start or end in the operational or public area, only the shortest possible route within the security area may be used. This means that, for entering or exiting the security area, the gate closest to the starting point or destination within the security area must be used.

Escape and rescue routes and emergency exits must be kept clear.

Throwing objects in the movement areas is prohibited.

3.1.1.1 Authorization of Authorized Personnel to Issue Instructions

Instructions issued by authorized personnel must be obeyed. Instructions issued by persons with official authority exercising their duties and acting within the scope of their official duties must be complied with.

3.1.1.2 Regulations Relating to the Movement Areas

Vehicles driving in the movement areas must switch on low-beam headlights or daytime running lights. Low-beam headlights must be switched on in twilight, darkness or if visibility conditions require it.

High-visibility vests must be worn in the movement areas and on the basement roads. High-visibility clothing must meet the requirements of EN ISO 20471 Class 2. Passengers on foot walking to or from the aircraft are exempt from the obligation to wear high-visibility vests.

Due to the risk of sparking, the wearing of metal-containing shoes on the movement areas is forbidden.

3.2 Conduct in Poor Visibility

Particular caution should be exercised in the dark and in adverse weather conditions. Speed and driving must be adjusted to the conditions.

When visibility is poor, the DFS Tower declares operating category “Low Visibility Operations” (LVO). This encompasses the international operating categories CAT II and CAT III. Warnings of the presence of LVO conditions are published in



the Fraport Flight Information System and displayed on CAT III signs at all vehicle access points to the movement areas.

Only trips that are absolutely essential for handling or maintenance purposes may be made on the apron during LVO. Taxi area roads should be avoided where possible. The decision as to whether such trips are essential is made by those responsible at the company operating on the apron (i.e. duty management team). In the event of extremely adverse weather conditions, those responsible also decide whether handling or driving can still be carried out.

During LVO, aircraft taxiing or being towed are guided by follow-me vehicles on taxiways without centerline lights. If visibility falls below 200 meters, the crossing of taxiways is forbidden if a follow-me vehicle with its rotating light switched on is visible on the center line. Taxi area roads may be secured or blocked by follow-me vehicles.

Pedestrians are permitted to access the movement areas only for absolutely essential handling or maintenance purposes during LVO. Any work that does not have to be completed urgently must be carried out at a later period of time.

3.3 Alcohol, Psychoactive Substances and Medication

Consumption of alcohol or drugs during working hours and for an appropriate period of time prior to beginning work is prohibited. This applies to persons in the operations areas who may be placed in charge of a vehicle or bicycle and to all persons entering the movement areas. This ban also includes psychoactive substances, other intoxicating substances or medication that might affect their physical and mental abilities, which could result in endangering safety.

The airport operator is entitled at any time to ensure that the above ban is being observed by carrying out checks (e.g. breath tests). Any person found violating this ban or refusing to submit to a check may be expelled 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 the above ban as part of their duty of care. The airport operator must be provided with evidence of measures taken.

3.4 Smoking and Open Flames

Smoking is permitted only in designated areas. In the movement areas, restrictions apply such that smoking, including the consumption of electronic cigarettes, is permitted only within the smokers' containers (accommodation containers) explicitly designated for the purpose. Smoking paraphernalia as well as residues and waste from smoking may be disposed of only in the receptacles designated for the purpose within the smokers' containers. The consumption of cannabis products is prohibited, including in the designated smoking areas.



The use of open flames and unprotected light (light source with an exposed flame) is forbidden in the movement areas.

This also applies to the baggage gate areas, inside vehicles and outside the movement areas in the immediate vicinity of the movement area fence as well as on the signposted protection strip near to the fuel depot.



In ground handling operations involving passenger buses, the loading staff, the ramp agent and particularly the bus driver shall be responsible for ensuring that passengers observe the smoking ban.

3.5 Electronic Devices

Drivers are only permitted to operate an electronic device that is used or intended to be used for communication, information or organization purposes if the device is neither picked up nor held for this purpose while driving. Operation or use of the device is only permitted if a voice control or readout function is used or only a brief glance at the device is required. The duration of viewing the device must be adapted to the road, traffic, visibility and weather conditions.

Drivers are prohibited from using visual output devices worn on the head, especially video glasses.

This also applies to headphones, headsets and in-ear headphones since these impact the hearing ability of both ears and thus impair a driver's constant attention to the traffic situation.

These regulations do not apply to a stationary vehicle when the engine is completely switched off. Switching off the engine in this sense does not refer to the vehicle's engine automatically switching off in combustion mode or to the electric drive system idling.

Use of mobile radio equipment for operational radio communications is not covered by these regulations.

3.6 Conduct in the Event of Accidents

Accidents and damage must be reported immediately to:

**Safety and Security Control Center (SLS),
Telephone 114 or +49 69 690-22222**

The scene of the accident or damage must be secured.

The parties involved in the accident and damage, as well as any witnesses, must remain at the scene until the arrival of Airport Security. If the witnesses are unable to remain at the scene due to other urgent duties, they must contact the SLS as soon as they have completed their duties. They must leave their personal contact details at the scene of the accident or damage, if possible.

3.7 Immediate Actions in Case of Damage to Dangerous Goods

1. a) Goods containing unknown substances/other dangerous goods: Properly secure the damaged freight item and keep people away from it. Cordon off the surrounding area within a radius of 50 meters.

- b) Radioactive goods/infectious substances/poisonous substances: Cordon off the surrounding area within a radius of 50 meters. Employees suspected of contamination must stay in the cordoned-off area, preferably remaining on the outer perimeter. If possible, remain in an area in the direction from which the wind is blowing.
2. Avoid ingestion. Do not eat, drink or smoke.
 3. In case of injuries, first aid should be administered in a manner that does not endanger the safety of the first aiders.
 4. Avoid drafts by closing doors and ventilation ducts.
 5. Assign an employee to guard the cordoned-off area.
 6. Call the SLS: **Telephone +49 69 690 112 or +49 69 690-22222.**

Give the following information in all cases:

- Your name and your company/department
 - The number of (injured or contaminated) persons affected
 - The exact location
 - A detailed description of the situation
 - Identification of the damaged dangerous goods, and if possible include the UN number and hazard class
 - Your telephone number (stay close to the phone in case of further questions)
7. Have the freight papers ready.
 8. Inform your (next available) supervisor.
 9. Wait for actions and orders from the fire department or rescue services, and if possible assign an employee to help direct the fire department or rescue team.

The fire department must be contacted if leakage of dangerous goods has occurred or could occur. The fire department must be informed immediately if damage occurs to the following classes of dangerous goods:

- 2.3 RPG (toxic gases)
- 6.1 RPB (toxic substances)
- 6.2 RIS (infectious substances)
- 7 RRW/RRY/RRE (radioactive substances)

Should you have questions or problems regarding the handling of dangerous goods, please contact the coordinator responsible for your area.

If you have any questions, the staff of

Frankfurt Cargo Service GmbH
Telephone +49 69 690-70145

and the

Fraport AG radiation protection and dangerous goods officers
Telephone +49 69 690-70213/-23723

are also available to help you. Updated information pertaining to dangerous goods can be requested from the dangerous goods officers or coordinators responsible for your company/department.

3.8 Contamination and Foreign Objects Debris (FOD)

Waste material in the airport areas must be disposed of in the waste containers provided. Polluters must take immediate action to clean up any mess they cause. If this is not immediately possible, action must be taken to secure the area and the

**Safety & Security Control Center (SLS),
Telephone 114 or +49 69 690-22222**

must be notified.

Foreign object debris (FOD) should not be left lying around in the movement areas as it poses a danger to persons and aircraft and can cause significant damage. All traffic participants using the movement areas have an obligation to remove FOD. Taxiways may be used for the purpose of removing FOD. Drivers must leave the taxiways immediately as soon as an aircraft is approaching or once the FOD has been removed. If it is not possible for persons to dispose of the FOD themselves, or if it is suspected that the FOD originates from an aircraft, they must immediately notify the

**Airside Duty Manager (ADM)
Telephone +49 69 690-77777**

3.9 FOD Control Program

On the basis of Regulation (EU) No. 2020/2148, Fraport AG operates an FOD control program in accordance with ADR.OPS. B.016. The program is described in the document "FOD_Management@FRA - 8.1 SMS 5.2 zur SMS-Ordnung der Fraport AG C.4.6" and can be viewed on Fraport AG's SMS website. All persons and organizations involved in airport operations are obligated to support the Fraport AG FOD control program and must conduct themselves in accordance with the principles of the program.

3.10 Conduct in the Event of Fuel Spills

In the event of fuel spills, maintain a safety distance of 15 m from the outer edge of the spill. The fire department must be notified immediately. In the event of any damage to the fueling system during the refueling of aircraft, pull hard on the emergency ripcord to shut off the connected underground hydrant outlet and call the fire department immediately. In the event of acute fire hazards or large fuel spills, immediately push the fire alarm. A fire alarm located at aircraft parking positions is also the emergency switch for the fueling system. If the fire alarm malfunctions, call the fire department immediately.

4. Traffic Rules

4.1 Traffic Participants

4.1.1 Aircraft

The term "aircraft" encompasses fixed-wing and rotary-wing aircraft (helicopters), among others. Where reference is made to aircraft, this always refers to aircraft

taxiing under their own power, aircraft being towed or aircraft being escorted by a follow-me vehicle.

Aircraft always have priority. As soon as an aircraft is approaching, all other traffic participants shall give way immediately. Aircraft traffic on the ground is referred to as taxiing aircraft.

4.1.2 Vehicles and Equipment

The term “vehicle” covers the following groups of equipment as defined in the accident prevention regulations:

- Ground handling vehicles pursuant to DGUV Regulations 67 and 69
- Ground equipment and miscellaneous aviation equipment pursuant to BetrSichV
- Vehicles as defined in DGUV Regulation 71

Vehicles and equipment must be used for their intended purpose only. They must be in a safe operating condition and be suitable for their intended use. The use of height-adjustable vehicles and equipment for their intended purpose also includes the requirement to lower and secure the vehicle body to ensure safe transportation of these vehicles.

Non-roadworthy vehicles or equipment are prohibited. Such vehicles must be clearly marked (e.g. with a “defective” label).

Before the vehicle or equipment is put into operation, the user must check that it is in a proper operating and roadworthy condition. A brake test must be carried out.

Motorized and non-motorized vehicles and equipment that are permanently operated on the apron must be marked such that the owner can be clearly identified.

Motorcycles are prohibited from being used in the movement areas.

Means of transportation that have not been mentioned in these regulations and the (authorized) use of scooters, electric scooters and Segways are prohibited in all operations areas.

4.1.3 Bicycles

Only roadworthy bicycles may be used. Before the bicycle is used, the rider must check that it is in a proper operating and roadworthy condition. A brake test must be carried out. Bicycles shall be fitted with lights.

Bicycle riders must not access the apron with private bicycles. Service bicycles are allowed on the apron only if they are used on the roads close to the terminals, in the building underpasses and on the basement roads of the terminals. These must have an entry permit obtained in accordance with the set application process of Area Management.

4.1.4 Pedestrians

Pedestrians must use the marked blue orientation lines or red walkways (operational area only). Particular attention must be paid to road traffic, especially when crossing roadways.



If there is no - / - / - / - walkway available, on roads or taxi area roads pedestrians must walk one meter beside the road boundary, if possible, outside the vehicle lane, in single file and contrary to the direction of traffic. If conditions in the immediate surroundings do not allow this, they must walk immediately next to the road boundary.

4.1.5 Pedestrian Crossings



Vehicles must approach pedestrian crossings at a moderate speed and give priority to pedestrians and wheelchair users. In the event of traffic congestion, stopping on pedestrian crossings is to be avoided. Passing at pedestrian crossings is forbidden.

4.1.6 Passenger Route Markings



In the aircraft parking area, passenger routes are indicated using blue route markings. During boarding and deboarding, a strict ban on driving is enforced in areas where there is passenger movement. This comprises the entire left side of the aircraft up to the parking position boundary.

4.2 Speed Limits

The maximum speed limit is 30 km/h. The speed limit is 25 km/h for vehicles with trailers. Walking speed only is permitted inside hangars and rooms.



Any deviations may be specified by signs on the grounds or in further provisions within the Traffic Regulations.

4.3 Taxiways and Road Types

4.3.1 Taxiways

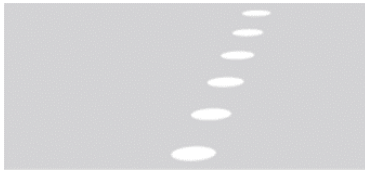
Taxiways are used by taxiing aircraft. Entering or driving in taxiways is prohibited. Entering or driving in taxiways is permitted only to carry out the requirements listed in 3.8 or 8.3 and on taxi area roads. Taxiways are marked by a continuous red line (taxiway boundary line).



In the center of the taxiway there is either a yellow or a yellow, orange and blue line that serves as a taxi line for taxiing aircraft.



Auxiliary marking for the aircraft tug during push-back: white dots



Break-away areas: two yellow triangles connected by white dots.



For double aircraft parking positions, the taxi lines of the secondary axes are marked by a broken yellow line.



In the maneuvering area and on the apron, the edges of taxiways are marked by a double yellow line (taxiway edge markings).



4.3.2 Roads

Vehicles accessing the airport areas must generally follow the roads within their boundaries. Trips outside the road boundaries should only be made if unavoidable; they should be as short as possible and extreme caution should be taken.



It is prohibited to leave the road toward the taxiway. It is forbidden to cross the red line.

Passing is forbidden in all underpasses, even when the center line is marked by a broken line.

Restrictions on the transit height at buildings are indicated with a red or red and white marking and a traffic sign specifying the maximum transit height.



There are safety strip markings beside roads on the apron in places to create additional safety clearance for extremely wide vehicles. They may be driven on if absolutely necessary.

4.3.3 Taxi Area Roads

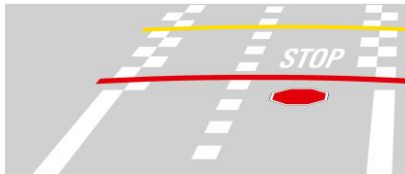
Taxi area roads are roads that intersect with an aircraft's taxiing area. They may be used if it does not obstruct taxiing aircraft. They must be used with special caution and extreme vigilance and must be vacated immediately if aircraft are approaching.



The start of a taxi area road is identified by the “Stop for Taxiing Aircraft” sign. Drivers must stop here if an aircraft is approaching.



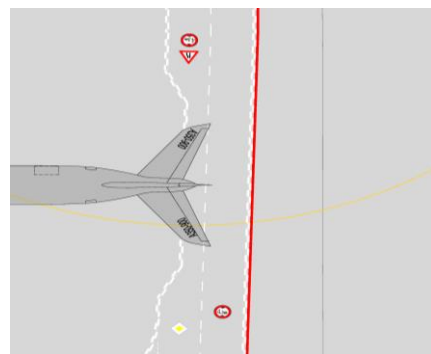
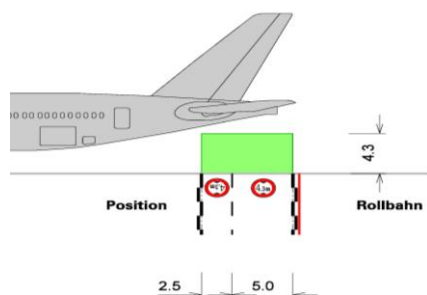
The point at which a road becomes a taxi area road is identified by the “Stop for Taxiing Aircraft” sign. The taxiway boundary line may be crossed in order to access the taxi area road.



4.3.4 Height-Restricted Taxi Area Roads

Height-restricted taxi area roads are taxi area roads that are restricted to a maximum transit height of 4.30 m. Vehicles with a height in excess of 4.30 m are not allowed to use these sections of road. The height restriction is indicated by a corresponding sign.

Vehicles with a height in excess of 4.30 m that need to enter or exit an apron area that can only be accessed via a height-restricted taxi area road must be escorted in this area by MASU / a follow-me vehicle. Escorting by a follow-me vehicle must be requested from MASU operations control by calling 70580, or +49 69 690/70580 from outside.



In the area around height-restricted taxi area roads, narrowing of the road must be expected on the side facing the aircraft parking area.

Around narrow points, drivers on the side where there is no narrowing of the road have priority (Section 6 of the German Road Traffic Regulations (StVO)). Drivers on the side where the road narrows are only permitted to pass the narrow point if the vehicle can be moved on the remaining lane width or using the opposite lane

in such a way that there is no possibility of driving in the aircraft parking area. Use of the opposite lane is not permitted if there are oncoming vehicles. Moving over to the taxiway is not permitted at any time.

4.4 Rights of Way

The following order of priority shall be observed for right of way on the airport grounds:

1. Emergency vehicles rushing to help an aircraft with a rotating light switched on and the siren sounding.
2. Taxiing aircraft.
3. Towed aircraft including tugs and follow-me vehicles.
4. Emergency vehicles proceeding with a rotating light switched on and the siren sounding.
5. Vehicles belonging to the highest aeronautical and aviation security authority (including the local air traffic control authority) of the state of Hesse with a rotating light switched on.
6. Vehicles of Airside Operations Management with a rotating light switched on, and follow-me vehicles with a rotating light switched on including the vehicles they are guiding. Breaking up vehicle convoys is prohibited.
7. Winter road clearance service vehicles with a rotating light switched on (winter road clearance convoys and deicing vehicles during aircraft deicing operations).
8. Emergency vehicles belonging to Fraport AG site power grid management with a yellow rotating light switched on.
9. Vehicles operating on roads, height-restricted taxi area roads or taxi area roads take precedence over all traffic in adjacent areas.
10. The principle of "right before left" shall apply at crossings and road intersections, insofar as the right of way is not designated otherwise by road signs.

4.5 Special Rights

The following drivers are entitled to move over to the taxiway and are exempt from the specified speed limits when conducting operational duties:

- The Airport Fire Brigade
- Airport Rescue Services
- Airside Operations Management
- ADM
- MASU and follow-me vehicles, including escorted vehicles or aircraft
- Airport Security, Security Duty Officer
- Winter road clearance service
- Fraport AG site power grid management
- The highest aeronautical and aviation security authority (including the local air traffic control authority) of the state of Hesse and government authorities and organizations specified in Section 35 of the German Road Traffic Regulations (StVO)

Safety Management is authorized to move over to the taxiway when conducting operational duties.

Particular caution should be exercised in the vicinity of these vehicles. Access to taxiways, including those on the apron, is only granted to these vehicles with the prior approval of FRA Vorfeldkontrolle GmbH (apron control).

Examples:



4.6 Aircraft Parking Positions and Position Types

4.6.1 Regulations for Aircraft Parking Positions

Aircraft parking positions are designated for the parking or handling of aircraft, and may be used for service duties only. It is no longer permitted to access parking positions if an aircraft is taxiing into or out of position, during aircraft handling or if a parking position is occupied by an aircraft.

If a destination cannot be reached by road and no handling operation is taking place in the parking position, this area may be accessed if service duties require it. Once aircraft handling is completed, the parking position must be cleared immediately. All vehicles, - / - / - / - equipment and objects must be removed from the parking position.

In exceptional cases, an empty passenger bus with a driver may temporarily stop on vacant parking positions until required again for aircraft handling purposes. However, the driver must remain vigilant and be ready to vacate the position at any time.

Accessing a parking position that is occupied by an aircraft for a purpose that is not directly related to service duties is permitted only with the prior approval of the relevant airline. This also applies if the aircraft is merely parked up and no handling is taking place.

Walking speed only is permitted in the aircraft parking area.

Aircraft parking position boundary:



Aircraft parking position identifier:



4.6.2 HBG Facilities

HBG facilities are underground aircraft refueling facilities (e.g. refueling pits, shaft structures, cable ducts) that are used to supply the aircraft with kerosene. They are operated by Hydranten-Betriebs OHG (HBG). They are colored green or have



green border markings. Access routes to the HBG facilities have red border markings and some of them are also marked with red hatching. The areas marked with red hatching must be kept clear of vehicles, handling equipment and other obstacles at all times.

4.6.3 Push-Back Positions

Push-back positions are positions that aircraft can only reverse out of with the help of an aircraft tug.

4.6.4 Roll-Through Positions

Roll-through positions are positions that aircraft can taxi straight out of under their own power. All traffic participants should watch out for the walk-out assistant who may be standing on the markings of the taxi area road facing closer to the parking position.

4.6.5 Turning Positions

Turning positions are positions that aircraft can drive out of under their own power. This type of position is unique in that the aircraft do not taxi in or out in a straight line, but turn in an arc when maneuvering into and out of the position. Special caution is advised at turning positions as the jet engine's exhaust can extend into adjacent areas and taxi area roads when the aircraft is taxiing into or out of position.

4.6.6 Safety Measures for Parking Positions

Special attention must be paid to cables and hoses. It is not permitted to drive over them. To ensure that the escape slide can unfold and extend without hindrance in the event of an emergency, no vehicles, equipment or bicycles must be located in the area of the emergency exits once the passenger stairs and bridges have been removed and the engine has been started. This also applies when aircraft are being fueled with passengers on board.

Special caution is advised when aircraft are taxiing into or out of their positions. Caution must also be exercised when aircraft are taxiing into or out of adjacent or opposite positions.

4.7 Aircraft Obstruction

Aircraft must not be endangered or obstructed when they are taxiing. Taxiing aircraft must always be anticipated with appropriate foresight.

Taxiways must be used only with special caution and extreme vigilance. Taxiways must be cleared completely and immediately in the event of approaching aircraft. Priority shall be given to an aircraft taxiing into or out of a parking position or to an aircraft approaching from any direction if it can be assumed that the aircraft will be obstructed or endangered in its taxiing maneuver. The speed, length and height of one's own vehicle must be taken into account.

An aircraft obstruction is any obstruction that a taxiing or towed aircraft or an aircraft engaged in a push-back maneuver is forced to avoid by braking, stopping or evading.

It is classed as an aircraft obstruction if a vehicle crosses a taxiway despite the approach of a taxiing or towed aircraft, when the assumption can be made that the taxiing or towed aircraft will be obstructed in its taxiing maneuver.

The following incidents are examples of a possible aircraft obstruction:

1. The pilot or tug driver responsible must brake, stop or evade to react to the specific obstruction or hazard.
2. Driving between a follow-me vehicle and an aircraft.
3. Driving in the taxi area road or taxiway adjacent to the parking position if an aircraft stationed there has already started its engines and taxiing from the position is anticipated.
4. Moving from a taxi area road over to a taxiway if an aircraft is on or is approaching the taxiway.
5. Driving behind an aircraft when the push-back maneuver has already started.
6. Driving on taxi area roads when the walk-out assistant is standing on the marking for the taxi area road of the adjacent position and the aircraft has started to taxi out of the position.
7. Driving in a taxi area road when it is blocked by a follow-me vehicle for a taxiing maneuver.
8. Driving in a taxiway if it cannot be cleared immediately in the event of an approaching aircraft.
9. Obstructing a taxiing maneuver.
10. Obstructing a push-back maneuver.

4.7.1 Indication of Taxiing Maneuvers (into Position)

The following signs indicate that a taxiing maneuver is taking place: The yellow rotating light on the parking position is switched on, the taxi-in area has been completely cleared, and there are vehicles and handling equipment standing by.

4.7.2 Indication of Taxiing Maneuvers (out of Position)

Aircraft taxiing out of position are identified by a number of signs, including the fact that the anti-collision lights are flashing while the engines are running, the chocks have been removed from the nose and/or main undercarriage and no vehicles or handling equipment are located in the immediate vicinity. A walk-out assistant is positioned close to the aircraft and announces the start of the taxiing maneuver with a hand signal.

4.8 Staging Areas

Staging areas are marked areas for the placing of aircraft handling equipment, baggage and cargo during the handling process.

They are marked by red/white boundary lines. The white edge of the marking points toward the inside of the staging area.

4.8.1 Staging Areas without Restriction

Handling equipment may be placed in these areas during handling without any restrictions.



4.8.2 Staging Areas with a Height Restriction of 2.40 m

It is prohibited to park vehicles or equipment in these areas if they exceed a height of 2.40 m.



Use of the staging areas at dual occupancy positions (e.g. D4 or D4A/D4B) depends on the planned occupancy of the positions. The full staging area may be used if the main axis is occupied (e.g. D4). When the secondary axes are occupied (e.g. D4A/D4B), use of the staging area is permitted only up to the broken red position boundary. Use of the remainder of the staging area is then prohibited.

4.8.3 Staging Areas with a Height Restriction of 1.70 m

It is prohibited to park vehicles or equipment in these areas if they exceed a height of 1.70 m.



These staging areas can be found at positions A26, A28, A30, A34, A36, A38 and A40.

4.8.4 Staging Areas with Time Restriction / with Restricted Use

Use of the staging area depends on the planned occupancy of the position. In the case of roll-through positions, these areas must be cleared before an aircraft taxis out of position.



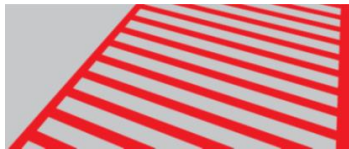
In the case of push-back positions with dual occupancy (e.g. D4 or D4A/D4B), use of the staging areas depends on the planned occupancy of the positions. The full staging area may be used if the main axis is occupied (e.g. D4). When the secondary axes are occupied (e.g. D4A/D4B), the staging area must be clear when an aircraft is taxiing into position and during push-back maneuvers.

Excluded from this regulation are staging areas with time restriction / restricted use on deicing pads. These may be used by deicing vehicles during deicing operations even when an aircraft is taxiing into or out of position.

4.9 Prohibited Zones

4.9.1 Red Hatched Prohibited Zones

These prohibited zones serve as passenger bridge maneuvering areas, access points to the HBG facilities and access points to the baggage handling smoke extraction system. Accessing these zones on foot or by vehicle is forbidden while the passenger bridge is being operated. They must be kept clear of vehicles,



handling equipment and other obstacles.

4.9.2 White Hatched Prohibited Zones

These prohibited zones serve to control traffic flow and to ensure visibility. It is not permitted to drive on them. They must be kept clear of vehicles, handling equipment and other obstacles.



4.10 Stationary Traffic Participants

4.10.1 Stopping

Stopping is a deliberate interruption of the journey that is not prompted by the traffic situation or by an order.

Stopping is prohibited on all taxiways, taxi area roads, red or white hatched prohibited zones, HBG facilities, on the broken blue lines designated for pedestrians and on the safety strips indicated by signs at the fuel depot and along the inside of the entire movement area fence.

4.10.2 Parking

Stopping for longer than three minutes or leaving the vehicle is classed as parking.

There is a blanket ban on parking on the airport grounds. Parking of vehicles in the designated parking spaces is only permitted if they display valid parking permits.



Vehicles that are left in parking spaces without a valid parking permit, after the expiration of the permitted parking time, or that are parked anywhere that is not a designated parking space may be removed at the owner's or driver's risk and expense.

Entitled persons with a special apron parking permit may deviate from the parking regulations cited above for a maximum of three hours, insofar as this is urgently required for work reasons and there is no other possibility of parking at a reasonable distance. An application for a special apron parking permit can be submitted to the Fraport AG duty management team. The parking permit that is issued must be clearly visible and legible on/in the vehicle. Handling must not be obstructed by these vehicles. Other areas such as escape and emergency routes, red hatched prohibited zones and refueling pits must also be kept clear.

It is prohibited to park vehicles or place machinery/equipment in front of hydrants or other fire service facilities.

4.10.3 Placing

Placing of vehicles, bicycles and aircraft handling equipment that are not currently in use is permitted in designated parking areas only. Equipment parking areas are not part of the aircraft parking area. They are bounded by white boundary lines and/or windscreen fences and buildings.



It is forbidden to park vehicles, bicycles or objects behind vehicles whose immediate surroundings dictate that they can only reverse out of their current positions. If in exceptional cases it is not possible to avoid this, the driver of the blocked vehicle must be notified of the situation.

Placed vehicles, bicycles and objects must be secured to ensure that they do not roll away. Measures must be taken to ensure that unauthorized use by third parties is not possible.

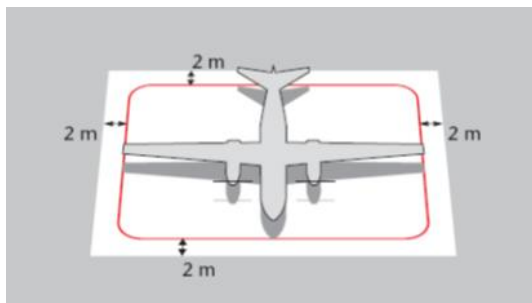
4.11 Safety Regulations

4.11.1 Safety Zone Around an Aircraft

The safety zone around a parked aircraft is bounded by an imaginary line. This line runs around the aircraft from the wing tip, nose and tail. Particular care must be taken within this zone when approaching an aircraft. A brake test must be carried out before vehicles are driven in the safety zone.

It must be ensured that collisions with aircraft are avoided while work is being performed in the safety zone. To prevent collisions, it is permitted to use fully operational distance sensors fitted on vehicles or equipment or traffic cones (with pennant) positioned in front of the aircraft's fuselage before any aircraft-related handling work is performed.

Parking of vehicles or equipment in this zone is permitted only if they require a connection to the aircraft for handling or maintenance purposes. In strong wind conditions, equipment and vehicles that are not immediately required for handling must be positioned and secured outside the safety zone.



It is generally prohibited to drive under aircraft.

If, for aircraft handling purposes, it is urgently required to place aircraft handling equipment under the fuselage (e.g. supply and waste disposal) or wings (e.g. fueling), this must be carried out with the utmost caution at no more than walking speed. If the access route is blocked, it must first be cleared. If there is a line-of-sight obstruction, a marshaller must be used.

If, for handling purposes and only where the immediate surroundings render this necessary, it is urgently required to drive under the wings, this is only permitted with the use of a marshaller and at the slowest possible speed, keeping a sufficient distance from the engines, wings and winglets. A route that is blocked by handling equipment is not a reason to drive under the wings. In this instance, the equipment should be removed.

Fueling of handling vehicles inside the safety zone is prohibited.

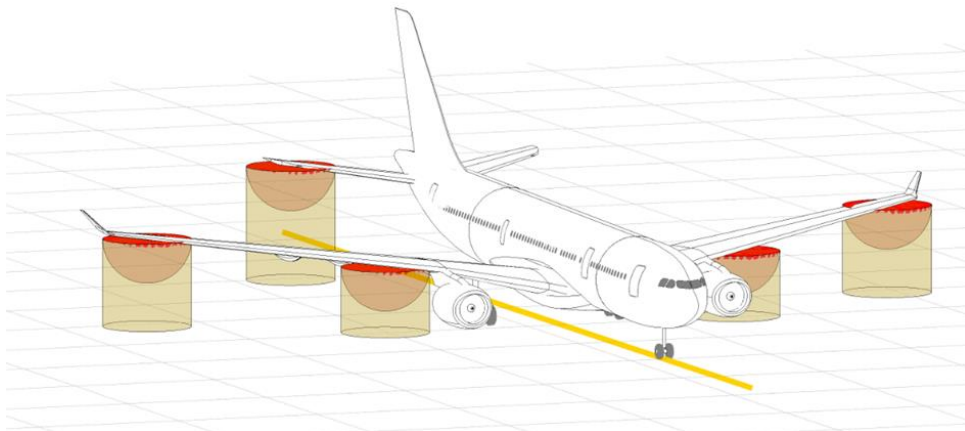
In ground handling operations involving passenger buses, the service provider must ensure that passengers do not walk underneath the wings or go anywhere near the engines. This can be ensured through the use of Tensabarriers or other barriers and safeguarding by the bus driver.

4.11.2 Explosion Prevention Zone for Refueling/Defueling

During refueling and defueling of aircraft, sources of ignition that may occur continuously or frequently must not be used in areas at risk of explosion. Areas at risk of explosion include areas within a three-meter radius in all directions around the center of tank ventilation openings, refueling connections, refueling pits, fuel lines and refueling vehicles themselves.

Activities that may produce sparks are strictly prohibited within these areas. Vehicles must operate there only to the extent necessary for aircraft handling. The tank ventilation openings are located underneath the outer edges of the wings (wing tips) and, depending on the type of aircraft, also underneath the outer edge of the right-hand elevator on the tail.

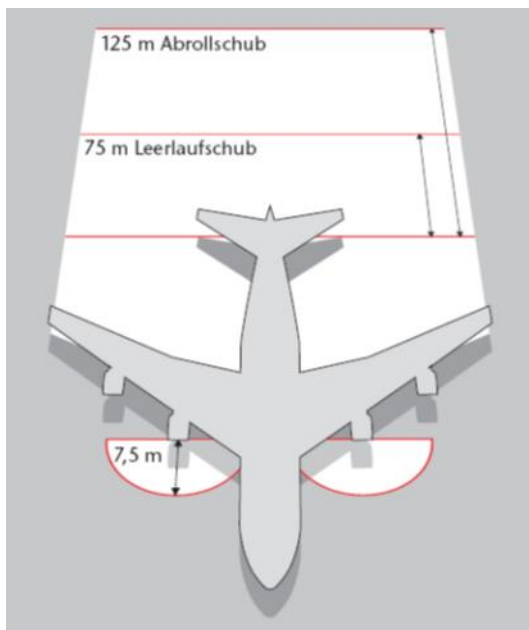
Persons must remain clear of these areas, and it is also not permitted to park freight, other cargo or vehicles within the explosion prevention zones. The three-meter radius around refueling connections and tank ventilation openings is extended right down to the ground for dangerous goods, sources of ignition, and vehicles with electric and combustion engines (parking ban during refueling/defueling).



4.11.3 Safety Distances for Aircraft with Jet Engines

The minimum safety distance in front of aircraft with jet engines running is 7.5 m, and the minimum safety distance behind aircraft with jet engines running is 75 m.

The minimum safety distance behind aircraft taxiing or starting to taxi under their own power is 125 m; the width of the safety distance equals at least the wingspan of the aircraft.

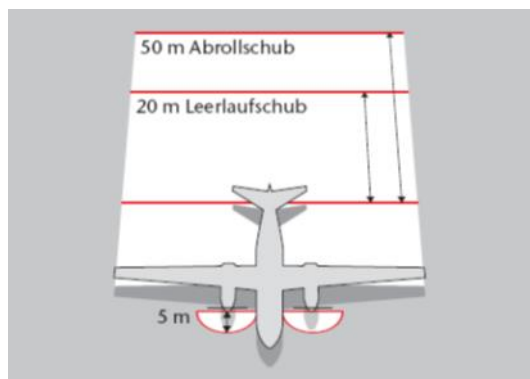


4.11.4 Safety Distances for Aircraft with Propeller Engines

The minimum safety distance in front of aircraft with propeller engines running is 5 m, and the minimum safety distance behind aircraft with propeller engines running is 20 m.

Never enter or drive through the turning area of the propellers.

The safety distance behind aircraft taxiing or starting to taxi under their own power is 50 m; the width of the safety distance equals at least the wingspan of the aircraft.



4.11.5 Safety Distances for Rotary-Wing Aircraft (Helicopters)

The downwash created by the rotor blades in motion can throw up fine grit, sand and stones, which poses a danger to persons standing close by. For this reason, a minimum safety distance of 20 m for vehicles and 50 m for persons must be observed around an aircraft with spinning rotor blades. Particular caution should be exercised in the case of helicopters with an exposed tail rotor.







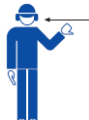




4.11.6 Reversing

Reversing of vehicles is allowed only if the immediate surroundings do not permit driving forward. The driver must make sure that there are no obstacles in the way.

Drivers whose rear view is restricted must ask for a marshaller to guide them. The designated marshaling signals for guiding vehicles must be used. If drivers lose visual contact with the marshaller, they must stop the vehicle immediately until visual contact is reestablished.

If the vehicle is equipped with a functional rear-camera surveillance system (rear-view camera), a marshaller need not be present. It is up to the vehicle driver to decide whether the immediate surroundings allow for an (unavoidable) reverse maneuver using the rear-view camera or whether a marshaller is needed.

4.12 Marshaling Signals for Guiding Vehicles

Caution	Raise right arm with palm of hand facing forward	
Stop	Hold both arms out sideways and parallel to the ground with palms facing forward	
Stop, danger	Hold both arms out sideways and parallel to the ground, alternatively moving them at a downward angle and back to original position	
Drive off	Hold arm up with palm facing forward and move arm sideways up and down	
Move back	Motion away from yourself with both arms bent and palms turned outward	
Come closer	Motion toward yourself with both arms bent and palms turned inward	
Drive left – from the marshaller's perspective	Slightly bend left arm while holding it in a horizontal position and motion back and forth	
Drive right – from the marshaller's perspective	Slightly bend right arm while holding it in a horizontal position and motion back and forth	
Indicate a diminishing distance	Hold palms of hands parallel to one another and indicate the distance accordingly	
Lift	With both arms stretched toward the vehicle palms upward, move the hands in an upward motion	
Lower	With both arms stretched toward the vehicle palms downward, move the hands in a downward motion	

4.13 Regulations in the General Aviation Area

In this area, crossing taxiway S23 is permitted for specific purposes in connection with the handling of general aviation aircraft. Crossing is only allowed if it does not obstruct taxiing aircraft (see "Aircraft Obstruction"). The shortest route from the road to the position and back must also be taken. It is not permitted to cross the taxiway by foot.

4.14 Regulations for Apron Taxiways and Aircraft Stand Taxilanes and the Maneuvering Area

The maneuvering area, taxiways and aircraft stand taxilanes are used for flight operations. It is forbidden to enter the maneuvering area on foot or by vehicle, unless special authorization has been granted. Authorized departments of Fraport AG have the authority to grant special authorization to enter the maneuvering area on foot or by vehicle for work purposes. Additional registration conditions and training shall apply to the vehicles and drivers.

Entering the maneuvering area, taxiways and aircraft stand taxilanes on foot is permitted only in the following cases:

- Leaving the vehicle for a short time in the maneuvering area without radio communications where there is no obstructing taxiing aircraft (e.g. to recover FOD)
- Leaving the vehicle in the maneuvering area with a hand-held radio transceiver (e.g. in the context of construction and maintenance processes)
- Leaving the vehicle in the maneuvering area without a hand-held radio transceiver (only possible if another person in the vehicle can maintain radio contact, e.g. in the context of IFM manual cleaning operations)
- Operational duties on foot in the maneuvering area with a follow-me vehicle standing by in the context of construction and maintenance processes

When operating category LVO has been declared, driving or walking in the maneuvering area is no longer permitted. Vehicles located within the maneuvering area must leave it immediately. Exceptions are permitted in justified cases (e.g. for fence checks).

Bicycles are not allowed in the maneuvering area, in taxiways or in aircraft stand taxilanes.

4.14.1 General Rules of Conduct for Apron Taxiways and Aircraft Stand Taxilanes

Anyone wishing to drive in apron taxiways and aircraft stand taxilanes must first inform FRA Vorfeldkontrolle GmbH (apron control). The rotating light and the transponder must be switched on for every trip to apron taxiways and aircraft stand taxilanes. Companies and organizational units operating in apron taxiways and aircraft stand taxilanes shall ensure that all vehicles used are equipped with an updated map of the movement areas at all times.

The switching on of rotating lights in apron taxiways and aircraft stand taxilanes is mandatory for MASU vehicles only during escorting operations involving aircraft, motor vehicles and tugs.

All instructions given by apron control must be obeyed and repeated verbatim over the radio. Constant radio contact must be maintained with apron control. Apron control must be informed as soon as the area in question has been vacated.

It is possible to enter the apron taxiways and aircraft stand taxilanes on foot and cross them on the taxi area road markings, as long as this does not cause an obstruction and the relevant safety distances are observed.

4.14.2 General Rules of Conduct in the Maneuvering Area

Anyone wishing to enter the maneuvering area must first inform apron control. Access to any areas under the responsibility of the DFS Tower requires its approval. The rotating light and the transponder must be switched on for every trip to the maneuvering area. All drivers are required to carry a map of the movement areas. Companies and organizational units operating within the maneuvering area shall ensure that all vehicles used in the maneuvering area are equipped with an updated map of the movement areas at all times. All instructions given by apron control and the DFS Tower must be obeyed and repeated verbatim over the radio. Constant radio contact must be maintained with the tower or apron control. If drivers lose their bearings, they must use the radio or the phone to request immediate assistance from the DFS Tower or apron control. The DFS Tower or Vorfeldkontrolle GmbH (apron control) must be informed as soon as the area in question has been vacated.

4.14.3 Holding Positions

4.14.3.1 Rules of Conduct for Holding Positions

Holding positions are designated by markings and may also be indicated by special signs, lighting and additional markings. Aircraft or vehicles are only permitted to cross them with the permission of the DFS Tower.

Holding position signs can be identified by white lettering on a red background.

The description of holding positions is based on the international categories CAT I, CAT II and CAT III. The signs do not therefore contain any reference to operating category LVO.

4.14.3.2 CAT I Holding Position

This holding position is mandatory under CAT I weather conditions. It is marked by two continuous yellow lines and two broken yellow lines. The broken lines are on the side facing the runway.



The related signs have white lettering on a red background.

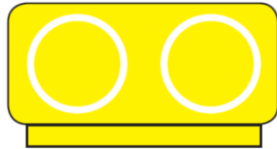


Runway Guard Lights

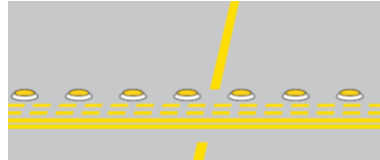
Runway guard lights are additional lighting that is set up as additional marking for the CAT I holding position in front of a runway. They are positioned on all taxiways leading to a runway.

There are two different configurations. Configuration A is a pair of flashing yellow lights to the left and right of the CAT I holding position. Configuration B is a row

of flashing yellow inset surface lights across the entire taxiway at the CAT I holding position.



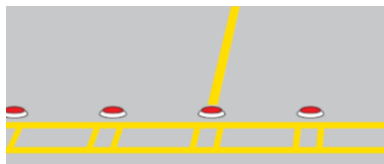
Configuration A



Configuration B

4.14.3.3 CAT II/III Holding Position

This holding position is mandatory in CAT II/III weather conditions / operating category LVO. It is marked by a yellow "ladder". Red inset surface lights (stop bar) are positioned on the side facing the respective runway. When the inset surface lights are illuminated, this holding position is mandatory even under CAT I weather conditions.

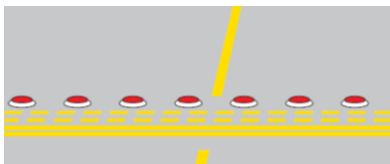


The related signs have white lettering on a red background. In some cases, these additionally take the form of ground markings at the CAT II/III holding position.

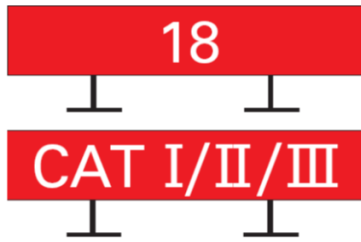


4.14.3.4 CAT I/II/III Holding Position

This holding position is mandatory in all weather conditions. It is marked by two continuous yellow lines and two broken yellow lines. The broken lines are on the side facing the runway or the side facing the extended runway centerline. Red inset surface lights (stop bar) are also positioned on the side facing the respective runway or on the side facing the extended runway centerline.



The related signs have white lettering on a red background. In some cases, these additionally take the form of ground markings at the CAT II/III holding position.



“No Entry” Ground Markings

The “No Entry” ground markings indicate when it is forbidden to access a taxiway. In addition to the CAT I/II/III markings, the words “No Entry” are written on the ground in white lettering on a red background.



“No Entry” Signposting

The “No Entry” signs also indicate when it is forbidden to access a taxiway.



4.14.3.5 Clearance Bars

A clearance bar can be found at key holding positions for aircraft taxiing guidance. Aircraft have to stop at a clearance bar after receiving instructions from the air traffic controllers. It consists of three yellow inset ground lights combined with taxiway edge markings.

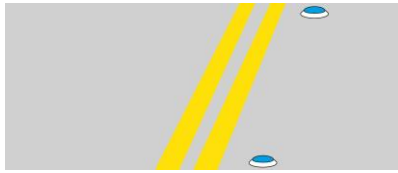
4.14.4 Markings and Lighting

Lights that are used to guide drivers in the movement areas: The edges of taxiways are marked by a double yellow line (taxiway edge markings). When runways or taxiways are not in use, border lighting is switched off.

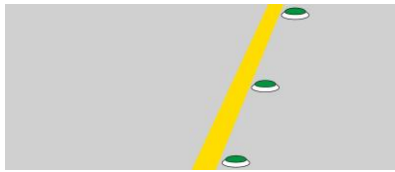
The boundary markings for runway edges are marked by a white line with white border lighting.



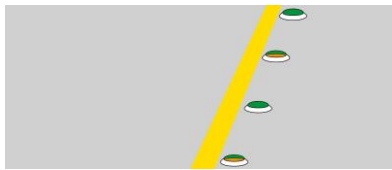
The boundary markings for taxiway edges are marked by a double yellow line with blue border lighting.



The taxi line for aircraft is marked by a yellow line with green lighting.



Taxiways connected to the runway are marked by a yellow taxi line with yellow/green centerline lighting.



4.14.5 Service Routes in the Maneuvering Area

The following traffic signs are located at every intersection of a service route with a taxiway or runway. Passing the signs is permitted only after receiving approval from the DFS Tower.



Front



Back

The taxiway designation, in yellow lettering on a black background, is found in front of a taxiway crossing next to the stop sign. If there are other taxiways following it that also have to be crossed without any interruption, these are displayed in black lettering on a yellow background. The taxiway designations should be read from bottom to top. In front of the runways, the sign in white lettering on a red background indicates the name of the runway.

The traffic signs are located at a safe distance in the direction of travel on the right-hand side at each intersection. After crossing the last listed taxiway, the

back of the sign indicates that you have left the safety area of the taxiway and can stop safely.

4.14.6 ILS and ILS Protection Zone

ILS protection zones may be entered on foot or in a vehicle only with the prior approval of the DFS Tower. They are marked by white guideposts. In addition, an instruction sign with red lettering on a white background and black icon shows the direction of the protection zone.



5. Loading and Trailer Loads

Drivers are responsible for the loads they transport. They must be secured in such a way that they cannot fall or slip. They must not end up as foreign object debris (FOD) in the movement areas. Before starting the journey, drivers must check that the load and the trailer are properly secured. It is prohibited to carry any cargo across the apron between CargoCity South and CargoCity North. It is prohibited to operate dollies in CargoCity South. The permissible trailer loads listed in the table below must not be exceeded.

Anhänger / Zugmaschine	Eigengewicht Zugmaschine max. zul. Anhängelast	1 t	2 t	3 t	4 t	6 t
		KEZ 2,5 t	KEZ 5,7 t	KEZ 8,6 t	KDW KZH KEZ 11,5 t	KSZ KEZ 17,2 t
Dreh- / Flach-Container Dolly KDC + KTC	leer	2	4	4	4	4
	voll	1	2	3	4	4
Hochflurwagen KTH	leer	2	5	5	5	5
	voll	1	3	4	5	5
Lagerflurwagen KTL	leer	2	4	4	4	4
	voll	1	2	4	4	4
Fahrdreh-Dolly KTH	leer	0	4	4	4	4
	voll	0	1*	1 - 2*	1 - 3*	2 - 4*
Hochflur-/Lagerflur-Container Dolly KTH + KTC	leer	1	2	2	2	2
	voll	0	1	2	2	2

- / - / - / - * the number of trailers depends on the load weight

For any trailer combinations or types of trailer that are not listed here, the table should be used as a guideline. The trailer weight is not to exceed 2.8 times the deadweight of the tractor.

The use of all other vehicles not listed here – and in particular the use of forklifts for towing and maneuvering of cargo trailers, flatbed trailers and pallet trailers – is prohibited.

For multiple trailer transports, small trucks may tow as many unloaded trailer units as tractors with the same deadweight.

6. Requirements for Companies

6.1 Organizational Obligations

Companies shall organize their processes (including their planning procedures) and work instructions, the software provided and their equipment such that their employees are not forced to violate the applicable rules and regulations of the airport operator in order to perform their work.

They shall furthermore comply with the relevant fundamentals of occupational health and safety and fulfill the following obligations:

- Organizational obligation: To organize their work in an appropriate manner
- Duty of care: To take all measures necessary for ensuring the safety of their employees
- Duty of selection: To select and deploy suitable employees and operating resources
- Duty to provide training, induction and instructions
- Right and obligation to provide instruction:
To issue appropriate instructions to their employees
- Monitoring obligation: To monitor compliance with the given safety measures, procedures and processes

They shall ensure that all the vehicles and equipment that they deploy comply with the provisions of these Traffic Regulations and further legal or other requirements.

6.2 Obligation to Cooperate

Fraport AG is obligated and authorized to monitor compliance with all the applicable rules and regulations. This applies both to individual persons and companies.

Persons and companies are obligated to respond immediately and truthfully to information requests from Fraport AG. This includes questions concerning traffic participants (see Section 10 “Points Catalog”).

Traffic participant data is shared in accordance with the requirements of the General Data Protection Regulation. In accordance with Article 6 (1) (f) of the General Data Protection Regulation, Fraport AG – in its capacity as operator of

Frankfurt Airport – has a legitimate interest here because it is obligated in accordance with Regulation (EU) No. 139/2014 to formulate and implement rules and regulations concerning safe conduct in the movement areas.

If companies are unable or fail to provide the necessary information upon request, Fraport AG is entitled to impose certain provisions and requirements in connection with the rights of vehicular access (e.g. the requirement to maintain a driver's logbook).

When accessing the movement areas, the traffic participant accepts the applicable Traffic Regulations including requirements concerning actions to enforce the Traffic Regulations in the movement areas (Section 10.2). This includes the sharing of personal data in connection with the points catalog (Section 10.2.15).

7. Requirements for Drivers on the Airport Grounds

7.1 General Requirements

All drivers of vehicles must hold a valid official driver's license valid for the EU/EEA (Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licenses) in at least category "B" and must be at least 18 years of age. Any temporary or permanent withdrawal of the official driver's license or a driving ban issued in accordance with the road traffic regulations (Section 25 of the Road Traffic Act for a period of one to three months) shall be reported by the traffic participant to their employer. Withdrawal of the official driver's license or a driving ban issued in accordance with the road traffic regulations (Section 25 of the Road Traffic Act for a period of one to three months) means that a person is not allowed to perform any driving activities in the operations areas or movement areas (loss of category "F" and/or "R" driving authorization). The respective organizational unit or the company shall report the loss of category "F" and/or "R" driving authorization to Fraport AG Driver Training and ensure that the traffic participant is no longer used for any driving tasks.

Note:

Withdrawal of the official driver's license entails the permanent loss of authorization to drive motor vehicles on public roads. The traffic participant is also required to hand in their driver's permit. The driver's permit serves as official proof of authorization to drive according to Section 4 (2) of the Driver's License Regulations. (In order to later be able to drive a motor vehicle on public roads, the traffic participant shall apply for a new official driver's license. This will be issued by the relevant authorities.)

A driving ban is a temporary ban on driving motor vehicles on public roads. For the duration of the driving ban, the driver's permit is kept in official custody.

Additional training is required to operate specialized vehicles. The organizational unit or company responsible must ensure that only employees who have received the required training are permitted to operate specialized vehicles. The training records must be archived by the organizational unit or company itself. Upon request, the EASA Operations Manager (Airside Operations Management) of Fraport AG must be granted access for inspection purposes.

Successfully completed training is required to operate a forklift truck. This must be certified by a corresponding forklift license. Annual training is also required.

Drivers of vehicles that are used to transport dangerous goods and for which there is no exemption from the Ordinance on the Transportation of Dangerous Goods (GGVSEB/ADR) must be in possession of a certificate (ADR dangerous goods driving certificate). This applies to all drivers of vehicles that are liable to be marked in accordance with the provisions of the GGVSEB/ADR.

Dangerous goods that are intended for air transport must be loaded or transhipped only by persons who have a valid training certificate for the relevant personnel category in accordance with ICAO-TI/IATA DGR.

7.2 Requirements for Driving on the Apron

7.2.1 Hangar Driver's License

Holders of a hangar driver's license must drive certain vehicles only within the markings shown below. The markings border off areas on the apron that are in close physical proximity to the baggage halls of Ground Services. They have no significance to any other drivers. An official driver's license is not required for a hangar driver's license.



7.2.2 Category "F" Driving Authorization

An apron driver's license (category "F" driving authorization) is required for driving on the apron. Apron driver's license training must have been completed successfully to obtain category "F" driving authorization. Prerequisites to register for apron driver's license training include the authorization to enter the apron in the form of a red or yellow Airport ID Card and the possession of a valid official driver's license (at least category "B") for a minimum period of six months. Drivers who obtained their official driver's license less than six months ago will receive temporary category "F" driving authorization. Once they have successfully completed the apron driver's license training, they have to undertake multi-day practical driving training accompanied by an instructor, which shall be organized by their employer, and driving safety training. Once evidence has been provided to Fraport AG Driver Training that the practical driving training requirements of Fraport AG have been met, the driver will receive category "F" driving authorization.

The category "F" driving authorization is stored electronically on the Airport ID Card.

Drivers who do not have category "F" driving authorization must be escorted by a follow-me vehicle on the apron. This must be reported at the security check. If a traffic participant has not been used as a driver on the apron for between 3 and 12 months, refresher training must be carried out.

The category “F” driving authorization is valid for 24 months. If the driving authorization is required for longer than this, drivers must successfully complete recurrent apron driver’s license training before the period of validity expires.

The category “F” driving authorization is no longer valid if at least one of the following points apply:

- The driver has not driven on the apron for more than twelve months.
- The driver is no longer employed as a driver on the apron.
- The driver no longer has an employment relationship requiring category “F” driving authorization.
- The driver has lost his/her official driver’s license (withdrawal of driver’s license).
- The driver did not complete the recurrent apron driver’s license training successfully or in time.
- The driver no longer meets the medical requirements for driving on the apron.

Consequently, the driver is required to inform Fraport AG Driver Training of the circumstances in writing (fahrerausbildung@fraport.de).
The category “F” driving authorization is then electronically deleted.

Employer Change and Continued Validity of Driving Authorizations

If a road user who holds a valid driving authorization changes employer, this must be reported to the Fraport Driver Training department. The responsibility to provide this information lies with the traffic participants and/or their employer/company. Proof of the employer change (a signed confirmation from the new employer) is required. This is the only way to ensure that the “F” qualification is also documented on the new airport ID badge.

7.3 Requirements for Driving in the Maneuvering Area (Category “R” Driving Authorization)

A maneuvering area driver’s license (category “R” driving authorization) is required for driving in the maneuvering area. Maneuvering area driver’s license training must have been completed successfully to obtain category “R” driving authorization. The prerequisite to register for maneuvering area driver’s license training is possession of a valid category “F” driver’s license for a minimum of three months, as well as proof of sufficient knowledge of German.
The category “R” driving authorization includes the category “F” driving authorization.

Drivers who do not have category “R” driving authorization must be escorted by a follow-me vehicle in the maneuvering area. This must be reported at the security check.

The category “R” driving authorization is valid for 24 months. If the driving authorization is required for longer than this, drivers must successfully complete recurrent maneuvering area driver’s license training before the period of validity expires.

The category “R” driving authorization is no longer valid if at least one of the following points apply:

- The driver has not driven in the maneuvering area for more than six months.
- The driver is no longer employed as a driver in the maneuvering area.
- The driver no longer has an employment relationship requiring category “R” driving authorization.
- The driver has lost his/her official driver’s license (withdrawal of driver’s license).
- The driver did not complete the recurrent maneuvering area driver’s license training successfully or in time.
- The driver no longer meets the medical requirements for driving on the apron.
- The traffic participant fails to provide the necessary renewal of the language qualification within the recurring deadline.

Consequently, the driver is required to inform Fraport AG Driver Training of the circumstances in writing (fahrerausbildung@fraport.de). The category “R” driving authorization is then electronically deleted.

8. Requirements for Vehicles on the Airport Grounds

8.1 Vehicle ID Cards and Electronic Vehicle ID Cards

Every vehicle that is driven on the airport grounds must have a valid Vehicle ID Card or an Electronic Vehicle ID Card. The rules regarding Vehicle ID Cards and Electronic Vehicle ID Cards are defined in the ID Card Regulations.

8.2 Technical Requirements

Only vehicles in a technically sound and safe operating condition may be operated on the airport grounds. Both the owners and drivers of the vehicles are responsible in this regard. In particular braking and steering systems must be intact, the lighting must not cause glare for other road users, and the tires must have a minimum tread depth of 1.6 mm across the entire tread area.

Before putting a vehicle into operation, the driver must check the following points daily and on special occasions (e.g., after damage):

- Fault or warning indicators
- Steering wheel
- Lighting system
- Braking system
- Communication systems, including transponder (or equivalent), if applicable
- Tire condition
- Exterior mirrors
- Windshield wipers (if present)
- Objects to be secured on the vehicle
- Leaks
- New external damage to the vehicle

If a defect is found on a vehicle that significantly affects road safety, the vehicle must either be taken to the workshop/for repair immediately or it must be ensured that the vehicle is not used further until it has been repaired.

Vehicles with an official registration, which require an official vehicle license plate, must undergo a valid technical inspection. The validity of the technical inspection is indicated by the technical inspection sticker on the rear vehicle license plate.

Vehicles without an official registration require a valid inspection under accident prevention regulations (accident prevention inspection). This must be indicated in the form of an accident prevention inspection sticker, which should be affixed next to, on or at least close to the apron license plate.

Preventive maintenance measures must be taken for all vehicles that are used in the movement area or other operational areas. The individual characteristics of the vehicles and the manufacturer specifications must be taken into account in determining the appropriate scope and inspection intervals.

In respect of vehicle maintenance, the criteria of EASA AMC2

ADR.OPS.C.007(c) stipulate that companies working at the airport must fill out an individual maintenance schedule for each vehicle, irrespective of its function and characteristics. The maintenance schedule should take into account the following:

- 1) Applicable regulatory requirements
- 2) Manufacturer's maintenance recommendations
- 3) Local environmental conditions (e.g. heat contrasted with cold winters)
- 4) Importance of ensuring that any in-built vehicle devices (e.g. radio equipment, transponders) remain fit for use
- 5) Regular results from performance tests, if any

Maintenance procedures should cover the following as a minimum:

- 1) Clearly defined intervals for maintenance work
- 2) Work that must be carried out for each type of maintenance operation (e.g. visual check, inspections, etc.)

All vehicles shall be fitted with seatbelts. Exceptions apply only to vehicles that cannot physically accommodate seatbelts, for which seatbelts are not explicitly required in accordance with the relevant standard, that cannot exceed a speed of 15 km/h or that are specially exempt from this requirement. The owners of vehicles that cannot be equipped with seatbelts for the aforementioned reasons are required to provide proof of this. Vehicles without seatbelts or for which the owner fails to provide proof that their vehicles are unable to accommodate or are exempt from the requirement to be fitted with seatbelts are no longer allowed on the airport grounds.

Any other exemptions from the fitting/use of seatbelts for driving on public roads are not valid in the movement areas of Frankfurt Airport.

The following requirements must also be met:

- CE marking
- Maximum vehicle width: 3.50 m
- Maximum vehicle height: 3.10 m
- The permissible maximum length of vehicles and trailer trains shall not exceed 21 m.
- The turning radius of the vehicles should be as small as possible and shall not exceed 24 m.
- Vehicles and trailer trains must be constructed and configured in such a manner that, with a turning radius covering a circular area of 35 m, they

are not wider than 5.0 m. Vehicles shall be designed to handle inclines of up to 7%.

- Vehicles that are used to transport special goods (i.e. tankers) must comply with the relevant regulations.
- Tractors must be fitted with identification markings displaying the maximum permitted speed (25 km/h) and the permitted trailer load.
- Permanently installed tanks, removable tanks and batteries of containers shall be of a manufactured type that has been approved for the transportation of the intended goods pursuant to the currently valid version of the GGVSEB/ADR. The equipment of the tankers must comply with the requirements of the GGVSEB/ADR.

Fraport AG can grant special authorization for specific vehicles or airport areas. Authorization from Fraport AG's duty management team must be applied for in due time.

Use of tires with metal in their treads is generally prohibited. The use of metal traction support devices (e.g. snow chains) requires the approval of the Fraport AG duty management team.

Ignition systems of internal combustion engines must be fitted with electronic interference suppression.

8.3 Marking of Vehicles on the Apron

Vehicles that operate in the movement areas must have an apron license plate. These can be requested along with the Vehicle ID Card from the Airport ID Card Service Center. Apron license plates must be attached to both sides of the vehicle so that they are clearly visible.

Only foil, magnet or suction cup plates are allowed. The regulations state that the letters and numbers must be written in black lettering on a white background. Combinations of no more than three letters are allowed. The apron license plate should have a maximum of seven characters in total. The font specified in the German Road Traffic Regulations "medium bold" or "Linea Antiqua" in accordance with DIN 1451-2 must be used in size 50/120 mm. Apron identification signs behind tinted windows are not permitted. Trailers must be marked such that the owner can be clearly identified.

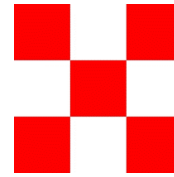
8.4 Marking of Vehicles in the Maneuvering Area

Vehicles that operate in the maneuvering area must have the following equipment:

- Rotating light
- Radio equipment for the Fraport-Rhine/Main radio network
- Transponder permitted by Fraport AG for identification
- Airfield safety marking

The airfield safety marking must meet the following requirements:

- Chessboard pattern (traffic red RAL 3020/traffic white RAL 9016)
- 45 cm x 45 cm in size
- Side length of squares forming the pattern 15 cm



The airfield safety marking must be clearly visible on both sides of the vehicle, and be either permanently attached (foiled) or removable (magnetic). The drivers and owners of the vehicles are responsible for securely attaching the airfield safety markings and for adhering to the legal requirements regarding installation of lighting equipment.

The following vehicles are exempt from having to use the airfield safety marking:

- Red emergency vehicles of the fire department
- Orange vehicles
- High-visibility emergency vehicles belonging to the highest aeronautical and aviation security authority (including the local air traffic control authority) of the state of Hesse
- Emergency vehicles with a yellow/black chessboard pattern

Vehicles without one of the four equipment features listed must enter the maneuvering area only when escorted by a follow-me vehicle. Non-self-propelled vehicles are exempt from the marking requirement if the vehicle moving it has the necessary equipment features. If non-self-propelled vehicles are parked in the maneuvering area, they must display an airfield safety marking.

The EASA Operations Manager (Airside Operations Management) reserves the right to carry out a final inspection before the vehicles are operated for the first time in the maneuvering area.

Radio call signs must be requested through the Airside Operations department.

9. Monitoring of Traffic Regulations and Measures in Case of Traffic Regulation Violations

To ensure compliance with the traffic regulations, it is necessary to monitor pedestrian and vehicle traffic through inspections. The security services of Corporate Security are responsible for monitoring compliance with the traffic regulations. On the airside operational areas, the Airside Duty Management and the Movement Area Supervision Unit (MASU) are also responsible for monitoring.

They are authorized, within the framework of legal regulations, to carry out inspections of persons and vehicles. The airport operator is required to take all necessary measures to prevent incidents that could affect the orderly and safe operation of the airport. Appropriate measures must be taken for this purpose.

In the event of violations of the traffic regulations, the aforementioned supervisory personnel of Fraport AG are authorized to issue written traffic notices to the persons concerned and to inform the respective organizational unit or company.

The supervisory personnel of Fraport AG are, in individual cases, also authorized to prevent drivers whose behavior may cause or has already caused a hazard

(e.g., due to alcohol consumption) from continuing to drive and to expel them from the areas.

9.1 Sanctions in the Event of Speeding Offenses in the Access-Controlled Operations Areas and Operations Areas with Vehicle or Pedestrian Access Control

Measured speed in 30 km/h* speed limit	Actual excessive speed in km/h after deducting a 3 km/h tolerance	Sanctions
39 to 43	6 to 10	<ul style="list-style-type: none"> • Verbal warning • Handout of safety information
44 to 53	11 to 20	<ul style="list-style-type: none"> • Traffic violation warning in writing • Handout of safety information
54 to 63	21 to 30	<ul style="list-style-type: none"> • Traffic violation warning in writing • Refresher training <p>Additionally, if repeat violation:</p> <ul style="list-style-type: none"> • 1 month driving ban • Notification of Traffic Safety Committee
64 to 73	31 to 40	<ul style="list-style-type: none"> • Revocation of driving authorization for access-controlled operations areas and movement areas • Notification of supervisor • 1 month driving ban • Refresher training <p>Additionally, if repeat violation:</p> <ul style="list-style-type: none"> • Extension of driving ban to 3 months • Notification of Traffic Safety Committee
74 and more	41 and more	<ul style="list-style-type: none"> • Revocation of driving authorization for access-controlled operations areas and movement areas • Notification of supervisor • 2 months driving ban • Refresher training <p>Additionally, if repeat violation:</p> <ul style="list-style-type: none"> • Extension of driving ban to 3 months • Notification of Traffic Safety Committee

*Exceeding other speed limits (e.g. in underpasses) will be sanctioned accordingly.

9.2 Actions to Enforce the Traffic Regulations in Movement Areas

9.2.1 Objective and Purpose

The EASA Operations Management (Traffic Control) takes appropriate measures based on EU Regulation 139/2014 to achieve a disciplinary effect on the driving behavior of road users and to reduce the number of traffic violations on the airside operational areas. These measures include, among others, mandatory training on safe conduct and traffic safety, temporary driving bans, as well as the revocation of driving authorization for apron/taxiway areas ("F" or "R"). The - / - / - / - actions - / - / - / - as well as the points catalogue, are intended to support the safety and order of Frankfurt/Main Airport. They assess the suitability of road users and regulate compliance with the traffic regulations.

9.2.2 Scope

The actions and the points catalog shall apply to all traffic participants in the movement areas. Employees of the Fraport Group are also subject to a Group Works Agreement, which contains further details.

9.2.3 Allocation of Points

Violations of the Traffic Regulations will be assessed on an individual basis in accordance with the points catalog. They will be penalized with points and/or written notices. Two notices correspond to one point. When a set amount of points is reached, action will be taken in accordance with the points catalog.

For traffic participants who are in possession of a visitor's ID Card, or who are allowed to enter the grounds on a transferable permit and who are under escort supervision, the points will be attributed to the responsible escort – insofar as the violation was caused by non-compliance with the duty of supervision.

If more than one violation is committed in the sense of a single offense, only the violation with the highest number of points will be taken into account.

Traffic participants and, if available, their employers will be informed in writing or text form of any violation of the regulations, the allocation of points, and the sanction imposed or action to be taken.

9.2.4 Points Account

A record of acquired points will be kept in an electronic points account. The points account will be opened when the first point is allocated.

The points account will be managed on an ID Card basis. If the ID Card is changed, the points account will be transferred. If, as a result of a change of employer, a driver is required to return the valid Airport ID Card without replacement, the individual points account will continue to be maintained until it has been completely removed in accordance with the provisions of this section and the points account data has been completely deleted.

All traffic participants have the right to be informed twice a year of their current points tally. Such a request for information must be sent in writing to

Fraport AG
Punkteverwaltung (Points Management)
60547 Frankfurt/Main, Germany

stating your last name, first name, address, company, personnel number and ID Card number.

9.2.5 Tally of 1 to 5 Points

If the tally is one to five points, the traffic participant is invited to participate voluntarily in a traffic behavior seminar on "safe conduct in the airport areas".

9.2.6 Tally of 6 to 7 Points

If the tally is six or seven points, the traffic participant is obliged to participate in a traffic behavior seminar on "safe conduct in the airport areas".

9.2.7 Tally of 8 Points and More

9.2.7.1 Temporary Driving Ban for Driver's License Holders

If the tally is eight or more points, the traffic participant will be considered unsuitable for driving in the movement areas. He or she will be banned from driving for a period of four weeks.

Fraport AG Driver Training will electronically delete the driving authorization on the Airport ID Card on a temporary basis.

To regain driving authorization, the traffic participant is obliged to attend - / - / - / - the "Basic Apron Driving License Course" within the four-week driving ban and no later.

Once this seminar has been completed, the traffic participant can go to Driver Training to have his/her Airport ID Card recoded for an Airport ID Card with the corresponding driving authorization.

9.2.7.2 Temporary Withdrawal of Access Authorization for Traffic Participants Without Driving Authorization

If the tally is eight or more points, the traffic participant will be considered unsuitable for driving in the movement areas. The traffic participant's access authorization (yellow or red ID Card) may be revoked for a period of four weeks, unless the traffic participant's employer provides Airside Operations Management with evidence of an alternative, sustainable action, which is accepted by the latter.

- / - / - / -

To regain yellow or red access authorization, the traffic participant is obliged to attend the seminar on "regaining driving/access authorization" within the four-week withdrawal of access authorization and no later.

At the end of the access ban period, the - / - / - airport ID reactivated with the corresponding access authorization.

9.2.8 Immediate Actions

9.2.8.1 Immediate Temporary Driving Ban for Traffic Participants with Driving Authorization

In the case of serious violations of the regulations (see points catalog no. 1 and 2), an immediate driving ban will be imposed on the traffic participant in

accordance with airside operations requirements for a period of seven full working days.

Three points will be allocated for the violation and the action taken will be determined on the basis of the points tally. If the traffic participant reaches a points tally for which he or she must surrender his/her driving authorization for four weeks, the seven days of the immediate action will be deducted from this.

To regain driving authorization, the traffic participant is obliged to attend - / - / - / - the "Basic Apron Driving License Course".

After the temporary driving ban for seven full working days, the traffic participant can return to driving duties provided that he/she independently registers to participate in the seminar on "regaining driving/access authorization".

9.2.8.2 Immediate Expulsion from the Movement Areas and Temporary Withdrawal of Access Authorization for Traffic Participants Without Driving Authorization

In the case of serious, non-driving-related violations of the regulations (see points catalog no. 1 and 2), the traffic participant will be immediately expelled from the movement areas in accordance with airside operations requirements and his/her access authorization (yellow or red ID Card) will be withdrawn for a period of seven full working days.

Three points will be allocated for the violation and the action taken will be determined on the basis of the points tally. If the traffic participant reaches a points tally for which he or she must surrender his/her access authorization for four weeks, the seven days of the immediate action will be deducted from this.

After the temporary withdrawal of access authorization for seven full working days, the traffic participant can return to driving duties - / - / - / -.

9.2.9 Traffic Behavior Seminar on "Safe Conduct in the Airport Areas"

9.2.9.1 Objective

The aim of the traffic behavior seminar on "safe conduct in the airport areas" is to ensure that traffic participants recognize and eliminate safety-related deficiencies in their traffic and driving behavior. To this end, the participants are educated about the Traffic Regulations, potential hazards and traffic safety behavior in the movement areas, encouraged to analyze and correct dangerous traffic safety behavior, and made aware of the conditions and interrelationships of conduct that goes against traffic safety regulations.

9.2.9.2 Voluntary Participation

If the traffic participant attends a traffic behavior seminar voluntarily, two points will be deducted from the balance of his/her points account. This depends on the points tally at the time of seminar participation. Voluntary participation in a traffic behavior seminar leads to a one-off deduction of two points from the points account total. If there is only one point in the points account, only one point will be deducted. Negative points are not permitted.

If, after registration for and pending participation in the voluntary traffic behavior seminar, the traffic participant commits a further violation, which in turn would result in mandatory participation in the seminar or a temporary driving ban/temporary withdrawal of access authorization, participation in the seminar, which in this case is considered voluntary, results in a deduction of two points from the points balance.

9.2.9.3 Mandatory Participation

If the traffic participant attends a traffic behavior seminar that is mandatory, one point will be deducted from the balance of his/her points account on a one-time basis. This depends on the points tally at the time of seminar participation. Mandatory seminar participation and the deduction of points as a result will be a one-time-only offer for the duration of the points account.

The traffic participant is obliged to register for the traffic behavior seminar within four weeks of being notified of the allocation of points. After the traffic participant has registered within this time frame, Driver Training must conduct the training within six weeks.

If a traffic participant forgets to register or misses the seminar without giving a reason, an additional point will automatically be added to the points balance. This can trigger further action under the points rating system, if necessary.

9.2.10 Basic Apron Driving License Course

- / - / - / -

Traffic participants who have had their driving/access authorization revoked due to serious violations can regain it by participating in the "Basic Apron Driving License Course."

To participate in the "Basic Apron Driving License Course," the traffic participants must be registered for the course by their department or responsible supervisor with Fraport AG Driver Training.

If Driver Training cannot guarantee participation in the seminar, for example due to capacity reasons, driving authorization will be granted upon expiry of the driving ban on the condition that the traffic participant must attend a seminar within a further deadline of four weeks.

9.2.11 Driver Statements on the Intended Allocation of Points

The traffic participant is entitled to submit a statement in writing on the registered violation of the regulations within 14 days of being notified of the intended allocation of points. The statement must be addressed to:

**Fraport AG
Punkteverwaltung (Points Management)
60547 Frankfurt/Main, Germany**

If through no fault of the traffic participant (e.g. as a result of leave, illness or rehabilitation) he/she was prevented from meeting the deadline, the deadline shall nevertheless be deemed to have been met if the traffic participant addresses the statement to the points management team within two weeks of the date on which he/she ceased to be prevented from doing so, and if the reason

for missing the deadline is credible and duly justified. Statements can no longer be issued more than one year after the missed deadline has passed.

The points management team's decision on the traffic participant's submitted statement will be communicated to the traffic participant in writing or in text form within 14 days of receiving the statement.

The traffic participant's statement will have suspensive effect until a decision on the allocation of points has been taken by the points management team. The suspensive effect will be excluded in cases of an immediate temporary driving ban for traffic participants with driving authorization or an immediate expulsion from the movement areas and withdrawal of the access authorization for traffic participants without driving authorization.

9.2.12 Appeals Procedure

Traffic participants may appeal against registered violations of the regulations and the points allocated, in writing and with appropriate justification, within one month of being notified of the decision. The appeal must be addressed to:

Fraport AG
Punkteverwaltung (Points Management)
60547 Frankfurt/Main, Germany

If through no fault of the traffic participant (e.g. as a result of leave, illness or rehabilitation) he/she was prevented from meeting the deadline, the deadline shall nevertheless be deemed to have been met if the traffic participant addresses the appeal to the points management team within two weeks of the date on which he/she ceased to be prevented from doing so, and if the reason for missing the deadline is credible and duly justified. Appeals can no longer be made more than one year after the missed deadline has passed.

The appeal will be dealt with by the organizational unit responsible for points management.

An appeals committee will rule on the appeal. The members of the committee in attendance will reach a decision as unanimously as possible. If this is not possible, a simple majority of the committee members in attendance will make a decision. In the event of a tie, the chairman of the committee receives a double voting right. Other competent persons (e.g. a representative of the legal department) can be consulted if necessary and without voting rights.

The decision on the appeal will be communicated to the traffic participant in writing within one month of receiving the appeal.

The appeal will have suspensive effect until the decision on the appeal has been made. Exceptions to this rule are cases of an immediate driving ban for traffic participants with driving authorization or an immediate expulsion from the movement areas and withdrawal of the access authorization for traffic participants without driving authorization.

9.2.13 Deletion of the Points Account

If the traffic participant's points account has

- one to five points, the points account will automatically be deleted from the points management system if the driver has not committed a further points-related violation of the regulations within twelve months of his/her last violation. This deletion period shall also apply for a notice.
- six or seven points, the points account will automatically be deleted from the points management system if the driver has not committed a further points-related violation of the regulations within twenty-four months of his/her last violation.

A traffic participant's points account will also automatically be deleted if

- a four-week temporary driving ban has been implemented,
- a four-week temporary withdrawal of the access authorization has expired or an alternative, sustainable action has been taken instead, or
- existing points on the points account have been completely eliminated through voluntary participation in the seminar on "safe conduct in the airport areas".

The period begins after the day on which the last points-related violation of the regulations occurred.

9.2.14 Points Management – Processing Personal Data

As part of measures to monitor operational and traffic safety, Fraport AG collects, processes and stores the following personal data relating to the traffic participant in question for the purpose of pursuing violations of the Traffic Regulations by traffic participants:

- First and last names
- Staff number (from the ID Card management system AVS)
- HR number (for Fraport Group employees)
- ID card number
- Employer with company name and address
- Work e-mail/postal address
- Name of vehicle owner
- Vehicle ID number
- Apron license plate
- Description of violation
- Points tally / action taken

Traffic participants' personal data will be collected and processed by the points management team in compliance with data protection regulations in order to pursue and process violations and, for the purpose of maintaining the points accounts, stored in the traffic safety management system.

The storage of data begins when an electronic points account is opened when the first written warning or point is issued and ends when the account is deleted.

Following a period of 12 or 24 months after the last violation incurring points, the points account is deleted in accordance with 10.2.13.

The personal details specified here are only ever shared with:

- The employer of the person in question
 - For information purposes when points are allocated.

- If the driving authorization “F” or “R” becomes / has become invalid. In this case, the first and last name of the traffic participant and the validity status of the driving authorization are shared.
- For information purposes relating to the driving authorization. The first and last name of the traffic participant as well as the validity status of his/her driving authorization are shared with the employer.
- In-house Fraport AG departments
 - So that the necessary action can be taken when points are issued or if other measures are imposed (e.g. mandatory participation in a traffic behavior seminar).
 - Details of the traffic participant are also shared with the Airport ID Card Service Center so that they can replace, block, unblock, etc. the Airport ID Card accordingly. The same occurs in the event of direct action (e.g. driving ban or permanent withdrawal of driving authorization “F” or “R”) following a decision by the EASA Operations Manager (Airside Operations Manager).

These details are not additionally shared with third parties under any circumstances. For purposes other than the aforementioned, personal data may be disclosed and published only following advance notification and with the written consent of the traffic participant.

The collected data may be evaluated anonymously for statistical purposes.

9.2.15 Points Catalog

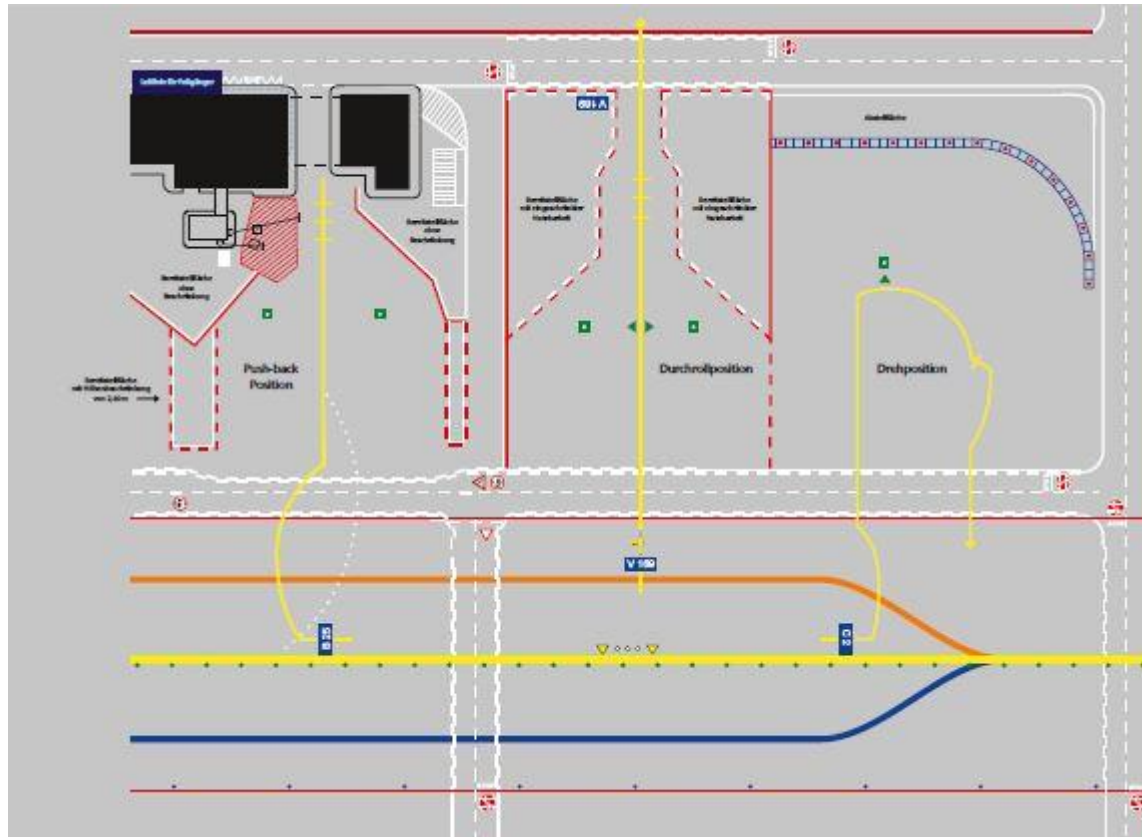
Consequence	No.	Individual violation	Traffic regulation
Immediate withdrawal of driving/access authorization + immediate expulsion from the movement areas + 3 points	1	Entering or driving in the maneuvering area (runway) unauthorized	5.14.1
	2	Entering or driving in the security controlled area while under the influence of alcohol, psychoactive substances or medication that can affect a person's abilities in a manner that endangers safety	3.3
3 points	3	Exceeding the speed limit by more than 30 km/h (having taken account of tolerances*)	5.2
	4	Violating the rules set out in the Traffic Regulations for conduct during refueling and/or defueling of aircraft	5.11.2
	5	Not keeping escape and rescue routes clear or obstructing emergency services	3.1.1
	6	Obstructing or endangering taxiing or towed aircraft (including push-back maneuvers when the rotating lights of the aircraft tug and the taxiing aircraft	5.

Consequence	No.	Individual violation	Traffic regulation
		are switched on) requiring the pilot or tug driver to react to avoid the specific hazard (braking, stopping or evading)	
	7	Driving without a valid apron or maneuvering area driving authorization ("F" or "R")	8.2.2 and 8.3
2 points	8	Entering or driving in taxiways or leaving the road unauthorized (crossing the red line outside the runway); exceptions are made for infrastructural necessities and for circumstances outlined in the Traffic Regulations	5.3.1 5.3.2 5.3.3 5.3.4 3.8
	9	Violating the ban on passing in all underpasses	5.3.2
	10	Entering or driving in passenger bridge maneuvering areas when passenger bridges are being operated	5.9.1
	11	Exceeding the speed limit by more than 20 to 29 km/h (having taken account of tolerances*)	5.2
	12	Using vehicles and equipment unauthorized	8.1
	13	Reversing vehicles contrary to regulations	5.11.5
	14	Operating motorized vehicles that are not in a roadworthy condition (defective braking system, tires without the required minimum tread depth of 1.6 mm across the entire tread area)	5.1.2 9.2
	15	Transporting persons on vehicles that are not permitted for this purpose	3.1
	16	Not securing cargo properly	6.
	17	Violating the ban on driving through an area when the aircraft's engines are being cleared for start-up or the engines are being started and violating the rights of way for towed aircraft (including push-back maneuvers when the rotating lights of the aircraft tug and the taxiing aircraft are switched on), crossing the taxiway despite the approach of a taxiing or towed aircraft, even though an assumption can be made that the taxiing or towed aircraft will be obstructed in its taxiing maneuver	5.4 (2.) 5.7
1 point	18	Driving in the aircraft parking area without an operational reason for doing so when an aircraft is taxiing into position or during ongoing aircraft handling or driving in a parking position	5.6.1 5.7 (8.)

Consequence	No.	Individual violation	Traffic regulation
		that is occupied by an aircraft, which includes disrupting the taxiing maneuver	
	19	Exceeding the speed limit by more than 10 to 19 km/h (having taken account of tolerances*)	5.2
	20	Exceeding the trailer loads and violating the provisions for multiple trailer transports	6.
	21	Not wearing suitable high-visibility clothing in the movement areas	3.1
	22	Violating the rights of way for emergency vehicles rushing to help an aircraft with a rotating light switched on and the siren sounding or emergency vehicles proceeding with a blue rotating light switched on and the siren sounding, for vehicles of Airside Operations Management with a rotating light switched on or follow-me vehicles (yellow vehicles with a yellow/black chessboard pattern) with a rotating light switched on including the vehicles they are guiding, for emergency vehicles belonging to the local air traffic control authority of the state of Hesse with a rotating light switched on, and for winter road clearance service vehicles with a yellow rotating light switched on (winter road clearance convoys and deicing vehicles during aircraft deicing operations)	5.4 (1.) 5.4 (3.) 5.4 (4.) 5.4 (5.) 5.4 (6.)
	23	Using and operating electronic devices that are used or intended to be used for communication, information or organization purposes (e.g. cellphones, tablets and laptops) improperly while driving	3.5
Notice (2 notices = 1 point)	24	Driving without a fastened seatbelt	3.1
	25	Parking a vehicle in a parking space or parking area that is not designated for this purpose	5.10.2
	26	Driving in the aircraft parking area without an aircraft handling purpose	5.6.1

*3 km/h tolerance

9. Sample Map of Markings



10. Map of Movement Area

