C2.9 Traffic Regulations 2020
## Version

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Abbreviations

ADM = Airport Duty Manager  
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)  
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)  
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)  
m = Meters  
mm = Millimeters  
SCF = Servicecenter Flughafenausweise der Fraport AG (Fraport AG’s Airport ID Card Service Center)  
SLS = Sicherheitsleitstelle (Safety and Security Control Center)  
StVZO = Straßenverkehrs-Zulassungs-Ordnung (Road Traffic Licensing Act)  
VO = Verordnung (Regulation)
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 guidelines found on the airport operator’s website (www.fraport.de) and relevant legal provisions as amended (e.g. provisions of road traffic law, regulations on accident prevention and safety) shall also apply.

These Traffic Regulations are valid as of January 1, 2020, and replace the Traffic and Licensing Regulations dated January 2018. All references to traffic and licensing regulations made in other guidelines shall henceforth refer to these Traffic Regulations.

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.
2.6 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.

2.7 Apron

Areas of the airport intended to accommodate aircraft for the purposes of boarding and deboarding passengers, loading or unloading mail or cargo, refueling or defueling, parking or maintenance.

The General Aviation area comprises the aircraft parking areas S401 through S420.

2.8 Maneuvering Area

The maneuvering area includes the taxiways, runways and other parts of the airport intended for take-off and landing, including the safety strips surrounding them. The apron does not form part of the maneuvering area.

3. Basic Rules

3.1 General Rules of Conduct

All traffic participants must conduct themselves in such a way as to avoid exposing themselves or others to danger. Special attention should be paid to pedestrians and cyclists everywhere and at all times. Steps must be taken to ensure safe and smooth traffic movement and to avoid any impairment of flight operations and particularly taxiing aircraft.

All drivers are required to stay on the roads. Safety belts must be worn at all times, where available. Persons may be transported only in vehicles designated for that purpose.

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

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.

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.

Throwing objects in the movement areas is prohibited.

3.2 Conduct in Poor Visibility

Special caution is called for after dark, in adverse weather conditions and, above all, during operating category III (CAT III) weather conditions. Speed and driving
must be adjusted to the conditions. CAT III weather condition warnings are published in the Fraport Flight Information System and displayed on signs at all vehicle access points to the movement areas.

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<td>&gt; 550 m</td>
<td>&gt; 200 ft</td>
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<td>100 ft–200 ft</td>
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<tr>
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<td>&lt; 300</td>
<td>&lt; 100 ft</td>
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Only trips that are absolutely essential for handling or maintenance purposes may be carried out on the apron during CAT III weather conditions. 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). In the event of extremely adverse weather conditions, those responsible also decide whether handling or driving can still be carried out.

Under CAT II or CAT III weather conditions, 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 CAT II or CAT III weather conditions. Any work that does not have to be completed urgently must be carried out at a later period of time.

### 3.3 Ban on Alcohol and Drugs

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 in 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. Smoking, including the consumption of electronic cigarettes, is prohibited in the movement 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.

![No Smoking](image)

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.

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**

All accidents and damage must be reported immediately to

**The Safety and Security Control Center (SLS)**

Telephone 114 or 069 690-22222

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. Please avoid drafts by closing doors and ventilation ducts.

5. Assign an employee to guard the cordoned-off area.

6. Please call the SLS: Telephone 114 or 069 690-22222

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. Please 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
- 6.1 RPB
- 6.2 RIS
- 7 RRW/RRY/RRE

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

Also the staff of

Frankfurt Cargo Service GmbH
Telephone 069 690-70145

and the

Fraport AG radiation protection and dangerous goods officers
Telephone 069 690-70213/-23723
are available to help you. Updated information pertaining to dangerous goods can be requested at any time from the dangerous goods officers.

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 and Security Control Center (SLS)

Telephone 114 or 069 690-22222

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 approaches or once the FOD has been removed. If it is not possible for persons to dispose of the FOD themselves, they must notify the Airport Duty Management (ADM)

Telephone 069 690-77777

immediately.

3.9 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 by dialing 112. 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 by dialing 112.

4. Monitoring of Traffic Regulations

To comply with the Traffic Regulations, it is necessary to monitor individuals and vehicle traffic by means of checks. Airport Security is responsible for monitoring compliance with the Traffic Regulations. In addition, ADM, MASU and the follow-me services are responsible for supervising the movement areas. They are authorized to carry out checks on persons and vehicles within the framework of statutory regulations.

The airport operator has to take all necessary steps to prevent incidents that affect the proper and safe operation of the airport. Appropriate measures must be taken for this purpose. If the Traffic Regulations are violated, the authorized personnel of Fraport AG listed above are authorized to issue the persons involved
with a traffic violation warning in writing and to inform the responsible organizational unit or company.

The authorized personnel of Fraport AG are entitled in individual cases to detain drivers whose conduct on the road could pose, or has already posed, a danger (i.e. due to the influence of alcohol) and to expel them from these areas.

5. Traffic Rules

5.1 Traffic Participants

5.1.1 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 spotted, all other traffic participants must give way immediately. Aircraft traffic on the ground is also referred to as taxiing aircraft.

5.1.2 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

Non-roadworthy vehicles or equipment are prohibited. 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.

A permit from Fraport AG is required for the permanent operation of non-motorized vehicles and equipment on the apron (request for a permanent Vehicle ID Card).

Motorcycles are prohibited from being used in the movement areas.

Means of transportation that have not been mentioned in this guideline are not permitted anywhere on the airport grounds.

5.1.3 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.

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 and in the building underpasses, but not on the basement roads of the terminals.
5.1.4 **Pedestrians**

Pedestrians must keep to the designated footpaths.

Footpath markings:

If there is no footpath available, on roads, taxi area roads and traffic corridors pedestrians must walk one meter beside the road boundary, 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.

5.2 **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.

5.3 **Road Types**

5.3.1 **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 7.3 and on taxi area roads. Taxiways are marked by a continuous red line (taxiway boundary line).

Taxiway boundary line markings:

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.

For double aircraft parking positions, the taxi lines of the secondary axes are marked by a broken yellow line.
In the maneuvering area, the edges of taxiways are marked by a double yellow line (taxiway edge markings).

5.3.2 Roads

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

Road markings:

It is prohibited to leave the road towards the maneuvering area. It is forbidden to cross the red line outside the runway system.

Overtaking is forbidden in all underpasses.

There are safety strip markings beside some roads on the apron to create additional safety clearance for extremely wide vehicles. It is permissible to drive on them.

Safety strip markings:

5.3.3 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 approach.
Taxi area road markings:

The start of a taxi area road is identified by the “Stop for Taxiing Aircraft” sign.

“Stop for Taxiing Aircraft” sign and an example of the start of a taxi area road:

5.3.4 Traffic Corridors

Traffic corridors are taxi area roads that are directly adjacent to an aircraft parking position; if a parking position is occupied they form part of the aircraft parking area. Vehicles may stop in the traffic corridor to carry out handling duties. The same rules as for taxi area roads apply. Traffic corridors must not be used when aircraft are taxiing in or out.

Additional rules apply if the parking position is occupied. A significantly reduced speed compared with the initial speed is required and obstacles must be anticipated at all times. Vehicles may move over to the taxiway to pass an obstacle if it does not obstruct taxiing aircraft.

Vehicles with a height in excess of 4.30 m are not allowed to use the traffic corridor if an aircraft extends into the traffic corridor.

Traffic corridor markings:

5.4 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 or towed aircraft including tugs and follow-me vehicles.
3. Emergency vehicles proceeding with a blue rotating light switched on and the siren sounding.
4. Vehicles belonging to the local air traffic control authority of the state of Hesse with a blue rotating light switched on.
5. 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.

6. Winter road clearance service vehicles with a yellow rotating light switched on (winter road clearance convoys and deicing vehicles during aircraft deicing operations).

7. Vehicles operating on roads, taxi area roads or traffic corridors take precedence over all traffic in adjacent areas.

8. 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.

5.5 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
- Winter road clearance service
- 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)

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:

5.6 Aircraft Parking Positions and Position Types

5.6.1 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. Parking positions may no longer be accessed if an aircraft is taxiing into position, during aircraft handling or if a parking position is occupied by an aircraft. 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.

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, bicycles, equipment and objects must be removed from the parking position.

Walking speed only is permitted in the aircraft parking area.

Aircraft parking position boundary:

Aircraft parking position identifier:

5.6.2 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. 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.

Examples of markings:

5.6.3 Push-Back Positions

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

5.6.4 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.
5.6.5 Turn 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.

5.6.6 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 exists 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.

5.7 Aircraft Obstruction

Aircraft must not be obstructed or endangered 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.

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 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 traffic corridor, 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 traffic corridor 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 taxi area road of the adjacent position and the aircraft has started to taxi out of the position.
7. Driving in a traffic corridor or taxi area road when it is blocked by a fol-
low-me vehicle for a taxiing maneuver.
8. Driving in a taxi area road or traffic corridor in front of a parking position
when an aircraft is taxiing into or out of this position.
9. Driving in a taxiway if it cannot be cleared immediately in the event of an
approaching aircraft.
10. Obstructing a taxiing maneuver.
11. Obstructing a push-back maneuver.

Aircraft taxiing out of a 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 there
are no vehicles or handling equipment in the immediate vicinity.

5.8 Staging Areas

Staging areas are marked areas used for the placing of aircraft-handling equip-
ment, baggage and cargo in preparation for aircraft handling. They must be va-
cated on completion of handling activities.

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

5.8.1 Staging Areas without Restriction

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

5.8.2 Staging Areas with Height Restriction

Placing vehicles or equipment here is prohibited if they exceed a height of
2.40 m.

Use of the staging areas at dual occupancy positions (e.g. D4 or D4A/D4B) de-
ponds 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 occu-
pied (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 prohib-
ited.
5.8.3 **Staging Areas with Time Restriction/With Restricted Use**

Use of the staging area depends on the planned occupancy of the position. The staging area must be clear when an aircraft is taxiing in or out.

![Staging Area Diagram]

5.9 **Prohibited Zones**

5.9.1 **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.

![Red Hatched Zone Diagram]

5.9.2 **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.

![White Hatched Zone Diagram]

5.10 **Stationary Traffic Participants**

5.10.1 **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, traffic corridors, 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.

5.10.2 **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 Duty Management of Fraport AG. The parking permit that is issued must be clearly visible and legible on/in the vehicle.

5.10.3 Placing

Placing of vehicles, bicycles and aircraft handling equipment that is 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.

5.11 Safety Regulations

5.11.1 Safety Zone Around an Aircraft

The safety zone around a parked aircraft is bounded by an imaginary line. This line runs around the aircraft at a distance of at least 2 m from the wing tip, nose and tail. Particular care must be taken within this zone when approaching an aircraft.
Parking 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.

Vehicles must not be driven under aircraft or aircraft wings. This is only permitted in cases where it is urgently required for aircraft handling, and vehicles must be driven at the slowest possible speed. The aircraft must not be damaged. Drivers whose field of vision is restricted must be guided.

Fueling of handling vehicles inside the safety zone is prohibited.

5.11.2 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).
5.11.3 **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.

5.11.4 **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.

5.11.5 **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 in some way must ask for a person to guide them. The designated marshalling signals for guiding vehicles must be used. If drivers lose visual contact with the guiding person, 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 guiding person 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 guiding person is needed.

5.12 Marshalling Signals for guiding vehicles

<table>
<thead>
<tr>
<th>Caution</th>
<th>Stop</th>
<th>Stop, danger</th>
<th>Drive off</th>
<th>Move back</th>
<th>Come closer</th>
<th>Drive left – from the guiding person’s perspective</th>
<th>Drive right – from the guiding person’s perspective</th>
<th>Indicate a diminishing distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Raise right arm with palm of hand facing forwards</td>
<td>Hold both arms out sideways and parallel to the ground with palms facing forwards</td>
<td>Hold both arms out sideways and parallel to the ground, alternatively moving them at a downward angle and back to original position</td>
<td>Hold arm up with palm facing forwards and move arm sideways up and down</td>
<td>Motion away from yourself with both arms bent and palms turned outwards</td>
<td>Motion towards yourself with both arms bent and palms turned inwards</td>
<td>Slightly hold up left arm in horizontal position and motion back and forth</td>
<td>Slightly bend right arm while holding it in a horizontal position and motion back and forth</td>
<td>Hold palms of hands parallel to one another and indicate the distance accordingly</td>
</tr>
</tbody>
</table>
5.13 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.

5.14 Regulations in the Maneuvering Area

5.14.1 General Rules of Conduct in the Maneuvering Area

The maneuvering area is 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.

Approval must be given by FRA Vorfeldkontrolle GmbH before the maneuvering area can be entered. 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 apron control or the DFS Tower. If drivers lose their bearings, they must use the radio or the phone to request immediate assistance from DFS Tower or apron control.

Bicycles are not allowed in the maneuvering area.

5.14.2 Holding Positions

5.14.2.1 Rules of Conduct for Holding Positions

Holding positions are designated by markings and may also be indicated by special traffic signs, lighting and additional markings. They must be crossed by aircraft or vehicles only with the permission of the DFS Tower.

Holding position signs can be identified by white lettering on a red background.
5.14.2.2 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 or the side facing the extended runway centerline.

The related signs have white lettering on a red background.

5.14.2.3 Runway Guard Lights

Runway guard lights are lights from a light signaling installation that is set up as additional marking for the CAT I holding position in front of a runway. They are positioned at 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.

5.14.2.4 CAT II/III Holding Position

This holding position is mandatory in CAT II/III weather conditions. It is marked by a yellow “ladder”. Red inset surface lights are 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.
5.14.2.5 **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 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.

5.14.2.6 **No Entry Holding Position**

This holding position is mandatory in all weather conditions. It has the same markings as the CAT I/II/III holding position. The words “No Entry” are also written in white lettering on a red background.

A “No Entry” traffic sign may also be displayed.

5.14.2.7 **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.
5.14.3 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).

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 yellow taxi line on taxiways is marked by green centerline lighting.

The yellow taxi line on taxiways connected to the runway is marked with yellow/green centerline lighting.

5.14.4 Service Routes in the Maneuvering Area

The following traffic signs are located at every intersection of a service route with a taxiway or runway. The signs must be passed only after approval by the DFS Tower.
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, 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.

5.14.5 ILS and ILS Protection Zone

ILS protection zones must be entered on foot or by 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.

6. 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.
<table>
<thead>
<tr>
<th>Trailer Type</th>
<th>Maximum Permissible Trailer Load</th>
<th>2.5 t</th>
<th>5.7 t</th>
<th>8.6 t</th>
<th>11.5 t</th>
<th>17.2 t</th>
<th>Small Truck with Permissible Total Weight of 2–3 Metric Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cargo/baggage container trailer</td>
<td>Empty</td>
<td>2</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Loaded</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Cargo/mail trailer</td>
<td>Empty</td>
<td>2</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Loaded</td>
<td>1</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>Baggage trailer</td>
<td>Empty</td>
<td>2</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Loaded</td>
<td>1</td>
<td>2</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Pallet trailer</td>
<td>Empty</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Loaded</td>
<td>0</td>
<td>1*</td>
<td>1–2*</td>
<td>1–3*</td>
<td>2–4*</td>
<td>0</td>
</tr>
<tr>
<td>Flatbed trailer</td>
<td>Empty</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Loaded</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>0</td>
</tr>
</tbody>
</table>

*Only within the limits of the maximum permitted trailer weights

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.

### 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 must be reported to Fraport AG Driver Training (FTU-FD3) by the respective organizational unit or the company. Withdrawal of the official driver’s license means that a person is not allowed to perform any driving activities in the operations areas and in the movement areas (loss of category “F” and/or “R” driving authorization).
Additional training is required to operate specialized vehicles. Only if and when Fraport AG’s Driver Training has made an entry on the driving authorization may such specialized vehicles be operated by the holder. The organizational unit or company responsible must ensure that only employees who have received the required training are permitted to operate specialized vehicles.

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

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 GGVSEB/ADR.

Dangerous goods that are intended for air transport must be loaded or trans-shipped 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.

![STOP]

7.2.2 Category “F” Driving Authorization

An apron driver’s license (category “F” driving authorization) is required to drive 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, the possession of a valid official driver’s license (at least category “B”) for a minimum period of six months and the passing of an eyesight test (driving, operating and monitoring activities). Drivers who obtained their 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 the Driver Training of Fraport AG 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 indicated 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.

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 no longer meets the medical requirements for driving on the apron.

Consequently, the driver is obliged to have the ID Card exchanged at the SCF for an ID Card without the “F” stamp. If this has not happened by the time the person next accesses the movement areas, the security staff at the checkpoints are instructed to request that the ID Card be exchanged straight away.

If category “F” driving authorization is still required after a change of employer or change of department, the driving authorization can be restored within a twelve-month period. The conditions for obtaining driving authorization shall apply.

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 to drive in the maneuvering area. Maneuvering area driver’s license training must have been completed successfully to obtain category “R” driving authorization. A 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. The category “R” driving authorization includes the category “F” driving authorization.

The category “R” driving authorization is indicated on the Airport ID Card.

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 refresher training for the category “R” driving 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 refresher maneuvering area 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 obliged to have the ID Card exchanged at the SCF either for an ID Card with the “F” stamp or for an ID Card without a stamp. If this has not happened by the time the person next accesses the movement areas, the security staff at the checkpoints are instructed to request that the ID Card be exchanged straight away.

If category “R” driving authorization is still required after a change of employer or change of department, the driving authorization can be restored within a six-month period.

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 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. The braking system must be sound and the tires must have a minimum tread depth of 1.6 mm across the entire tread area.

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.

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 must be applied for in due time at Fraport AG’s Duty Management.

Use of tires with metal in their treads is generally prohibited. Use of traction support devices made of metal, i.e. snow chains, requires approval from the ADM.

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.

8.4 Marking of Vehicles in the Maneuvering Area
Vehicles that operate in the maneuvering area must have the following equipment features:

• A rotating light
• Radio equipment for the Fraport-Rhine/Main radio network
• A transponder for identification
• An 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 of the vehicles are responsible for securely attaching the Airfield Safety Markings.
and for adhering to the legal requirements regarding installation of lighting equip-
ment.

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

- Red emergency vehicles of the fire department
- Orange vehicles
- Emergency vehicles belonging to the local air traffic control authority of
  the state of Hesse
- Yellow emergency vehicles with a yellow/black chessboard pattern

Vehicles without one of the four equipment features listed must enter the maneu-
vering area only when escorted by a follow-me vehicle. Non-self-propelled vehi-
cles 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.

Airside Operations Management (EASA Operations Management) reserves the
right to carry out a final inspection before the vehicles are operated for the first
time in the maneuvering area.
### 9. Sanctions for Violation of the Traffic Regulations

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

<table>
<thead>
<tr>
<th>Measured speed in 30 km/h* speed limit</th>
<th>Actual excessive speed in km/h after deducting a 3 km/h tolerance</th>
<th>Sanctions</th>
</tr>
</thead>
</table>
| 39 to 43                              | 6 to 10                                                       | • Verbal warning  
• Handout of safety information |
| 44 to 53                              | 11 to 20                                                      | • Traffic violation warning in writing  
• Handout of safety information |
| 54 to 63                              | 21 to 30                                                      | • Traffic violation warning in writing  
• Refresher training  
**Additionally, if repeat violation:**  
• 1 month driving ban  
• Notification of Traffic Safety Committee |
| 64 to 73                              | 31 to 40                                                      | • Revocation of driving authorization for access-controlled operations areas and movement areas  
• Notification of supervisor  
• 1 month driving ban  
• Refresher training  
**Additionally, if repeat violation:**  
• Extension of driving ban to 3 months  
• Notification of Traffic Safety Committee |
| 74 and more                           | 41 and more                                                   | • Revocation of driving authorization for access-controlled operations areas and movement areas  
• Notification of supervisor  
• 2 months driving ban  
• Refresher training  
**Additionally, if repeat violation:**  
• 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 following actions to enforce the Traffic Regulations in movement areas and the points catalog are intended to maintain the security and order of Frankfurt Airport. They assess drivers’ suitability for traffic 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 defined 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.

9.2.5 Points Management
Traffic participants’ data will be collected, processed and stored by the points management team in compliance with data protection regulations. The collected data must be evaluated only anonymously for statistical purposes. Personal data must be released only with the written consent of the traffic participant. Personal documents pertaining to a violation of the regulations will be deleted two years after the points were allocated.

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
9.2.6 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”.

9.2.7 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”.

9.2.8 Tally of 8 Points and More

9.2.8.1 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 traffic in the movement areas. He or she will be banned from driving for a period of four weeks.

The traffic participant will have to go to the Airport ID Card Service Center to exchange his/her Airport ID Card for an Airport ID Card without driving authorization (apron “F” and/or maneuvering area “R”) within three months of being notified\(^1\) of the driving ban, upon presentation of the written driving ban notification, or have the Airport ID Card recoded accordingly. Otherwise, the Airport ID Card will be blocked automatically.

To regain driving authorization, the traffic participant is obliged to attend the seminar on “regaining driving/access authorization” within the four-week driving ban and no later.

At the end of the driving ban period, the traffic participant can go to the Airport ID Card Service Center to exchange his/her Airport ID Card back for an Airport ID Card with the corresponding driving authorization or have it recoded.

9.2.8.2 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 traffic 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.

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\(^1\) The notification will be deemed to have been made on the third day following the postal date and, in the case of electronic transmission, on the third day following dispatch.
The traffic participant will have to hand in his/her Airport ID Card to Fraport AG’s Airport ID Card Service Center within three months of being notified of the withdrawal of access authorization, upon presentation of the written notification of access authorization withdrawal, in accordance with the employer’s requirements and exchange it for an Airport ID Card with blue or green access authorization. Otherwise, the Airport ID Card will be blocked automatically.

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 traffic participant can go to the Airport ID Card Service Center to exchange his/her Airport ID Card back for an Airport ID Card with the corresponding access authorization.

9.2.9 Immediate Actions

9.2.9.1 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 a seminar on “regaining driving/access authorization”.

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”.

9.2.9.2 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.

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2 The notification will be deemed to have been made on the third day following the postal date and, in the case of electronic transmission, on the third day following dispatch.
After the temporary withdrawal of access authorization 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”.

9.2.10 Traffic Behavior Seminar on “Safe Conduct in the Airport Areas”

9.2.10.1 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.

9.2.10.2 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.

9.2.10.3 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, the 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.

9.2.11 Seminar on “Regaining Driving/Access Authorization”
The aim of the seminar on “Regaining Driving/Access Authorization” is to enable small groups of traffic participants to reflect on their individual misconduct, recognize the consequences and adapt their behavior in the future to prevent reoffending.
If the 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.

9.2.12 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)  
D-60547 Frankfurt/Main

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.

9.2.13 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)  
D-60547 Frankfurt/Main

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. Statements can no longer be issued more than one year after the missed deadline has passed.

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3 The notification will be deemed to have been made on the third day following the postal date and, in the case of electronic transmission, on the third day following dispatch.

4 The notification will be deemed to have been made on the third day following the postal date and, in the case of electronic transmission, on the third day following dispatch.
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.

9.2.14 Deletion of the Points Account

A traffic participant’s points account will 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”.

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.

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

9.2.15 Points Catalog

<table>
<thead>
<tr>
<th>Consequence</th>
<th>No.</th>
<th>Individual violation</th>
<th>Traffic regulation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Immediate withdrawal</td>
<td>1</td>
<td>Entering or driving in the maneuvering area (runway) unauthorized</td>
<td>5.14.1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>---</td>
<td>---</td>
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<td></td>
</tr>
<tr>
<td>2</td>
<td>Entering or driving in the security-relevant area while under the influence of alcohol, psychoactive substances or medication that can affect a person's abilities in a manner that endangers safety</td>
<td>3.3</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Exceeding the speed limit by more than 30 km/h (having taken account of tolerances*)</td>
<td>5.2</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Violating the rules set out in the Traffic Regulations for conduct during refueling and/or defueling of aircraft</td>
<td>5.11.2</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Not keeping escape and rescue routes clear or obstructing emergency services</td>
<td>3.1</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Obstructing or endangering taxiing or towed aircraft (including push-back maneuvers when the rotating lights of the aircraft tug and the taxiing aircraft are switched on) requiring the pilot or tug driver to react to avoid the specific hazard (braking, stopping or evading)</td>
<td>5.7 (1.)</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Driving without a valid driving authorization for the apron or maneuvering area (&quot;F&quot; or &quot;R&quot;)</td>
<td>7.2.2 and 7.3</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Entering or driving in taxiways or leaving the road unauthorized (crossing the red line outside the runway system); exceptions are made for infrastructural necessities and for circumstances outlined in the Traffic Regulations</td>
<td>5.3.1, 5.3.2, 5.3.3, 5.3.4, 3.8</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Violating the ban on overtaking in all underpasses</td>
<td>5.3.2</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Entering or driving in passenger bridge maneuvering areas when passenger bridges are being operated</td>
<td>5.9.1</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Exceeding the speed limit by more than 20 to 29 km/h (having taken account of tolerances*)</td>
<td>5.2</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Using vehicles and equipment unauthorized</td>
<td>7.1</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Reversing vehicles contrary to regulations</td>
<td>5.11.5</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>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)</td>
<td>5.1.2, 8.2</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Transporting persons on vehicles that are not permitted for this purpose</td>
<td>3.1</td>
<td></td>
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<tr>
<td><strong>16</strong></td>
<td>Not securing cargo properly</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>17</strong></td>
<td>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 taxing aircraft are switched on), crossing the taxiway despite the approach of a taxing or towed aircraft, even though an assumption can be made that the taxing or towed aircraft will be obstructed in its taxiing maneuver</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>6.</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>5.4 (2.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5.7</td>
<td></td>
<td></td>
</tr>
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<td><strong>18</strong></td>
<td>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 that is occupied by an aircraft, which includes disrupting the taxiing maneuver</td>
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<td></td>
<td>5.6.1</td>
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<td></td>
<td>5.7 (8.)</td>
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<tr>
<td><strong>19</strong></td>
<td>Exceeding the speed limit by more than 10 to 19 km/h (having taken account of tolerances*)</td>
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<td></td>
<td>5.2</td>
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<tr>
<td><strong>20</strong></td>
<td>Exceeding the trailer loads and violating the provisions for multiple trailer transports</td>
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<td></td>
<td>6.</td>
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<tr>
<td><strong>21</strong></td>
<td>Not wearing suitable high-visibility clothing in the movement areas</td>
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<td></td>
<td>3.1</td>
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<td><strong>22</strong></td>
<td>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)</td>
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<td></td>
<td>5.4 (1.)</td>
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<td>5.4 (3.)</td>
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<td>5.4 (4.)</td>
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<td>5.4 (5.)</td>
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<td>5.4 (6.)</td>
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<tr>
<td><strong>23</strong></td>
<td>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</td>
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<td></td>
<td>3.5</td>
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<tr>
<td>Notice (2 notices = 1 point)</td>
<td>Description</td>
<td>Section</td>
<td></td>
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<tr>
<td>24</td>
<td>Driving without a fastened seatbelt</td>
<td>3.1</td>
<td></td>
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<tr>
<td>25</td>
<td>Parking a vehicle in a parking space or parking area that is not designated for this purpose</td>
<td>5.10.3</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Driving in the aircraft parking area without an aircraft handling purpose</td>
<td>5.6.1</td>
<td></td>
</tr>
</tbody>
</table>

*3 km/h tolerance
10. Sample Map of Markings
11. Map of Movement Areas