

Airport Operating Regulations
for
Dortmund commercial airport

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Change log

Change history			
No.	Valid from	Change in chapter	Reason for the change
1.	09 February 2026	1.1.2; 1.1.7; 1.1.10; 1.3.1; 1.3.2; 1.3.6; 2; 3.5.1; 3.8.2; 4.1; 4.1.1; 4.1.4; 4.3.1.1; 4.4; 5.1; 6.1; 6.5; 6.9.2; 7.1.1; 7.4; 7.6; 8; 14	Chapter updates
2.	09 February 2026	4.1.5, 4.2.3, 4.2.13, 6.1.11, 6.11, 6.12, 10	Added chapters

List of abbreviations

AIP	Aeronautical Information Publication
APU	Auxiliary Power Unit
ASDA	Accelerate-Stop Distance Available
AVGAS	Aviation Gasoline
BADV	Ground Handling Service Regulations
BetrSichV	Industrial Safety Ordinance
BGB	German Civil Code
DWD	German Weather Service
FBO	Airport Use Regulations
FBP	Airport reference point
FOD	Foreign Object Debris
ft	Foot/feet, Fuß (1 ft = 0.3048 m)
GefStoffV,	Hazardous Substances Ordinance
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
LDA	Landing Distance Available
LHundG NRW	State Dog Law of North Rhine-Westphalia
LuftSiG	Air Security Act
LuftVG	Air Traffic Act
LuftVO	Air Traffic Regulations
MTOM	Maximum Take-Off Mass
NN	Normalnull
PCN	Pavement Classification Number
PPR	Prior Permission Required
PWK	Personnel and goods screening
SBP	Runway reference point
SMS	Safety Management System
StVO	Road Traffic Regulations
TODA	Take-off Distance Available
TORA	Take-off Run Available
WHG	Water Resources Act

1 Description of Dortmund Airport

1.1 General information about Dortmund Airport

1.1.1 Description

Dortmund commercial airport

ICAO abbreviation: EDLW

IATA abbreviation: DTM

1.1.2 Airport operator

Flughafen Dortmund GmbH

Postal address: Flughafen Dortmund GmbH
Flughafenring 11
44319 Dortmund

Phone: 0231 / 9213-01

Fax: 0231 / 9213-125

SITA: DTMAPXH

Internet: www.dortmund-airport.de

E-Mail address: service@dortmund-airport.de

1.1.3 Location and distance to the city

Dortmund Airport is located 10 km east of Dortmund city centre.

1.1.4 Airport Reference Point (FBP)

Latitude: 51°31'05.925" N

Longitude: 07°36'44.066" E

Altitude above sea level: 123.75 m (406 ft)

1.1.5 Runway reference point (SBP)

Latitude: 51°31'08.658" N

Longitude: 07°36'51.788" E

Altitude above sea level: 122.63 m (402 ft)

1.1.6 Airport reference temperature

21.9°C

1.1.7 Magnetic declination

2.3° E (2023.01)

1.1.8 Operating times

The airport serves general traffic with aircraft operating under visual and instrument flight rules for precision and non-precision approaches between 06:00 and 22:00 (local time).

Up to four scheduled landings per day are permitted until 23:00 (local time), on average during the six busiest months of the year.

Aircraft in scheduled service, whose scheduled landings are planned until 23:00 (local time), may land until 23:30 (local time) in the event of a delay, after obtaining prior permission (PPR) from the aerodrome operator.

Aircraft in scheduled service, with scheduled departures from Dortmund Airport planned until 22:00 (local time), may depart until 22:30 (local time) in the event of a delay, after obtaining prior permission (PPR) from the aerodrome operator.

Should the number of 16 delays in a month be exceeded, further late take-offs or landings that month may only be permitted with the approval of the local air authority. Approval may be refused especially if a delay is foreseeable or occurs repeatedly on a flight route. Applications must be submitted by the aerodrome operator to the local aviation authority. Only aircraft included in the bonus list of the Federal Ministry of Transport, Building and Urban Development, due to their low-noise design, can be approved for delayed take-offs or landings at Dortmund Airport.

1.1.9 Types of aircraft

Only aircraft with a maximum takeoff mass (MTOM) of up to 100,000 kg and rotorcraft up to 30,000 kg (MTOM) are allowed at Dortmund Airport. Aircraft with a maximum take-

off mass (MTOM) over 9,000 kg may only operate if they meet the noise protection requirements of ICAO Annex 16, Volume I.

Aircraft with a maximum take-off mass of more than 75,000 kg may only operate if, due to their special low-noise design, they are included in the bonus list of the Federal Ministry of Transport, Building and Urban Development or in newer regulations replacing the bonus list. Self-launching motor gliders require prior approval from Flughafen Dortmund GmbH.

1.1.10 Available transport options

Bus services run directly from Dortmund Airport to the city centre, Dortmund-Aplerbeck, and also to Holzwickede and Unna. Taxis and hire cars are available.

1.1.11 Other information

Further details can be found in the Aeronautical Information Publication of the Federal Republic of Germany (AIP). Changes to the description will be announced in the AIP and become binding from the publication date.

1.2 **Meteorological information**

The prevailing wind direction at Dortmund Airport is southwest. The average daily high temperature in the warmest month (July) is 21.9°C, while the average daily low in the coldest month (January) is -0.8°C. More detailed information is available in the Aeronautical Information Publication (AIP) of the Federal Republic of Germany.

1.3 **Details of flight operation facilities**

1.3.1 Runway of Dortmund Airport

Description	Dimensions [m]	Load capacity PCN value	Surface
06 / 24	2000 x 45	67/F/C/W/T	Asphalt / Anti-skid surface

Description	TORA [m]	TODA [m]	ASDA [m]	LDA [m]
06	2000	2060	2000	1700
24	2000	2060	2000	1700

1.3.2 Taxiways of the commercial airport

Description	Width [m]	Load capacity PCN value	Surface
A	23	67/F/C/W/T	Asphalt
B	15	49/F/C/W/T	Asphalt
C	23	49/F/C/W/T	Asphalt
D	23	67/F/C/W/T	Asphalt
K	23	49/F/C/W/T	Asphalt
L	20	67/F/C/W/T (E of L1) 49/F/C/W/T (W of L1)	Asphalt
M	23	67/F/C/W/T	Asphalt

1.3.3 Aprons

Details on the location, load-bearing capacity, and condition of the aprons can be found in the Aeronautical Information Publication (AIP) of the Federal Republic of Germany.

1.3.4 Helicopter traffic

Information on the location, load-bearing capacity, and condition of the helicopter parking area can be found in the Aeronautical Information Publication (AIP) of the Federal Republic of Germany. Instructions from air traffic control must be adhered to.

1.3.5 Classification of the commercial airport

ICAO aerodrome reference code: 4C

1.3.6 Terminal opening hours

The terminal operates from 03:30 to 00:00.
Opening hours may be adjusted according to the season.

2 **Applicability of the Airport Operating Regulations**

Anyone entering Dortmund Airport or operating aircraft, vehicles, or equipment there is subject to the regulations of these Airport Operating Regulations (FBO) and to instructions issued by the airport operator (Flughafen Dortmund GmbH) for their implementation. These Airport Operating Regulations also apply to all contractual partners providing or receiving services at the airport (e.g. tenants, landlords, customers, service providers). The rules of use and any permits or licenses granted under them do not replace those required under other legal provisions.

Regulations and instructions concerning aircraft operators also apply to aircraft owners and to persons who use aircraft without being the legal operators or owners of those aircraft, or who are tasked with handling them at the airport.

Flughafen Dortmund GmbH is responsible for maintaining the condition of facilities prescribed by the licensing authority, as well as any other existing facilities, according to their intended purpose.

The content of currently valid permits for Dortmund Airport under Section 6 of the German Aviation Act (LuftVG)—the planning approval decision of 24 January 2000, alongside amendments to the operating permit of 29 January 2003, 7 May 2009, and 23 May 2014 as amended in the decision from the supplementary procedure of 9 June 2023—and the EASA certification of 18 December 2017, remain unaffected by this FBO. This applies equally to the regulation of airport traffic under § 21a LuftVO (Air Traffic Regulations).

3 Use with aircraft and ground handling services

3.1 Permission to take off and land

- 3.1.1 Aircraft can use the commercial airport upon payment of the fees laid out in the current fee schedule, and for other services upon payment of the respective stipulated fees.
- 3.1.2 Aircraft owners must provide the airport operator with documents required for verifying usage rights and calculating fees, upon request.
- 3.1.3 The use of the commercial airport by gliders, ultralight aircraft, balloons, or for parachute jumps, is not allowed.

3.2 Take-off and landing facilities

- 3.2.1 For taking off, landing, and taxiing, the runway, taxiways, or other specially marked areas must be used.
- 3.2.2 The manoeuvring area comprises the runway and the taxiways within the jurisdiction of air traffic control (see AIP).
- 3.2.3 The aprons and taxiways outside the jurisdiction of air traffic control are not part of the manoeuvring area.
- 3.2.4 The manoeuvring area and its associated safety area, as well as the protection zones around the instrument landing system installations, may only be entered or driven on with the consent of Flughafen Dortmund GmbH, following authorisation by air traffic control (control tower). Traffic on the manoeuvring area is controlled by instructions or clearances issued by the control tower. Aircraft movements on aprons and taxiways outside the manoeuvring area require permission from air traffic control (control tower). Taxi instructions from air traffic control, including parking assignments, are issued on behalf of the airport operator. Traffic information about other aircraft, vehicles, and pedestrians will be provided as far as possible but does not absolve the pilot of the responsibility to avoid collisions in accordance with SERA.3225. Maintaining a continuous listening watch is mandatory. Exceptions require the express permission of air traffic control. Clearances must be confirmed by repeating them verbatim.

3.3 Taxiing and towing

- 3.3.1 Aircraft may only be taxied under their own power by authorised personnel. They must not be taxied into or out of hangars and workshops under their own power. Any existing taxi procedures must be followed.
- 3.3.2 In the apron area, aircraft may only be taxied at the minimal necessary engine speed.
- 3.3.3 On the aprons, instructions from Flughafen Dortmund GmbH staff must be followed during both self-powered taxiing and when towing aircraft with external power.

3.4 Handling apron

- 3.4.1 The apron is used for handling aircraft traffic. Any other usage, such as parking aircraft or performing maintenance work, requires consent from Flughafen Dortmund GmbH.
- 3.4.2 Handling positions (Terminal + GAT) are allocated by Flughafen Dortmund GmbH based on operational needs and are identified with markings and signage. The maximum parking time on the apron is two hours. An extension of parking time is only permitted if explicitly agreed with Flughafen Dortmund GmbH, and it will be charged according to the current fee schedule.

3.5 Ground handling services

- 3.5.1 Flughafen Dortmund GmbH is authorised to perform ground handling services in accordance with the list of ground handling services (Annex 1 of the Ground Handling Services Ordinance (BADV)) . Self-handling operators and service providers are entitled to perform these services to the extent permitted by the usage agreement with Flughafen Dortmund GmbH. Authorised self-handling operators and service providers must park their equipment exclusively at locations assigned by Flughafen Dortmund GmbH, for a fee. The statutory provisions on rental (§§ 535 ff. BGB) apply to parking and storing handling equipment, unless other or additional contractual regulations exist. Flughafen Dortmund GmbH only has a safekeeping obligation if a special written agreement exists.

The airport operator can take necessary action at the expense of a self-handling operator or service provider if their conduct endangers or disrupts the smooth running of the airport, or if the conditions of Section 8 BADV are not met. The respective self-handling operator or service provider will be given the opportunity to comment on the matter beforehand (see Section 10 Paragraph 2 BADV). Failure to comply with contractual or legal requirements entitles the airport operator to terminate the usage agreement, prohibit access to Dortmund Airport, and revoke airport passes.

- 3.5.2 The liability insurance required under BADV (Annex 3 to § 8 BADV) must be taken out with an authorised insurance company and proven to Flughafen Dortmund GmbH with

a certificate from the insurer specifying the sum insured and the legal provision (BADV) that mandates the insurance (§ 113 Insurance Contract Act).

- 3.5.3 Self-handling operators and service providers are authorised by the airport operator via a permit agreement, provided they meet the legal requirements of BADV. Flughafen Dortmund GmbH is entitled to charge authorised self-handling operators and service providers a fee for accessing, providing, and using its facilities (§ 9 para. 1 and para. 3 BADV).
- 3.5.4 The following facilities are central infrastructure facilities in accordance with § 6 BADV:

1. Check-in counter

2. Handling apron

3. Aircraft guidance facilities

4. Passenger boarding bridges

5. Flight information system

6. Aircraft de-icing system

7. Baggage handling system

8. Stationary ground power supply

9. Tank farm and underground fuelling system

10. Noise protection cabin for engine testing

The central infrastructure facilities are exclusively maintained, managed, and operated by Flughafen Dortmund GmbH. If services that can be provided by these facilities are required, the central infrastructure facilities must be utilised for a fee. The applicable fees are detailed in the fee schedule valid for Flughafen Dortmund GmbH.

- 3.5.5 Airlines and aircraft owners or their respective pilots are responsible for the safety of their passengers when entering apron areas and other operational facilities.
- 3.5.6 Self-handling operators and service providers must adhere to all relevant public law regulations, including those set by the authorities for Dortmund Airport.
- 3.5.7 Providers of ground handling services on the apron are obliged to promptly inform the airport operator's supervisory bodies (duty traffic manager) if any incidents occur, are detected, or are observed during service provision that could affect the airport's safe, orderly, and efficient operation.

3.6

Statistics

Aircraft owners must provide Flughafen Dortmund GmbH with the necessary information for statistical recording and fee collection without being specifically asked, following the procedure established by Flughafen Dortmund GmbH.

3.7 Parking and sheltering

- 3.7.1 Spaces for parking and storing are allocated by Flughafen Dortmund GmbH. If an aircraft remains at the airport for over two hours, the owner must park it in an assigned space or store it in a hangar upon the request of Flughafen Dortmund GmbH. For safety and operational reasons, Flughafen Dortmund GmbH may require the aircraft to be moved to a different location. If the owner cannot be reached or does not comply promptly, trained staff may relocate the aircraft at the owner's expense.
- 3.7.2 Securing a parked or stored aircraft is the responsibility of the pilot or owner. In dark or poor visibility conditions, the pilot or owner must mark a parked aircraft adequately with lights or other aids. If this requirement is not met, Flughafen Dortmund GmbH will secure it according to the current fee schedule.
- 3.7.3 The legal provisions on rental (§§ 535 ff. BGB) apply to parking and storage of an aircraft, with reference to the restriction in section 3.11. Flughafen Dortmund GmbH only has a safekeeping obligation if a special written agreement exists.
- 3.7.4 Users of aircraft hangars must treat them and their facilities with care and adhere to the following regulations:
 - 3.7.4.1 Storage of aircraft is only allowed for a fee under a contract with Flughafen Dortmund GmbH.
 - 3.7.4.2 The hangar space is assigned to the aircraft owner or their representative. Instructions from the supervisory staff of Flughafen Dortmund GmbH must be followed.
 - 3.7.4.3 Technical facilities, equipment, and devices of Flughafen Dortmund GmbH, such as power systems, cranes, vehicles, and scaffolding, may only be used with their agreement and for a fee. Objects that are obstacle-related also require approval from the aviation authority (building protection zone as per § 12 LuftVG).
 - 3.7.4.4 Hangar doors may only be operated by trained personnel of Flughafen Dortmund GmbH. The area in front of the hangar doors must be kept clear.
 - 3.7.4.5 Aircraft must not be repaired, washed, polished or sprayed in the hangars.
 - 3.7.4.6 Storing or repairing private motor vehicles, other ground vehicles, and other items in aircraft hangars is prohibited.
 - 3.7.4.7 Under long-term contracts with Flughafen Dortmund GmbH, aircraft are not insured against fire, theft, or third-party damage.

3.7.4.8 The parking fee covers only the hangar space and excludes any service by Flughafen Dortmund GmbH staff. The manoeuvring of aircraft may only be carried out by trained personnel of Flughafen Dortmund GmbH. This is carried out on behalf of the aircraft owner. Flughafen Dortmund GmbH is liable only for damage to aircraft that can be proven to have been caused by its staff.

3.8 Noise protection

- 3.8.1 Aircraft owners and pilots must minimise noise pollution from engines to the unavoidable minimum.
- 3.8.2 Engine test runs must be conducted exclusively in the noise protection cabin. This excludes engines running at idle. Checks as part of pre-flight inspections allowed by the manufacturer are exempt as they prepare for immediate take-off. These test runs are allowed only during operating hours. If the noise protection cabin is unusable for technical reasons and cannot be repaired in time, Flughafen Dortmund GmbH may allow exceptions in urgent cases between 06:00 and 22:00 local time. Between 06:00 and 08:00 and between 20:00 and 22:00, additional approval from the aerodrome supervisory authority must be obtained.

Prior approval from the shift supervisor of Flughafen Dortmund GmbH's ground handling service, Tel. 0231/9213-245, is required for using the noise protection cabin. Use of the noise protection cabin must also be reported to the traffic control centre, Tel. 0231/9213-195, for billing. The noise protection booth may only be operated by authorised personnel. Using the noise protection booth without involving an airport employee is strictly forbidden, as is towing without DFS-AS approval.

The use of roads for towing operations is strictly forbidden. Breaches may lead to the revocation of the airport pass.

- 3.8.3 To minimise ground noise, any movements related to the operation of aircraft that are carried out under their own power may only take place within the specified operating hours. Taxiing after landing using the aircraft's own engines is always permitted to the first assigned departure stand.
- 3.8.4 Dortmund Airport's operating hours for general air traffic under visual and instrument flight rules, for both precision and non-precision approach procedures, are between 06:00 and 22:00 (local time).

Up to four scheduled landings per day are permitted until 23:00 (local time), on average during the six busiest months of the year.

- 3.8.5 Aircraft at terminal positions 0-12 must use ground power to reduce noise. Exceptions require explicit consent from Flughafen Dortmund GmbH.

3.8.6 For non-commercial aircraft up to 2,000 kg, the landing site noise protection regulations in their current form apply. Furthermore, repeated take-offs and landings of the same aircraft within less than one hour are not permitted at these times (local time):

Saturday: Before 07:00, 12:30 PM - 2:30 PM, after 8:00 PM (local time)
Sunday / Public Holiday: Before 09:00, 12:30 PM – 2:30 PM, after 7:00 PM (local time)

These time restrictions do not apply to aircraft of the German Armed Forces, the Federal Police, air ambulance services and the police, where this is necessary to perform their specific tasks with due regard to public safety or order.

3.8.7 Furthermore, aircraft owners and maintenance facilities must comply with instructions for engine testing and noise reduction. They indemnify Flughafen Dortmund GmbH against any claims by residents arising from unlawful noise nuisance.

3.9 Maintenance work

Maintenance work on aircraft, motor vehicles, equipment and other items, as well as the refuelling and defuelling of aircraft, motor vehicles, equipment and other items, and the cleaning, polishing, spraying and de-icing of aircraft may only be carried out at locations or central infrastructure facilities designated by Flughafen Dortmund GmbH. All materials used must be agreed with Flughafen Dortmund GmbH.

3.10 Disabled aircraft

- 3.10.1 The aircraft owner must make all necessary agreements and take all necessary measures to ensure the quickest possible removal of a disabled aircraft from the operational areas.
- 3.10.2 If an aircraft is disabled at the airport, Flughafen Dortmund GmbH may, if necessary for the handling of air traffic, remove it from the operational areas at the owner's cost, even against the owner's objection, or appoint qualified third parties to do so. Flughafen Dortmund GmbH is liable for damages only if caused by intent or gross negligence. The same applies if the aircraft owner requests Flughafen Dortmund GmbH to remove their disabled aircraft or assist in its removal.
- 3.10.3 The aircraft owner/pilot or station manager must sign a recovery order before the disabled aircraft is retrieved.
- 3.10.4 If an aircraft is immobilised and Flughafen Dortmund GmbH thereby suffers financial loss, Flughafen Dortmund GmbH may claim compensation from the aircraft owner.

3.11 Tenancy law liability

Flughafen Dortmund GmbH is not liable for damage arising during the take-off, landing, parking and storage of aircraft if such damage is not due to fault on the part of Flughafen Dortmund GmbH.

4 Accessing and driving on the airport grounds

4.1 Streets, squares and entrances and security

- 4.1.1 Streets and squares in the publicly accessible area ('landside') of the airport are designated for public traffic. Users must also observe the Road Traffic Regulations in the non-public ("airside") areas of the airport and on roads and squares excluded from public dedication, unless the airport operator has made alternative provisions.

4.1.2 The non-public areas of the airport grounds may be entered and accessed only via the designated entrances approved by Flughafen Dortmund GmbH, and by those authorised and expressly permitted by the company. Access is via the GAT checkpoint, Gate 15 or the Personnel and Goods Control Point (PWK). Traffic may be restricted or suspended for operational and aviation security purposes.

4.1.3 Permission to enter or access the security area (LuftSiG § 8) includes the obligation to undergo entry and exit checks of individuals, vehicles, and accompanying items by Flughafen Dortmund GmbH or its appointed agents, to detect property violations at the commercial airport.

4.1.4 **All those on the apron must wear high-visibility clothing in accordance with EN ISO 20471 Class 2.** This requirement extends to all traffic routes throughout the apron area. Excluded are additional crew members or passengers within a closed group who are under the supervision of airport personnel or crew wearing high-visibility clothing, when moving on a short route between the building/bus and the aircraft. Members of the state police, federal police, customs and law enforcement agencies must wear Class 1 high-visibility clothing.

4.1.5 All airfield users must adhere to the current FOD regulations of Dortmund Airport. The FOD regulations outline general conduct and specific instructions to avoid and properly clear FOD hazards for everyone working on the airport's movement areas. The FOD regulations apply across the entire operational area of Dortmund Airport. This includes all taxiway and apron areas, traffic routes, parking and storage spaces, footpaths, and paved and green areas within the security zone.
Everyone entering or driving on the movement areas must promptly pick up and dispose of any items (FOD - Foreign Object Debris/Damage) that could damage aircraft, such as screws, eyelets, suitcase handles, paper or foil, in the designated FOD boxes. Every individual working on the ramp or aircraft positions must participate in the FOD check, ensuring the area is clear of FOD before the aircraft taxis in! This FOD check must be repeated before engines are started.

4.2 Vehicle traffic

- 4.2.1 The owners and drivers of vehicles and equipment used at the airport, as well as any policyholders, are responsible for ensuring their road and operational safety.

- 4.2.2 All vehicles permanently entering the airport's secured area must have liability insurance with at least €50 million net coverage, including operations on the airport premises.
- 4.2.3 All vehicles and equipment authorised by FDG for airport use must comply with EASA ADR.OPS.C.007 for a continuous maintenance programme. To ensure ongoing operational safety, relevant maintenance records must be submitted to FDG upon request. Additionally, FDG is entitled to conduct system audits to ensure ongoing documentation of all prescribed checks for every vehicle and piece of equipment, according to the maintenance programme (UVV and DGUV).
- 4.2.4 Entering the security area of the commercial airport requires written permission from Flughafen Dortmund GmbH. Access authorisation is documented by a sticker that must be visibly attached behind the vehicle's windscreen.
- 4.2.5 Driving in the airport's security area is only permitted following prior traffic instructions by Flughafen Dortmund GmbH. The briefing will be documented by Flughafen Dortmund GmbH.

This briefing is chargeable. The current charges are listed in the prevailing fees schedule (Part E Fees for special services).

- 4.2.6 Before entering the airport's secure area, a check of the vehicle's tyres for foreign objects (FOD) must be conducted. This check must also be completed after leaving unpaved paths within the non-public sections of the airport. This rule does not apply to escort, firefighting, ambulance, and rescue vehicles in operation. If a failure to perform a tyre check leads to contamination of movement areas, the registered keeper of the vehicle will be charged for the cleaning.
- 4.2.7 Motor vehicles may only be parked in the parking garages and in the designated parking spaces. Vehicles parked illegally or left in parking garages or car parks after the maximum allowed time may be removed at the registered keeper's expense and risk. The relevant terms and conditions apply for the use of parking garages P1/P2/P4/P5 and lots P3/P6/P7.
- 4.2.8 Vehicles not approved for public roads require written permission from Flughafen Dortmund GmbH to be used at the airport. The registered keeper of these vehicles is responsible for their safe operating condition (as per BGV D 29) and proper use.
- 4.2.9 The owner or keeper must indemnify Flughafen Dortmund GmbH against any claims for damages from the operation of these vehicles.
- 4.2.10 The Road Traffic Regulations (StVO) apply accordingly to traffic regulation in the airport's security area. Section 22 paragraph 4 of the Air Traffic Regulations is unaffected. The "Traffic and safety rules for the non-public area of the airport premises" must be observed and adhered to. Employees of Flughafen Dortmund GmbH (with a red "V" in their ID) are authorised to carry out checks, stop drivers, and confiscate internal driving permits for violations.

- 4.2.11 Small vehicles (e.g. mopeds, bicycles) must not be parked on forecourts, stairs, or corridors; they are to be parked only in designated areas.
- 4.2.12 Entry and exit of the perimeter path by internal or external staff from in-house or external firms and authorities must be reported to Flughafen Dortmund GmbH (Apron Control, Traffic Management) by calling 0231/9213-650.
- 4.2.13 If vehicles and equipment do not meet the requirements (authorised by FDG as per EASA ADR.OPS.B.026), FDG reserves the right to decommission them and/or remove them from the security area at the owner's expense. Companies and organisations that operate licensed vehicles and equipment in the airport's non-public areas, whether as owners, lessees, or operators, are required to show FDG a permanent maintenance programme in line with EASA requirement ADR.OPS.C.007, including UVV and DGUV.

4.3 Facilities not generally accessible to the public

- 4.3.1 Overview
- 4.3.1.1 Facilities within the secure area of the commercial airport that are not open to the public may only be entered or accessed with the permission of Flughafen Dortmund GmbH. Flughafen Dortmund GmbH issues airport ID cards for this portion of the commercial airport grounds. These ID cards must be worn openly and visibly. The airport ID card must not be lent or passed onto third parties.

The facilities particularly include:

1. the movement area comprising the runways and areas designated for take-off, landing and taxiing
2. Aircraft aprons and other apron areas
3. Aircraft hangars
4. Baggage and cargo halls
5. Garages and workshops
6. Fuel facilities
7. Operations and construction yards
8. Construction sites

Sentence 1 applies accordingly to properties and facilities (e.g. for air traffic control, lighting and immission measurement) outside the enclosed area of the commercial airport.

The aprons must not be left to access the runway without authorisation, except with individual permission from air traffic control.

- 4.3.1.2 Flughafen Dortmund GmbH may grant consent as described in paragraph 4.3.1.1 either generally or on a case-by-case basis and can revoke it at any time.
- 4.3.1.3 Visitors and suppliers may only enter or access the security area under the supervision of an appointed Flughafen Dortmund GmbH representative or an airport ID holder.
Aircraft must not be touched during this process. Children may only enter the facilities if accompanied by adults.
- 4.3.1.4 Officers from the police, Federal Police, Münster District Government, Federal Aviation Office, aviation security authority, customs and health authorities, the company responsible for air traffic control, and the German Weather Service are authorised to enter the security areas as part of their duties or, in exceptional cases, to drive within them in official vehicles with Flughafen Dortmund GmbH's permission. In every case, Flughafen Dortmund GmbH must be notified beforehand.
The existing rights of the aviation authority and the German Weather Service (DWD) remain unaffected.
- 4.3.1.5 Vehicles operating in the security area must be specifically marked and equipped with particular safety devices upon request by Flughafen Dortmund GmbH.
- 4.3.1.6 Aircraft may only be boarded with consent from the aircraft operator or their representative, except for cases mentioned in point 3.7.1 last sentence and point 3.10.2 first sentence.
- 4.3.2 Movement area
 - 4.3.2.1 The permission required to enter or drive on the movement area as per paragraph 4.3.1.1 is granted by Flughafen Dortmund GmbH in consultation with air traffic control. Anyone entering or driving on the movement area must follow the instructions of the air traffic control unit and specifically adhere to its radio messages, light signals, and signs, having familiarised themselves with their meanings in advance.
 - 4.3.2.2 A special traffic briefing is required for driving on the movement areas, conducted by Flughafen Dortmund GmbH. This briefing is chargeable. The current charges are listed in the prevailing fees schedule (Part E Fees for special services).
 - 4.3.2.3 If an officer from the authority mentioned in paragraph 4.3.1.4 wishes to enter or drive on the movement area, they must—besides informing Flughafen Dortmund GmbH—obtain permission from air traffic control and comply with the provisions of paragraph 4.3.2.1.

- 4.3.2.4 The manoeuvring area may only be accessed by vehicles in constant radio contact with air traffic control and equipped with a flashing light, enabling their movements to be tracked from the tower, or those guided by a lead vehicle. Exemptions may be allowed by Dortmund Airport GmbH in agreement with air traffic control.
- 4.3.2.5 Vehicles operating on the manoeuvring area at night must be lit so that their movements can be monitored by air traffic control.

4.3.3 Aprons

- 4.3.3.1 The speed limit for vehicles on the apron roads is restricted to 30 km/h. This speed limit does not apply to guided, firefighting, ambulance, rescue, traffic control, and winter service vehicles in operation. Walking speed is enforced at apron positions.
- 4.3.3.2 The handling aprons may only be used by vehicles approved by Flughafen Dortmund GmbH for the handling of aircraft, by fire-fighting, ambulance, traffic management and winter service vehicles, and by vehicles of the competent authorities. Other vehicles require special permission from Flughafen Dortmund GmbH.
- 4.3.3.3 Holders of a permit to drive in a security area must report the withdrawal of their driving licence or any driving ban to Flughafen Dortmund GmbH of their own accord, immediately and in writing. Flughafen Dortmund GmbH can check driving licences at any time and prohibit access to security areas if a valid licence is absent.
- 4.3.3.4 Exiting the apron and entering the manoeuvring area requires explicit air traffic control permission.

4.4 Bringing Animals

Animals are not allowed inside the security area or terminal.
Animals transported by aircraft are an exception. Assistance dogs according to Section 12e Paragraph 3 of the German Disability Equality Act (BGG) and service dogs of authorities must be kept on a lead on the airport grounds. Dogs must be managed to ensure no risk to others and no disruption to operations. (The Dog Law for the state of North Rhine-Westphalia (Landeshundegesetz – LHundG NRW) – latest version – and Section 13 of the ordinance for public safety and order in the city of Dortmund – latest version – apply).

5 Other Activities at the Airport

5.1 Commercial Activity Outside Ground Handling Services

Commercial activity outside ground handling services as per Section 3.5 is only permitted on the basis of an agreement with Flughafen Dortmund GmbH, which as a rule provides for a fee payable to Flughafen Dortmund GmbH. Commercial activity is considered to occur on airport premises even if only partly conducted there. The same applies to image and sound recordings and transmissions.

Photo and Film Recordings on Airport Grounds

Permission Statement

All photo and film recordings at Dortmund Airport must generally be approved in advance by the Marketing & Communications (MSM) department. Requests must be submitted in writing at least 2 working days in advance. Short-notice requests will be assessed individually.

Contact: presse@dortmund-airport.de

General rules for photo and film recordings are available from the Marketing & Communication (MSM) department. These rules are mandatory for all photographic and film recordings.

Prohibition of Photography in the Security Area

All personnel working in the security area are subject to a general ban on filming and photography, except for official purposes. Consent is only granted in justified exceptions when a legitimate interest is shown and safety or operational integrity is not compromised.

5.2 Collections, Advertisements, Distribution of Printed Materials and Musical Performances

Collections, advertisements, and distribution of leaflets, promotional items, samples, and other printed materials on the airport grounds require consent from Flughafen Dortmund GmbH.

5.3 Construction Work

- 5.3.1 Construction work at the airport requires approval from Flughafen Dortmund GmbH and, if it involves building obstacles, prior consent from the aviation authority. Flughafen Dortmund GmbH and the aviation authority must be informed in good time before construction begins.

- 5.3.2 The contractor must comply with the coordination and safety obligations imposed on them, as well as the requirements regarding the spatial and temporal progress of the work.
- 5.3.3 Special regulations for construction in water protection zones must be observed.
- 5.3.4 Fire-hazardous works and those likely to trigger alarms from dust, heat, or aerosols must be reported in writing to the airport fire brigade. This particularly applies to work in restricted security areas, terminal buildings, parking areas, hangars, and other airport facilities.

5.4 **Data Communication Networks**

The construction and operation of both wired and wireless data communication networks (e.g. WLAN) require permission on the premises of Dortmund Airport. Approval is only granted in exceptional cases. Standard mobile phones do not need explicit approval from Flughafen Dortmund GmbH.

6 Safety regulations

6.1 Refuelling of aircraft and handling of operational fluids

6.1.1 Aircraft must not be refuelled or defuelled while engines are running. Refuelling is only permitted when there are no unauthorised persons on board. Defuelling is not allowed with passengers on board, or during boarding and disembarkation.

6.1.2 Refuelling an aircraft with passengers on board:

The requirements for refuelling or defuelling an aircraft while passengers are boarding, on board, or disembarking are specified in EU-OPS, the common technical regulations and administrative procedures for commercial air transport by fixed-wing aircraft.

EU-OPS 1.305 “Refuelling or defuelling while passengers are boarding, on board, or disembarking” allows passengers to remain on board under certain conditions during the refuelling process. These conditions are further regulated in Annex 1 to EU-OPS 1.305. It states:

"The air operator must establish procedures for refuelling and defuelling while passengers are boarding, on board or disembarking, ensuring that the following precautions are taken:

- 1st

A trained person must remain in a designated location during refuelling if there are passengers on board. This person must be able to carry out emergency procedures related to fire protection and firefighting, conduct communication, and initiate and direct evacuation.
- 2nd

A two-way communication must be established and maintained between the ground personnel monitoring the refuelling and the trained personnel on board, either through the aircraft's internal intercom system or other suitable means.
- 3rd

The crew, other personnel, and passengers must be informed that the aircraft is being refuelled or defuelled.
- 4th

The seatbelt signs must be turned off.
- 5th

The no-smoking signs must be turned on, along with the interior lighting, to enable visibility of the emergency exits.
- 6th

Passengers must be instructed to unfasten their seatbelts and to stop smoking.
- 7th

There must be a sufficient number of trained personnel on board, ready for immediate emergency evacuation.
- 8th

If fuel vapours are detected inside the aircraft, or if any other hazard arises during refuelling or defuelling, the process must be stopped immediately.
- 9th

The area under the exits intended for emergency evacuation, as well as the areas for the deployment of the emergency slides, must be kept clear, and
- 10th

Preparations must be taken for a safe and swift evacuation of the aircraft.

Standard hand signals for emergency situations

	1. Evacuation recommended Evacuation is recommended based on the assessment of the situation outside the aircraft by the incident commander of the rescue and fire-fighting service. The right or left arm is extended horizontally and the hand is raised to eye level. The arm is waved backwards. The other arm is kept against the body. At night – the same signal with wands.
	2. Stop recommended Stopping the ongoing evacuation is advised. Stop the movement of the aircraft or any other ongoing activity. Arms are crossed at the elbows in front of the head. At night – the same signal with wands.
	3. Emergency situation under control No outward signs of danger or "all clear". Arms are extended outwards and downwards at a 45-degree angle. Both arms are swung inwards to below hip height and crossed at the elbows, then swung outwards to the starting position. At night – the same signal with wands.
	4. Fire The right hand is moved in a figure-eight from the shoulder to the knee, while the left hand points towards the source of the fire. At night – the same signal with wands.

- 6.1.3
- If the conditions under 6.1.2 are not fully met, refuelling of the aircraft with passengers on board is only allowed if it is done in the presence of the airport fire brigade and passenger safety can thereby be assured.

To ensure effective firefighting, the airport fire brigade positions a fire engine with at least 1/3 of the extinguishing capacity and discharge rate, according to ICAO aircraft classification, in close proximity, staffed with a scheduled crew ready for action. The airline is responsible for requesting what is known as positional fire protection measures. Refuelling may only commence once the airport fire brigade is on site and ready for action. If the airport fire brigade must leave due to a more urgent emergency, refuelling must halt until they return.

The airline bears the costs of the positional fire protection. These will be billed in accordance with the schedule of charges of Flughafen Dortmund GmbH.
- 6.1.4
- Passengers must not be permitted to remain on board helicopters during loading/unloading of fuel.
- 6.1.5
- Additionally, the provisions of the operating manual for the refuelling system apply.
- 6.1.6
- Refuelling and defuelling are not allowed during thunderstorms.
- 6.1.7
- Aircraft may only be refuelled or defuelled in the designated areas assigned by Flughafen Dortmund GmbH, not in a hangar or other enclosed space.
- 6.1.8
- When an aircraft is being refuelled or defuelled, it must be electrically connected to the fuel supply equipment and earthed.
- 6.1.9
- During refuelling or defuelling of an aircraft, no power sources must be connected or disconnected and no electrical switches may be operated within a safety distance of 4 metres from tank openings from which gas/air mixtures may escape. This does not apply to the circuits needed for refuelling or defuelling, nor to switching devices with explosion-proof design. Tank vehicles must always be able to exit the aircraft area unhindered, ensuring the escape route remains clear.
- 6.1.10
- When refuelling an aircraft with AVGAS, the applicable rules of the respective fuel agencies must be adhered to.
- 6.1.11
- After refuelling at the AVGAS facility, the area must be cleared promptly once the aircraft engines are started.
- 6.1.12
- Avoid overflows and spills of operating materials. If operating materials have overflowed or been spilled, paragraph 6.1.9 must be applied, maintaining a safety distance of 4 m until they have evaporated or been removed.

Notify the airport fire brigade immediately (emergency number 112; internal extension: 0231/9213-412 or trunked radio).

- 6.1.13 Follow the applicable operating regulations of the fuel agencies and the hydrant refuelling system; in particular, obtain special instructions and approval from Flughafen Dortmund GmbH for any necessary defuelling of aircraft. All refuelling must only occur at approved stations that have passed operational tests.
- 6.1.14 Unauthorised persons are prohibited from entering or driving on the tank farm premises.
- 6.1.15 Ensure that adequate quantities of suitable oil binders are always available at refuelling stations and vehicles.
- 6.1.16 Store operating materials in stationary or mobile containers with compliant dispensing devices.
- 6.1.17 Companies supplying aircraft, vehicles, and equipment with operating materials (e.g. fuel, hydraulic fluid, lubricating oil, etc.) must be approved by Flughafen Dortmund GmbH. These companies and aircraft owners must comply with safety regulations and applicable rules for handling operating materials. Personnel working on aircraft during refuelling must be trained in fire protection equipment, emergency shut-off switches, firefighting and handling operating material overflows, with regular practice required (except for self-service AVGAS stations).

6.2 Operation of Aircraft Engines

- 6.2.1 Aircraft engines must not run in hangars or workshops.
- 6.2.2 Test runs of aircraft engines may only be carried out inside the noise-shielded cabin (refer to section 3.8.2).
- 6.2.3 Before starting engines, the aircraft's wheels must be adequately secured with wheel chocks or brakes.
- 6.2.4 To warn of dangers from running engines, always switch on existing collision warning lights on aircraft before they are started, and turn them off only after they have stopped. This procedure must be conducted both day and night.
- 6.2.5 Aircraft engines can only be started and operated when the cockpit is occupied by a pilot or skilled mechanic. Passengers are not allowed to board or disembark, and loading or unloading is prohibited while engines are running.
Under special conditions and crew supervision, exceptions to these rules may be permitted in the GAT area.
- 6.2.6 Anyone starting or operating aircraft engines must ensure the propeller and airflows they generate do not harm people or damage property. Ensure safety distances are maintained both in front of and behind running engines.

- 6.2.7 On aprons, aircraft engines must not be accelerated beyond what is unavoidably necessary.
- 6.2.8 After 22:00 (end of general operating hours), the use of APU's for aircraft is not permitted. The power supply must be provided exclusively via GPU's thereafter. Exceptions are allowed only with prior approval from the aviation authority for essential safety-related inspections requiring an APU.

6.3 Smoking Ban and Handling of Open Flames

Smoking and open flames are prohibited on the aprons, in vehicles, aircraft workshops, hangars, and around fuel facilities. Smoking is only allowed in designated areas within the buildings. The smoking ban also specifically includes electronic cigarettes/e-cigarettes.

Open flames are only permitted in rooms that meet the fire protection regulations and trade supervisory authority guidelines and have been sanctioned by Flughafen Dortmund GmbH. Welding operations must adhere to the current fire safety rules of Flughafen Dortmund GmbH. Welding is only allowed with a permit issued by the airport fire brigade.

6.4 Prohibition on alcohol, drugs, and psychoactive substances.

There is a prohibition on alcohol, drugs and medications affecting driving abilities on all airfield operating areas, including the SL runway, taxiways, and handling aprons. The consumption of intoxicating substances such as alcohol, drugs, or psychoactive substances is not permitted.

Flughafen Dortmund GmbH can conduct breathalyser tests at any time and can exclude individuals for violations or refusal to comply with testing, possibly permanently. Employers with staff on airfield operations must ensure compliance with alcohol and drug restrictions.

6.5 Vehicles and equipment with combustion engines.

All vehicles and equipment with combustion engines used on aprons and in aircraft hangars and workshops must be fitted with standard safety devices, such as exhaust systems with silencers, that prevent the escape of burning exhaust gases and are radio-interference suppressed. All vehicles must always be in a roadworthy and operationally secure condition.

6.6 Working in hangars and workshops.

- 6.6.1 Aircraft must not be cleaned in hangars or workshops with flammable liquids as defined in the Ordinance on Industrial Safety and Health (BetrSichV) and the Hazardous Substances Ordinance (GefStoffV). For cleaning removed aircraft parts, flammable liquids as defined in the BetrSichV and the GefStoffV may only be used in separate, well-ventilated rooms.
- 6.6.2 Flammable, highly combustible and highly volatile substances may only be handled in halls and workshops if the rooms are fitted out in accordance with fire protection regulations, the regulations of the trade supervisory authority and any special regulations for aircraft operators approved by the trade supervisory authority.
- 6.6.3 Lubricant and fuel residues must be drained into the prescribed facilities provided for this purpose outside the hangar and disposed of properly. Suitable absorbent materials must be available for use with containers.
- 6.6.4 Keep the floors of hangars and aprons free from oil, grease, and other flammable materials.

6.7 Storage of materials, equipment and waste.

- 6.7.1 Store materials, equipment, and waste to prevent fire and explosion hazards.
- 6.7.2 Lubricating oils near hangars or workshops must be in containers with compliant dispensing devices.
- 6.7.3 Empty fuel and lubricant drums, and high-pressure containers for hazardous substances, must not be stored in hangars or workshops.
- 6.7.4 Flammable waste (lubricant residues, used cleaning material, etc.) must be collected in designated metal containers with tightly closing lids. The containers must be emptied frequently enough to prevent the waste from spontaneously combusting. Oil drip trays and similar containers must be properly emptied and cleaned after use.
- 6.7.5 Store water-polluting liquids to prevent groundwater contamination. As per the Water Resources Act, use collection trays or similar devices.

6.8 Storage.

- 6.8.1 When storing, filling and transferring substances hazardous to water, the applicable regulations must be observed.
- 6.8.2 Inform Flughafen Dortmund GmbH in writing about intended storage or handling of water-polluting substances.

- 6.8.3 Ensure compliance with regulations to prevent water contamination or other adverse effects. The user is responsible for necessary permits and notifications to authorities. Provide Flughafen Dortmund GmbH with details of any permits for storing or handling hazardous substances.
- 6.8.4 Dangerous goods, in accordance with Section 27 Paragraph 1 of the German Aviation Act (LuftVG) and its accompanying regulations, particularly nuclear fuels and other radioactive substances, must not be stored outside an officially approved storage facility. Proof of authorisation must be provided to the airport operator. Consent from Flughafen Dortmund GmbH must be obtained before storage.
- 6.8.5 During the handling and storage of hazardous materials, a contact from the airline or freight forwarder, able to provide all necessary information about the materials, must be accessible to the fire service. In the event of a hazardous materials incident, Flughafen Dortmund GmbH, the fire service, and the hazardous materials officer must be notified immediately.
The fire department is in charge of directing operations and managing hazard control. The responsible party must bear all costs associated with the hazardous materials incident.
- 6.8.6 Cargo, crates, building materials, and equipment may only be stored outside rented areas with the consent of Flughafen Dortmund GmbH.

6.9 Firefighting and rescue services

- 6.9.1 Fire service facilities, as well as escape and rescue routes, must always remain clear.
- 6.9.2 In the event of a fire, the agencies outlined in the emergency plan must be contacted. Until the fire brigade arrives, necessary rescue actions must be taken, and firefighting efforts must begin without endangering personal safety, using available resources.
Airport fire department contact:
Internal 412 or company radio, in an emergency: Emergency number 112
- 6.9.3 For recovery, rescue, disaster, and emergencies, the emergency plan and fire protection regulations at Dortmund Airport apply.

6.10 Safety Management System (SMS)

- 6.10.1 Flughafen Dortmund GmbH must maintain the airport in a safe and operational condition. The safety of flight operations, passengers, and customers is the airport operator's utmost priority. To ensure this, Flughafen Dortmund GmbH runs a Safety Management System (SMS) aligned with ICAO Annex 14 and directives from the aviation authority of North Rhine-Westphalia, incorporating companies operating at the airport. All companies and individuals conducting commercial activities at Dortmund Airport are required

to adhere to the relevant guidelines set by Flughafen Dortmund GmbH for their responsibilities and processes. The details and detailed procedures for the implementation of the system and the integration of the companies will be specified separately by Flughafen Dortmund GmbH.

- 6.10.2
- All persons who must use or enter the airside operational areas of the airport, as well as their employers or public-sector employers, are obliged to participate in the Flughafen Dortmund GmbH SMS. This includes compliance with safety regulations and any additional measures requested by the airport operator, such as involvement in safety committees and SMS reporting.

6.11

Drones and unmanned aerial vehicles

- 6.11.1
- The use of unmanned aircraft and other remote-controlled devices on or near the airport is governed by regulations from Sections 21 et seq. of the German Air Traffic Regulations (LuftVO).
- 6.11.2
- Any ascent on the airport grounds is only permitted with the prior consent of the airport operator. The need to obtain air traffic clearances from local control is unaffected by the airport operator's consent.

6.12

Loss of keys and ID cards

Any loss or theft of airport keys or passes must be reported immediately to the issuing office. (Tel.: 0231 / 9231-210).

7 Environmental protection

7.1 Contaminants

- 7.1.1 Contamination and pollution at Dortmund Airport must be avoided. Those responsible must immediately and professionally remove any occurrence of contamination or pollution. If not, Flughafen Dortmund GmbH may handle or arrange cleaning and disposal at the cost of the responsible party. The responsible party must always inform Flughafen Dortmund GmbH immediately and follow their directions.

Contaminants on the airfield (FOD – Foreign Object Debris) must be collected and disposed of by all personnel operating on the airfield, regardless of who caused it.

All airfield users must adhere to the current FOD regulations of Dortmund Airport. The FOD regulations outline general conduct and specific instructions to avoid and properly clear FOD hazards for everyone working on the airport's movement areas. The FOD regulations apply across the entire operational area of Dortmund Airport. This covers all runway and apron areas, all traffic routes, parking and standing areas, footpaths and paved areas, as well as green spaces within the airport security area.

- 7.1.2 Environmentally hazardous substances must be contained if they are spilled. If the person responsible cannot immediately and completely contain the spillage, they must promptly inform the airport fire service by calling 0231/9213-412.
- 7.1.3 Any release of hazardous substances or dangerous goods must be immediately reported to Flughafen Dortmund GmbH.

7.2 Wastewater

- 7.2.1 All discharges into the airport's sewer system require written approval from Flughafen Dortmund GmbH.
- 7.2.2 Unless specified otherwise by Flughafen Dortmund GmbH, only ordinary wastewater may be discharged into the wastewater inlets.
If water is suspected to be particularly contaminated, for example by fuel, aviation operating fluids, oils or faeces, it must be treated in accordance with specific instructions from Flughafen Dortmund GmbH. Those in violation must indemnify the airport operator against any claims from third parties.
- 7.2.3 Only wastewater altered after domestic or commercial use may be discharged into the wastewater inlets, in accordance with the current wastewater regulations of the City of Dortmund and the Water Resources Act. The limit values specified in this regulation must be adhered to.

- 7.2.4 Discharges that are not classified as ordinary wastewater as per the wastewater regulations, or rainwater, require the written consent of Flughafen Dortmund GmbH and official approval, without exception.
- 7.2.5 To ensure proper wastewater disposal, Flughafen Dortmund GmbH may issue additional instructions and specifically regulate the type and quantity of wastewater from individual users through individual orders (such as product evaluation for washing and cleaning agents, type, quantity, analytical investigations, etc.).
- 7.2.6 The customer must notify Flughafen Dortmund GmbH immediately of any changes in wastewater composition and quantity.
- 7.2.7 Only CFC-free detergents, cleaning agents, and lubricants can be used.
- 7.2.8 All new connections or changes to existing wastewater systems are the responsibility of Flughafen Dortmund GmbH.
- 7.2.9 For monitoring and to remove improper discharges, employees of Flughafen Dortmund GmbH and authorities must be granted access to operating areas at any time.

7.3 Waste disposal

- 7.3.1 All relevant laws and regulations regarding waste management must be observed on the airport premises.
- 7.3.2 Waste production should be kept to a minimum. Pollutants in waste should be reduced or avoided entirely. Materials like glass, paper, metal, plastic, wood (uncontaminated), and construction debris must be separated from waste.

7.4 Air pollution

The operation of combustion engines should be limited to the absolute minimum needed. For environmental reasons, the use of the aircraft's onboard generator (APU) should be minimised. The APU should be turned off no later than the end of deboarding and turned on no earlier than 5 minutes before boarding starts, if technically and operationally feasible.

Fuel consumption and CO₂ emissions from APU operation can be reduced by about 90 percent if not used.

7.5 De-icing fluid

De-icing agents may only be used with prior written approval from Flughafen Dortmund GmbH and in designated areas. The approval application must include the chemical composition of the de-icing agent and evidence of its suitability and ecological properties through appropriate documentation. Use should be limited to the necessary extent.

7.6 **Extinguishing agent**

Only PFAS-free extinguishing agents should be used, and only during emergencies. Practices with extinguishing agents from Dortmund Airport are allowed if the areas are connected to the airport sewage system and discharge into the public water network through separators.

8 Lost and found

Items or lost property found on the premises of Dortmund Airport must be handed in immediately at the lost and found office (Lost + Found/Departure Level). Sections 978-981 of the German Civil Code (BGB) apply.
Flughafen Dortmund GmbH accepts no liability for baggage, its contents, or other items stolen, lost, or missing on airport premises.

9 Violations of the airport use regulations, Domiciliary rights

Anyone who breaches these airport use regulations or directions by Flughafen Dortmund GmbH based on them may be expelled from Dortmund Airport and reported to the authorities by Flughafen Dortmund GmbH. Any resulting costs may be charged to the responsible party by Flughafen Dortmund GmbH.

The necessary consents, approvals, and permits under these airport use regulations must be sought in writing beforehand.

10 Severability clause

If any provision of these conditions is or becomes invalid or unlawful, the validity of the remaining provisions shall not be affected.

11 Agent for service of process

Aircraft owners without a residence or place of business in Germany must, upon request from Flughafen Dortmund GmbH, appoint a domestic agent for service of process.

12 Place of performance and jurisdiction

The place of performance and jurisdiction for obligations and disputes arising from these airport use regulations is Dortmund.

13 Changes to the airport use regulations

Changes to the airport use regulations, especially those required by legal or operational needs, including the airport permit, are reserved.

14 Approval of the airport use regulations

The airport use regulations for Flughafen Dortmund GmbH come into effect on the day of approval. Simultaneously, the airport use regulations of 20.03.2020 will no longer apply.

Dortmund, 9 February 2026	signed. Ludger van Bebber
.....	
Place, Date	Managing Director Dortmund Airport GmbH

Approval of the airport usage regulations:

Münster, 10 February 2026	Signed: Carsten Liska
.....	
Place, Date	District Government of Münster

NfL 1-1899-20 is hereby revoked.

Münster, 10/02/2026
District government of Münster
Department 26 – Air Transport
Ref. 26.05.02-017/2026.0001

p.p.
Liska