

# Airport Rules and Regulations for Nuremberg Airport

<b>I. PART DESCRIPTION OF THE AIRPORT</b>	<b>4</b>
<b>1. General information</b>	<b>4</b>
<b>2. Information as to flight operation facilities</b>	<b>6</b>
<b>II. PART RULES AND REGULATIONS</b>	<b>8</b>
<b>1. Applicability of the Usage Regulations</b>	<b>8</b>
1.1 General	8
1.2 Usage with aircraft	8
1.3 Term Airport Operator	8
1.4 Term Aircraft Operator	8
<b>2. Usage with aircraft, rendering of ground handling services</b>	<b>8</b>
2.1 Permission to start and to land	8
2.2 Starting and landing facilities	9
2.3 Taxiing and towing, hovering of helicopters	9
2.3.1 Clearances	9
2.3.2 Taxiing and hovering	9
2.3.3 Towing	11
2.4 Handling apron	11
2.5 Ground handling services	11
2.5.1 Entitlement	11
2.5.2 Charges for usage	12
2.6 Central infrastructure facilities	12
2.7 Parking on the apron and in hangars	12
2.7.1 Conditions	12
2.7.2 Protection	13
2.7.3 Charges	13
2.8 Night flight regulation	14
2.8.1 Flight restrictions	14
2.8.2 Noise restrictions	14
2.8.3 Thrust reverser	14
2.8.4 Engine test runs	14
2.9 Fuel supply	14
2.10 Maintenance works, washing and spraying of aircraft	15
2.11 Disabled aircraft / rescue	15
2.11.1 General	15
2.11.2 Liability	15

<b>3. Entering and driving</b> .....	<b>16</b>
3.1 Airport premises in general .....	16
3.1.1 Entrance / gateway .....	16
3.1.2 Traffic regulations .....	16
3.1.3 Parking .....	16
3.1.4 Boarding / deboarding of passengers and loading .....	17
3.1.5 Cargo .....	17
3.2 Restricted areas and facilities .....	17
3.2.1 Access .....	17
3.2.2 General information .....	17
3.2.3 Vehicle traffic .....	18
3.2.4 Visiting restricted facilities .....	19
3.2.5 Entitlement of authorities .....	19
3.2.6 Entering aircraft .....	19
3.2.7 Prevention of aircraft damages due to foreign objects (F.O.D.) .....	19
3.3 Buildings .....	20
<b>4. Miscellaneous operational activities</b> .....	<b>20</b>
4.1 Commercial activities (apart from ground handling services) .....	20
4.2 Commercial transport of passengers .....	20
4.3 Advertising activities .....	20
4.3.1 Authorization requirements .....	20
4.3.2 Liability .....	21
4.3.3 Copyrights and rights of use .....	21
4.4 Warehousing .....	21
4.4.1 Dangerous goods .....	21
4.4.2 Miscellaneous warehousing .....	22
4.5 Construction works .....	22
4.6 Information and communication technology facilities .....	22
<b>5. Safety Regulations</b> .....	<b>23</b>
5.1 General .....	23
5.2 Emergency response plan .....	23
5.3 Safety Management System (SMS).....	23
<b>6. Lost property</b> .....	<b>24</b>
<b>7. Environmental protection</b> .....	<b>24</b>
7.1 Contamination .....	24
7.2 Materials harmful to water and the environment .....	25
7.2.1 Definition of terms .....	25
7.2.2 Procedures .....	25
7.2.3 General process material as well as detergents and cleaners, disinfectants, lubricants .....	26
7.3 Waste water.....	26
7.3.1 Terms .....	26
7.3.2 Drainage .....	26
7.4 De-icing fluids .....	27
7.5 Waste .....	27
7.6 Air pollution .....	27

<b>8. Consents and permissions .....</b>	<b>27</b>
<b>9. Infringements against the Airport Usage Regulations .....</b>	<b>27</b>
<b>10. Place of fulfillment and place of jurisdiction .....</b>	<b>28</b>
<b>11. Authorized recipient .....</b>	<b>28</b>

[Attachment 1 Operational Safety Regulations](#)

[Attachment 2 Description of the central infrastructure facilities according to the Ground Handling Services Regulations \(Bodenabfertigungsdienst-Verordnung, BADV\)](#)

[Attachment 3 Traffic rules for the restricted area of Flughafen Nürnberg GmbH](#)

[Attachment 4 Stipulations as to aviation security](#)

[Attachment 5 Waste and environmental regulations](#)

[Attachment 6 House rules](#)

[Attachment 7 Disabled aircraft](#)

[Attachment 8 Usage regulations of the Cargo Center of Nuremberg Airport \(CCN\)](#)

[Attachment 9 Additional rules for rendering ground handling services on the apron of Nuremberg Airport](#)

## I. PART Description of the airport

### 1. General information

#### Designation

- Nuremberg Airport (Flughafen Nürnberg)
- ICAO abbreviation: EDDN
- IATA abbreviation: NUE

#### Aerodrome reference point (ARP)

- Geographic latitude: 49°29'59" North
- Geographic longitude: 11°04'45" East
- Location: 1.320 m (4.330 ft) West of threshold 28

#### Distance and geographic location to the city

- 5 km (2,7 NM) North of Nuremberg's city center

#### Airport altitude

- Aerodrome reference point (ARP): 310,0 m (1017 ft) above sea level
- Threshold runway 28: 318,7 m (1045 ft) above sea level
- Threshold runway 10: 311,4 m (1021 ft) above sea level

#### Magnetic deviation

- 0°14' E (1992.10)

#### Operating hours

- 24 h
- Restrictions according to local flight restrictions of the Aeronautical Information Publication for Germany (AIP) EDDN AD 2.

#### Aerodrome operator and address

Flughafen Nürnberg GmbH (FNG)  
Flughafenstraße 100  
90411 Nürnberg

#### Contact

Email: [info@airport-nuernberg.de](mailto:info@airport-nuernberg.de)

Phone:	Information desk	+49 911-937 00
Facsimile:	General management	+49 911-937 18 81
	Finance management	+49 911-937 18 80
	Airport operations	+49 911-937 16 04
	Technical management	+49 911-937 2013
	Internet:	<a href="http://www.airport-nuernberg.de">www.airport-nuernberg.de</a>

Accommodation  
Mövenpick Hotel

Public corporations / authorities

- Deutscher Wetterdienst (German meteorological services)
- DFS Deutsche Flugsicherung GmbH, Tower Nuremberg (German air traffic control)
- Police inspection at Nuremberg Airport
- Government of Central Franconia (Aviation Authority of Northern Bavaria)
- Customs office at Nuremberg Airport

Catering

Catering facilities are available within the premises of Nuremberg Airport.

<http://www.airport-nuernberg.de/gastronomie>

Paramedic standby

- 24h First aid
- First aid room

Nuremberg Airport is not licensed as medical rescue airport / designated airport in the sense of the Implementation Act as to international health regulations (IGV-DG).

Customs

Nuremberg Airport is licensed as customs airport.

Traffic connections

Public means of transport

- subway
- public bus connections

Train connection

- Nuremberg main station can be reached within approximately 12 minutes by subway

Other means of transport

- Taxi, rental cars, rental bikes, etc. are available on site

Handling facilities

Passenger and cargo handling buildings with the necessary facilities are available at the aerodrome.

Fuel supply

Mobile fuel supply with fuel trucks

(see "Luftfahrthandbuch Deutschland" (AIP for Germany) EDDN AD 2.3)

Available hangar space for aircraft

On request:

Hangar A: 75x50 m, gate height 14m, gate width 50m

Hangar 2: 66x23 m, gate height 6m, gate width 21,60m

Hangar 3: 66x23 m, gate height 6m, gate width 18,50m

Hangar 4: 72x27 m, gate height 7m, gate width 23m

Hangar 5: 66x38 m, gate height 9m, gate width 44m

#### Available repairing facilities

At Nuremberg Airport, different technical aviation companies are located and maintenance hangars are available.

#### Fire-fighting vehicles and rescue equipment

Fire-fighting vehicles and rescue equipment are available within the scope of flight operations and the regulations according to EU Regulation No. 139/2014 and ICAO Annex 14 respectively. Available fire protection: category 9 (see AIP for Germany EDDN AD 2.6)

#### Winter road clearance equipment

According to the annually published via Notam, seasonal snow plan

#### Meteorological information

According to AIP EDDN AD 2.11

## 2. Information as to flight operation facilities

#### Runway of the aerodrome

Designation	True bearing	Dimensions (m)	PCN value
10	099	2700 x 45	73/F/A/X/T
28	279	2700 x 45	73/F/A/X/T

(see AIP for Germany EDDN AD 2.12; 2.13)

#### Taxiways

Taxiway/s	Width (m)	Surface	PCN value
A, B, C, F	22,5	tarmac	73/F/A/X/T
D	23,0	tarmac	73/F/A/X/T
E	22,5	Concrete	73/R/A/X/T
J	22,5	tarmac	50/F/A/X/T

(see AIP for Germany EDDN AD 2.8)

## Aprons

Apron area (apron taxi-way)	Surface	PCN value
Main apron (M2, M3)	concrete	73/R/B/W/T
Positions 26-28 (M1)	concrete	73/R/B/W/T
Positions 40-44 (M4)	concrete	73/R/B/W/T
Positions 81-86 (S4)	tarmac	73/F/C/X/T
G1, G2, G2A, U1, U2	tarmac	20/F/B/X/T
Helipads H1-H4	concrete	73/R/B/W/T

(see AIP for Germany EDDN AD 2.8 und EDDN AD 2.16)

## **II. PART Rules and Regulations**

### **1. Applicability of the Rules and Regulations**

#### **1.1 General**

Everyone who uses the aerodrome with aircraft, enters it or drives within the premises has to comply with these Rules and Regulations, the adjacent attachments and the instructions as to the implementation of same from the airport operator. The Usage Regulations also apply to all authorities, organizations and companies operating on the premises of the airport operator or receiving or rendering services on site.

#### **1.2 Usage with aircraft**

As far as the regulations and instructions apply to aircraft operators, they also apply to aircraft owners respectively as well as persons using the aircraft without being the operator or the owner of the aircraft.

#### **1.3 Term Airport Operator**

The term Airport Operator includes the assigned representatives or persons entitled by the airport operator, in particular, the airport operator assigned qualified persons as to the management on traffic and operations. Those are the accountable airport operations manager and the manager of operational services, who are named in the aerodrome manual.

#### **1.4 Term Aircraft Operator**

The term Aircraft Operator includes the assigned representatives or persons entitled by the aircraft operator.

### **2. Usage with aircraft, rendering of ground handling services**

#### **2.1 Permission to start and to land**

Usage of the aerodrome is permitted for aircraft of up to 45,000 kg of isolated individual wheel load as well as helicopters against payment of the charges stipulated in the airport charges regulation. The operation of airships, gliders, unmanned and tethered balloons, aerial kites, drones, flight models, ultralight aircraft and other aeronautical equipment designed for usage in airspace is only permitted with special permission of the airport operator and only in accordance with the responsible air traffic control organizations and, as the case may be, the responsible aviation authority. Usage of the airport for "high risk" status flights as well as aircraft larger than ICAO code letter "C" are subject to prior permission from the airport operator. The operation with aircraft according to ICAO code letter "D", "E" and "F" are described in the aerodrome manual.

#### **Data sharing**

On request from the airport operator, aircraft operators have to submit the data necessary for checking the usage entitlement and calculation of charges. Those are inter alia the nationality and registration sign of the aircraft, aircraft type, number of passengers, flight type, starting and landing aerodrome (only in case of cross-country flights), noise certificate.



Airlines or their ground handling agents are obliged to report all delays immediately to the airport operator by using the current IATA delay code list (use of sub-delay codes) and according to the stipulations of EG Regulation IR390/2013 (RP2). Furthermore, the following notifications have to be transmitted in IATA format to the airport operator: PTM, PAL, CAL, LDM and MVT.

## **2.2 Starting and landing facilities**

The runway, the taxiways or other particularly marked areas have to be used for starting and landing. Pilots have to observe the instructions from the air traffic control unit.

## **2.3 Taxiing and towing, hovering of helicopters**

### **2.3.1 Clearances**

In principle, each taxiing, towing or hovering is subject to prior clearance from the apron control.

### **2.3.2 Taxiing and hovering**

Aircraft might only be moved on their own power by persons who are entitled to do so (taxiing or hovering). They are not allowed to taxi or hover neither within hangars or repair shops nor into or out of them on their own power. Within the apron area, aircraft are only allowed to taxi with the absolutely necessary minimum engine speed, in order to prevent damages due to the effects of jet blast.

On the main aprons as well as the General Aviation aprons, aircraft have to observe the instructions from apron control or the follow-me vehicle in charge. After prior clearance from the DFS aerodrome control unit, taxiways M1, M2, M3, M4, J, N2 and N4 are basically available for aircraft up to the size of ICAO code letter "C" for taxiing without follow-me vehicle. All aircraft of ICAO code letter "D", "E" and "F" will principally be guided by a follow-me vehicle.

Taxiway J can be taxied by aircraft up to ICAO code letter "C" between the junction of taxiway F and the junction of taxiway M4. Taxiing of aircraft up to ICAO code letter "E" are excluded between taxiway M3 and M4 or N4. Taxiing of aircraft up to ICAO code letter "B" is allowed between the junction of taxiway M4 and Entry GAT.

Aircraft up to ICAO code letter "B" may taxi on all taxiways in the General Aviation apron area S3, S4 and T2, unexceptionally all taxiing procedures of arriving aircraft will be guided by a follow-me vehicle. If there is no follow-me vehicle available, all arriving aircraft have to wait for a follow-me vehicle at Entry GAT.

Arriving aircraft up to ICAO code letter "B", which will be parked within the area of parking positions 81 - 86 and parking area U1/U2, have to use taxiway J and taxiway S4. Arriving aircraft of ICAO code letter "C" with a wingspan of up to 29 m, which will be parked on parking positions 82, 84 and 86, have to use taxiway J and taxiway M4.

In case of standard parking (facing North), taxiing of departing aircraft up to ICAO code letter "B" from parking positions 81 - 86 will be done on their own power in direction North towards taxiway M4, taxiing of departing aircraft of ICAO code letter "C", which are parked facing South, will be done with push-back procedures towards taxiway M4.

Independent taxiing of parking position H is prohibited for all aircraft. Arriving aircraft having to be parked at area R9, will be stopped at the stop bar on parking position H and towed to area R9. Departing aircraft from area R9 will have to be towed to a suitable position in the apron area, e. g. G2 or G2A.

Taxiing of helicopters with landing gear have to be effected according to the respective taxi clearance from the DFS aerodrome control unit. Hovering of helicopters is principally prohibited on all apron areas and taxiways. Hovering from/to the helipads H1 - H3, which can be effected via taxiway J, taxiway J and M3 or the hovering corridor, are excepted. Hovering from/to helipad H4 may only be effected via taxiway F and taxiway M2.

Due to the spatial proximity of the helipads to each other, the following has to be observed:

- hovering from/to helipads H1 - H3 can only be effected by one helicopter at a time.

Furthermore, it has to be observed that hovering can be done from/to:

- helipad H1 directly towards M3 as well as from/to the hoverway,
- helipad H2 directly towards M3 as well as from/to the hoverway,
- helipad H3 directly towards M3 or in direction North-West towards taxiway J as well as from/to the hoverway,
- helipad H4 directly towards M2 from/to taxiway F.

Starting and shutting down the engines of helicopters may take place simultaneously on helipads H1 and H3. On helipad H2, starting and shutting down the engines may only take place if this is not the case on helipad H1 and H3. Starting and shutting down the engines may take place on helipad H4 independently.

(see AIP for Germany EDDN AD 2.20)

### 2.3.3 Towing

If needed, aircraft will be towed by a handling agent or technical aviation company assigned by the airport operator or - upon detailed agreement - by the aircraft operator. They may only be towed by trained staff. The aircraft operator has to provide the staff needed for protection. If towing takes place on behalf of the airport operator, the aircraft operator has to provide the instructions, which are necessary for towing.

All towing trucks used for towing aircraft have to be equipped at least with FNG operational radio channel 1, a red omnidirectional light and towbar-less tractors additionally with a white flashing light. Activity-related mobile radio devices or lamps might may be used as well.

In case of towing during darkness or low visibility conditions (CAT II/III), the position lights of the towed aircraft have principally to be switched on during the towing procedure. If this is not possible, comparable conspicuity must be ensured (e. g. white flashing light at the towing tractor).

The aircraft operators have to have approved tow bars available for all aircraft operated at Nuremberg Airport, as far as they can only be towed with a tow bar.

In principle, the stipulations of the AIP for Germany EDDN AD 2.20 apply to all towing procedures.

## **2.4 Apron**

The handling apron is intended solely for ground handling of aircraft and will be administered and run exclusively by the airport operator or agents commissioned by the same. Different use - e. g. for longer parking periods of aircraft, substantial maintenance works, engine test runs - is only allowed upon prior approval from the airport operator or a commissioned agent.

## **2.5 Ground handling services**

### **2.5.1 Entitlement**

The airport operator is entitled to conduct ground handling services according to the list of ground handling services in attachment 1 of the Ground Handling Services Regulations (Bodenabfertigungsdienst-Verordnung, BADV). Self-handlers and service providers are authorized within the accredited scope to conduct those services as well. The pre-requisite to do so is the approval by the airport operator considering attachment 9 "Additional rules for rendering ground handling services on the apron of Nuremberg Airport".

The accredited ground handling service providers have to park their ground support equipment only on the spots assigned by the airport operator. The airport operator is entitled to charge fees for the parking of ground service equipment.

The legal stipulations for rent (Sections 535 et seq. BGB (German Civil Code)) and BADV will apply.

### **2.5.2 Charges for usage**

The airport operator may charge accredited ground handlers and other service providers for granting access, for the provision and for the usage of their facilities (Section 9, sub-section 3 BADV).

## **2.6 Central infrastructure facilities**

The following facilities are central infrastructure facilities in the sense of Section 6 BADV (see also the respectively valid list of charges of Flughafen Nürnberg GmbH):

- handling positions including the facilities for guiding/docking of aircraft
- disposal system for waste
- disposal system for sewage
- jetways with integrated stationary ground power supply
- airport information system
- baggage sorting systems
- supply system for potable water

The central infrastructure facilities will only be provided, administered and run by the airport operator or a commissioned agent according to attachment 2.

Those central infrastructure facilities have to be used against charges.

## 2.7 Parking on the apron and in hangars

### 2.7.1 Conditions

On request by the airport operator, aircraft staying at the airport have to be parked on a assigned aircraft position or within a hangar against charges. Parking and hangar positions will be assigned by the airport operator. Due to safety and operational reasons, the airport operator may demand the transfer of the aircraft to another parking or hangar position or - if the aircraft operator cannot be reached or does not comply with the demand in due time - they may taxi or tow the aircraft without its own power to this position by trained staff at the cost of the aircraft operator. In doing so, the airport operator will be liable against the beneficiaries or obligated parties of the aircraft (particularly owner and operator) only for damages occurring in this respect, which were caused by the airport operator, their agents, representatives or subcontractors due to malice or gross negligence. In case of damages due to the injury of life, body or health, the airport operator will be liable against the beneficiaries of the aircraft for each fault. Except for the afore-mentioned cases, in which the airport operator will be liable against the beneficiaries of the aircraft themselves, the aircraft operator will indemnify the airport operator against all raised claims against the same upon the first request, which also applies to the costs necessary for legal defense.

Aircraft staying on a parking position longer than STD (scheduled time of departure) plus 10 minutes have to be towed to another apron position against charges upon request of the airport operator. Furthermore, on request of the airport operator, aircraft staying on a jetway or other parking position longer than absolutely necessary for handling have to be towed to another apron position against charges for a defined period of time.

Users have to treat hangars and facilities with care and, in particular, to observe the following stipulations:

- Technical systems, facilities and devices of the airport operator, particularly power supply facilities, cranes, scaffolding and hangar gates may only be used upon agreement with the airport operator and after completed and documented briefing.
- During works of any kind at aircraft within hangars, the aircraft operator has to have a sufficient number of portable fire extinguishers easily available at hand.
- The space in front of hangar gates has to be kept clear.
- Aircraft must not be wet-washed or sprayed within the hangar. The use of detergents is prohibited. The hangars are not connected to the waste water disposal.

Parking and conducting maintenance work of motor vehicles, other ground vehicles and other items is subject to the consent from the airport operator. In case of repair works, motor vehicles have to be respectively equipped with exhaust silencers, gas-driven vehicles of any design must not be parked within hangars.

### 2.7.2 Protection

The protection of parked aircraft is the aircraft operator's responsibility. The protection obligations with traffic cones (pylons) or substitutionally with lamps of a minimum light intensity of 10 Candela (cd/m<sup>2</sup>) for parked aircraft can be transferred from the aircraft operator against charges to the

airport operator or the commissioned agents by written agreement. If there is no written agreement between the aircraft operator and the airport operator or the commissioned agent, Flughafen Nürnberg GmbH reserves the right to conduct the afore-mentioned measures for protection and removal of the aircraft at the aircraft operator's cost in case of insufficient protection of the aircraft by the aircraft operator. Moreover, the aircraft operator is responsible that his or her aircraft will be protected sufficiently against independent movement as well as against storm at any time.

### 2.7.3 Charges

The legal stipulations for rent (Sections 535 et seq. BGB) will apply for parking of aircraft. There will only be a storage obligation for the airport operator, if some specific written agreement had been concluded in this regard.

## **2.8 Night flight regulation**

### 2.8.1 Flight restrictions

The local stipulations according to the AIP for Germany EDDN AD 2.20 have to be adhered to mandatorily.

### 2.8.2 Noise restrictions

At the airport and in its vicinity, aircraft operators have to keep noise pollutions arising due to aircraft engines at the unavoidable minimum level. They will indemnify the airport operator from potential claims of neighbors due to inadmissible noise pollution.

Aircraft operators have to observe the instructions from the Airport Operations department as to the conduct of aircraft engine test runs or the reduction of aviation noise.

### 2.8.3 Thrust reverser

In case of landings between 10 p.m. and 6 a.m. local time, thrust reverse may only be used within the scope which is absolutely necessary due to safety reasons. The thrust lever position in the aircraft on "idle - thrust reverse" is not covered by this stipulation (see AIP for Germany EDDN AD 2.20).

### 2.8.4 Engine test runs

All static tests of aircraft engines may only be conducted upon prior approval from the Airport Duty Officer (phone: +49 911/937-1220) and upon assigned clearance from the DFS aerodrome control unit. The respectively suitable position for the conduct of static engine tests and the specification of the order will be determined within the scope of the approval by Airport Duty Officer in consultation with the DFS aerodrome control unit. See the AIP for Germany EDDN AD 2.20 and attachment 1 of the Airport Usage Regulations as to the respectively current and valid rules and exceptions.

## **2.9 Fuel supply**

Companies supplying aircraft with fuel have to be accredited by the airport operator. Those companies and the aircraft operator have to observe the safety regulations and the respectively valid legal rules and regulations regarding fuel.

Furthermore, they are obliged to take precaution so that the staff working at the aircraft during fuel supply is trained and undergoes regular exercises as to fire alarm possibilities, the emergency switch-off and fire fighting as well as how to react in case of leakage of fuel. On request, evidence as to this has to be provided to the airport operator.

More detailed stipulations can be found in attachment 1.

## **2.10 Maintenance works, washing and spraying of aircraft**

Substantial maintenance works at aircraft are only allowed to be conducted on suitable spots, which have to be assigned by the airport operator. In this regard, the use of detergents is principally prohibited. Wet-cleaning (washing and spraying) of aircraft is prohibited within the entire airport premises. Dry-cleaning or cleaning with moist wipes and the subsequent, correct disposal of the latter is allowed. The approval of the airport operator for this has always to be asked for in advance and the instructions in this regard have to be observed.

## **2.11 Disabled aircraft / rescue**

### **2.11.1 General**

Aircraft operators have to take precautionary measures, in order to remove the aircraft as quickly as possible from the movement area in case of immobility (described procedure see attachment 7).

If an aircraft remains immobile on the movement areas of the airport and the aircraft operator is not able to remove it within due time, the airport operator is entitled to remove it from the movement areas at the cost and risk of the aircraft operator without specific order from the same, as far as this is necessary for the operation of air traffic.

In doing so, the airport operator will be liable against the beneficiaries or obligated parties of the aircraft (particularly owner and operator) only for damages occurring in this respect, which were caused by the airport operator, their agents, representatives or subcontractors due to malice or gross negligence. In case of damages due to the injury of life, body or health, the airport operator will be liable against the beneficiaries of the aircraft for each fault. Except for the afore-mentioned cases, in which the airport operator will be liable against the beneficiaries of the aircraft themselves, the aircraft operator will indemnify the airport operator against all raised claims against the same upon the first request, which also applies to the costs necessary for legal defense.

### **2.11.2 Liability**

If an aircraft remains immobile at the airport and if the airport operator has to sustain any harm due to this, which might also be financial harm, the airport operator is entitled to claim restitution from the aircraft operator.

### **3. Entering and driving**

#### **3.1 Airport premises in general**

##### **3.1.1 Entrance / vehicle access**

The airport premises and building may only be entered and driven upon via the entrances, roads, paths and/or gates assigned by the airport operator for this purpose. Detailed rules regarding entering, driving and conduct within the restricted area of the airport can be found in Chapter 3.2.

Facilities of DFS Deutsche Flugsicherung GmbH may only be entered upon prior approval and accompanied by DFS staff outside of as well as within the enclosed airport premises. Enclosed facilities of Flughafen Nürnberg GmbH outside of the critical part may only be entered upon prior approval and accompanied by Flughafen Nürnberg GmbH staff.

3.1.2 Traffic regulations On the traffic areas within the restricted area, the traffic rules for the restricted area of Flughafen Nürnberg GmbH (attachment 3) as well as the catalogue of measures in case of traffic violations within the restricted area of Flughafen Nürnberg GmbH (attachment 3 No. 10) will apply.

On the road traffic areas of the public area, the Road Traffic Act and the issued parking usage regulations will apply. The airport operator may penalize infringements against those parking usage regulations by civil law as contractual penalty due to non-conforming use of the road traffic areas. This task including the issue of parking usage regulations may also be assigned to some third party responsible for the administration of parking space.

With signage, which complies with the Road Traffic Act as far as possible, the airport operator may restrict, impose or prohibit the use of road traffic areas or make them subject to certain conditions and/or issue rules for usage.

In the area of Cargo Center 1 and Cargo Center 2, besides the Road Traffic Act and the Airport Usage Regulations also the operational regulations of the cargo center at Nuremberg Airport (CCN) according to attachment 8 will apply.

##### **3.1.2 Parking**

Vehicles may only be parked on the spots which are respectively assigned for the vehicle category, taking into consideration these Airport Usage Regulations and - as the case may be - the Parking Usage Regulations issued by the respectively responsible company for the administration of parking space.

Paragraph 3.1.2, sub-clause 2 will apply for vehicles which are not parked in conformity with these regulations or in case of exceeded maximum or paid parking periods. Vehicles which are not parked in conformity with these regulations may also be towed away at the cost and risk of the vehicle owner to some chargeable parking spot at the respectively valid tariffs. The same applies to vehicles infringing the maximum parking period on their parking spot or if the prepaid parking period will be exceeded.

### 3.1.3 Boarding / de-boarding of passengers and loading

Passengers and luggage may only get on and off vehicles along the road-side at the main terminal as well as on assigned parking and stopping areas or on spots designated by the airport operator. Loading and deliveries may only be conducted in areas designated by the airport operator. Coaches may only use the areas designated by the airport operator. In case of commercial passenger transport, paragraph 4.2 has to be observed.

### 3.1.4 Cargo

Cargo may only be loaded or unloaded within the cargo yards and handled exclusively via the cargo facilities. Companies which are transshipping air cargo at Nuremberg Airport have to report their transshipment volumes separately in imports and exports to the airport operator according to the instructions of the same.

## **3.2 Restricted areas and facilities**

### 3.2.1 Access

Facilities within the enclosed airport premises (= restricted area, inter alia maneuvering area, apron, waiting areas, other operational areas and buildings), which are not approved for the public, may principally only be entered with a valid airport permit and after passing security checks according to Section 8 of the Aviation Security Act (LuftSiG), or self-administered areas within the restricted area (e. g. Aero Dienst Nürnberg) may only be entered with a valid airport permit and after passing a security check according to Section 9 of the Aviation Security Act via assigned entrances.

Airport permit holders may only access those parts of the restricted area for which the respective airport permit issued to them entitles them to.

The airport operator may grant consent to access the restricted area in general or in individual cases and withdraw the approval for important reasons.

### 3.2.2 General information

Except for the explicitly excluded areas, on all outdoor areas outside of buildings within the restricted area, high-visibility clothing according to EN ISO 20471 or the respectively valid stipulations has to be worn.

For persons working in the area of flight operations, i. e. in the apron and ramp area as well as the adjacent ground handling facilities and equipment, alcohol and drugs are absolutely prohibited. Those persons are not allowed to consume alcoholic beverages and drugs as well as medicine impeding their ability to drive while they are on duty and during an appropriate period of time in advance.

The airport operator is entitled to examine this prohibition with checks at any time and to expel the person in question for the time being or also permanently from those areas in case of an infringement or refusal of the check.

Within the frame of their duty of care, employers of those persons are obliged to implement appropriate measures to impose an absolute prohibition of alcohol and drugs in the operational areas of Nuremberg Airport.



The traffic rules of Flughafen Nürnberg GmbH apply throughout the entire restricted area (see attachment 3).

Entering and driving on the runway and taxiways is only allowed for entitled persons and upon prior clearance by air traffic control. Apron taxiways may only be crossed at maneuvering area pathways as far as they exist. In areas without designated maneuvering area pathways, taxiways have to be crossed via the shortest possible route while considering taxiing traffic. Regarding the stipulations as to driving on the runway see chapter 3.2.3 road traffic in operational areas.

In principle, the apron may only be driven upon with vehicles which are authorized by the airport operator (vehicle badge, access permit), fire fighting and medical rescue vehicles as well as vehicles of the responsible authorities or public corporations. Other vehicles are subject to the specific approval by the airport operator.

Entering and driving on the apron for pedestrians and cyclists is only allowed after successful participation in a safety training from the training department of the airport operator.

In case of operational roads without sidewalks, pedestrians have to walk approximately 1m besides the road embankment, outside of the roadway, opposite to the traffic direction and one after another.

The Airport Operations department of the airport operator is responsible for the operational supervision and safety in the operational areas within the restricted area of Nuremberg Airport, this includes the supervision of traffic rule compliance as well. It is at the discretion of the airport operator to take appropriate measures in case of infringements and those are defined in the traffic rules of Flughafen Nürnberg GmbH.

### 3.2.3 Vehicle traffic

The Road Traffic Act as well as the respectively valid traffic routing stipulated by the airport operator (driving and operational road concept) and the traffic rules of Flughafen Nürnberg GmbH (see attachment 3) as well as the restrictions regarding the assigned driving zones marked on the vehicle badge will apply to road traffic in the operational areas within the restricted area. The airport operator may restrict or suspend road traffic due to operational reasons. On request of the airport operator, vehicles, which are used within the restricted area of the airport, have to be marked specifically and furnished with safety equipment.

Drivers, who use vehicles within the restricted area without being guided, have to have a corporate driving license issued by the airport operator in addition to their official driving license.

The approval necessary for entering and driving upon the runway will be given by the airport operator in accordance with air traffic control. Whoever enters or drives upon the runway is subject to the instructions by air traffic control and, above all, has to observe their radio messages, light signals and signs and to seek information about their meaning. Vehicles driving upon the runway without being guided by a follow-me car have to keep permanent radio contact to air traffic control and be equipped with at least one active yellow rotating light. Driving upon the runway is subject to a

special driving license. The airport operator may allow exceptions in accordance with air traffic control.

#### 3.2.4 Visiting restricted facilities

Restricted facilities may only be visited under the responsible guidance of a person accredited by the airport operator; airport permit holders may only enter those parts of the restricted area to the access of which they are entitled according to the airport permit issued to them.

#### 3.2.5 Entitlement of authorities

After participating in respective safety and driving briefing from the training department of the airport operator, the representatives of aviation, customs, passport and health authorities, the German Meteorological Services as well as police are entitled to enter or drive upon the restricted facilities with their official vehicles while exercising their duties.

If respectively trained representatives of the afore-mentioned authorities want to enter or drive upon the runway, they have to ask for permission from air traffic control apart from informing the airport operator and the stipulations in paragraph 3.2.3 have to be observed.

#### 3.2.6 Access to aircraft

In principle, aircraft may only be entered upon approval by the aircraft operator.

#### 3.2.7 Prevention of aircraft damages due to foreign objects (F.O.D.)

Waste, loose material and dirt in all operational areas of the restricted area of Nuremberg Airport have to be avoided in general and, if noticed, they have to be removed immediately, in order to prevent danger for aircraft.

Whoever notices items on the surfaces of the operational areas, which might cause damage to aircraft (e. g. screws, eyelets, suitcase handles, metal parts, lashing straps, tool parts etc.), has to pick them up and put them in the waste bins assigned for this purpose. If it cannot be ruled out that the found object is part of an aircraft, the Airport Duty Officer (AOL) has to be informed immediately (phone +49 911/937 1220).

### **3.3 Buildings**

The airport operator's house rules, which were issued in addition to the Airport Rules and Regulations, will apply in all buildings (see attachment 6).

## **4. Miscellaneous operational activities**

### **4.1 Commercial activities (apart from ground handling services)**

Commercial activity is only possible on the basis of an agreement with the airport operator, which might also include some charge to be paid to the airport operator. The same applies to video, photograph, and audio recordings and broadcasts.

### **4.2 Commercial transport of passengers**

The commercial transport of passengers with motor vehicles, which cannot be driven by the passengers themselves, is subject to an agreement with the airport operator and might also include some charge to be paid. Commercial transport of passengers occurs, if the transport service is subject to approval according to the Public Transport Act. Regardless of an obligation for approval according to the Public Transport Act, commercial transport of passengers also occurs if charges are paid or stipulated for the transport service itself or if the transport service is connected to chargeable services or the commercial mediation of services.

For each commercial passenger transport beyond any prior agreement with the airport operator, the same may claim charges according to the published list of charges per event from the respective vehicle owner or company on behalf of which the vehicle is used. An event means either passengers getting on or off the vehicle. The claim of charges does not alter the fact that the commercial transport of passengers with motor vehicles without prior agreement with the airport operator is prohibited and all (omission) claims of the airport operator will remain in force.

### **4.3 Advertising activities**

#### **4.3.1 Authorization requirements**

Each advertising activity (particularly the distribution of advertising brochures, advertising articles and product samples) are subject to the written consent of the airport operator. The respective approval might particularly be refused if contents might harm the business purpose or the reputation of the airport corporation or if they violate applicable law. The disposal of materials and items left behind will be charged by the airport operator.

#### **4.3.2 Liability**

The tenant is responsible for the advertising message and for the kind and content of the advertising means to be applied. They have to indemnify the airport operator from claims of third parties due to potential infringements of patent law or other violations of law.

The airport operator will not be liable for the legitimacy in terms of competition or trademarks or patentability of advertising material.

The airport operator will not be liable for damage, loss or theft of advertising material during the term of the rental contract unless the airport operator or one of their sub-contractors had caused the damage either intentionally or due to gross negligence. The tenant has to indemnify the airport operator from all damages in connection with the tenant's advertisement.

#### 4.3.3 Copy and usage rights

The advertising material provided by the tenant will be used by the airport operator under the precondition that the advertiser himself is entitled to usage in the sense of Sections 31 et seq. of the Copyright Act. The advertiser guarantees having acquired the necessary usage rights according to Sections 31 et seq. for the advertising material from the originator and will indemnify the airport operator from all claims of originators or third parties due to copyright.

For publishing purposes, particularly for the purpose of advertisement, marketing, corporate communications and image building, the airport operator is entitled to use photographs, excerpts and artificially alienated motives of the advertising material free of charge.

### 4.4 Storage

#### 4.4.1 Dangerous goods

Dangerous goods in the sense of Section 27, sub-section 1 Aviation Act (Luftverkehrsgesetz, LuftVG) as well as Section 2, sub-section 1 and 2 Dangerous Goods Act (Gefahrgutgesetz, GGG), IATA DGR, ADR (Dangerous Goods Regulations for roads) and the adjacent legal regulations for the enforcement of the same, particularly nuclear fuel and other radioactive material, may only be stored with the consent from the airport operator in rooms designated for this purpose by adhering to the legal rules.

During the period of dangerous goods handling and storage, a representative of the airline or the forwarder (dangerous goods or radiation protection commissioner), who can provide all necessary information as to the dangerous goods, has to be reachable for the airport operator's fire brigade. In case of a dangerous goods accident, the airport fire brigade has to be alerted. They are responsible for the operational management and the handling of emergency response as long as it is not transferred to other authorities or organizations with safety tasks (BOS) during the course of the emergency response actions due to legal rules.

In case of emergency operations, the operators of dangerous goods warehouses are obliged to submit a current storage list on request of the airport fire brigade, which states the kind of dangerous goods stored in the respective storage rooms, storage compartments, shelves and levels. Within the hangars, hazardous substances, dangerous goods and water-endangering substances may only be stored in safety storage cabinets and/or collection trays according to the valid regulations.

#### 4.4.2 Miscellaneous storage

Outside of the rented areas or rooms, cargo, boxes, building material, devices etc. may only be stored with prior approval from the airport operator. Within as well as outside of the restricted area, any material, device or vehicle has to be stored/parked with a minimum distance of 3m from the

airport fence. In case of infringements, the arising costs for the usage of space and/or disposal will be charged by the airport operator.

#### **4.5 Construction works**

In terms of construction works of third parties on the premises of the airport operator (all real estate in FNG's possession including real estate having been transferred within the framework of hereditary leasehold), all plans have to be coordinated obligatorily with the airport operator at an early stage. In case of infrastructural changes (e. g. new installation/change of underground conduits, soil conditions, surfaces and the construction or change of buildings, the measured inventory data has to be submitted to the airport operator in the form requested by the same at the very latest at the time of initial operation.

The coordinating and protecting obligations imposed on the executor have to be observed. Particularly, the rules and regulations as to safety and health protection on building sites (Building Site Regulations) have to be observed obligatorily. Building staff working in the critical part area has to be briefed verifiably as to the valid rules for corporate safety prior to starting construction works. Additionally, the rules of the Aviation Security Act as well as EU Regulation No. 139/2014 will apply to building sites within the restricted area.

The implementation of building and car cranes of any kind on the airport premises has to be approved by the responsible Aviation Authority sufficiently in advance. The operation of cranes and towering working equipment (e. g. excavators) without any approval is prohibited.

#### **4.6 Information and communication technology facilities**

The information and communication technology facilities, except for mobile communication facilities, will be provided, administered and operated solely by the airport operator or a commissioned agent. Those facilities cover the grid-bound and/or wireless connections with the respective voice and/or data transmission.

The airport operator may also conclude co-operations with third parties so that they are entitled as well to use the network for the distribution of services. The airport operator may also maintain non-public services for the internal local operation within the framework of infrastructure equipment for companies residing at the airport.

Those facilities have to be used against charges.

The use of customer-owned information and communication technology facilities is subject to the airport operator's approval, which might also include charges to be paid to the same.

In case of disturbances of the information and communication technology facilities caused by the user, the airport operator reserves the right to switch off and to charge the occurring costs for fault elimination.

Radio-based communication means may only be used within the entire airport premises (also in/on rented rooms/areas) if they are licensed and the airport operator has given approval to the operation (except for aircraft and communication means of authorities, e. g. BOS radio). Radio-based communication on all maneuvering areas (runway and aprons) under the exception of land-side roads and parking areas as well as aeronautical radio and BOS radio will be conducted solely via the radio system provided by Flughafen Nürnberg GmbH.

## **5. Safety regulations**

### **5.1 General**

The safety rules described in attachments 1 and 4 as well as the ones based on law or other regulations and the state of the art have to be observed.

This also applies to operational and work safety as well as environmental protection rules, which business people at the airport have to observe on their own responsibility when executing their business.

### **5.2 Emergency response plan**

The airport operator's emergency response plan in its respectively valid version governs the reactions and procedures in emergencies and is, therefore, binding for all users of the airport.

The airport operator is entitled to keep the emergency response plan or parts of it confidential as far as this is necessary for emergency prevention or elimination according to the airport operator's opinion.

For rescue measures in case of aircraft accidents, the emergency response plan of the airport will apply. All persons, companies and organizations at Nuremberg Airport have to support the airport operator within the scope of their possibilities in the prevention of hazard and re-establishment of security and safety as well as the preparation and exercising of emergency response plan documents.

Within the scope of fire brigade operations, the airport fire brigade is entitled to enter all necessary areas and rooms on the entire airport premises.

In case of emergencies, the fire fighting and rescue works must not be impeded. Entering or driving into the scene of operations as well as the handling of the respective aircraft is only allowed upon approval from the operations management or the emergency forces on site.

### **5.3 Safety Management System (SMS)**

The airport operator has to maintain the airport in an operationally safe state and to run it properly.

For this reason, the airport operator maintains a Safety Management System (SMS) according to the rules of ICAO Annex 14 and Annex 19 as well as EU Regulation No. 139/2014 in the respectively valid version. The responsible and obligatory involvement of all companies operating at the airport is a vital component of it. The SMS rules are binding.

All persons and their employers entering or using the aeronautical maneuvering areas of the airport are obliged to take part actively in the Safety Management System (SMS) of the airport operator.

This includes among other things:

- participation in or, as the case may be, the implementation of respective, safety-relevant trainings and briefings,

- obeying the safety rules,
- reporting accidents, damages, special incidents and dangers to the airport operator and co-operating in follow-up processing them,
- reporting constructional and operational changes to the airport operator,
- the implementation and documentation of proficiency checks on the basis of the rules of EASA and the FNG Safety Management,
- participating in audits and safety committees.

Moreover, there is a reporting obligation towards the airport operator regarding the rules of EU Regulation No. 376/2014. Regarding the steady progress and optimization of SMS, the resulting obligations might change at any time.

The scope of the SMS is documented in the respectively valid version of the aerodrome manual. If needed, the manual may be requested at the airport operator. The procedures described in the aerodrome and SMS manuals are binding for all persons, companies, organizations and authorities operating at the airport.

## **6. Lost property**

Items, which have been found within the airport premises, have to be handed over to the airport operator immediately. Sections 978 - 981 of the Civil Code will apply.

## **7. Environmental protection**

### **7.1 Contamination**

It is prohibited to cause contamination and pollution of airport facilities. In case of unavoidable contamination and pollution, the perpetrator has to inform the airport operator immediately and to arrange for respective disposal or cleaning in accordance with the airport operator and on the basis of the valid legal regulations; otherwise, the airport operator may arrange for cleaning at the cost of the perpetrator.

Waste of any kind on the aeronautical maneuvering areas has to be removed immediately. Contamination and pollution have to be removed by the polluter due to the valid legal regulations; otherwise, the airport operator may arrange for cleaning at the cost of the polluter.

The airlines or the responsible ground handling agent have to take care that the parking positions will be maintained in a clean and safe (F.O.D. check) state.

## 7.2 Materials harmful to water and the environment

### 7.2.1 Definition of terms

Water-endangering substances according to the Water Resources Act (Wasserhaushaltsgesetz, WHG) are solid, fluid and gaseous substances, which are able to cause detrimental changes to water quality steadily or to a substantial extent.

Substances or mixtures are environment-endangering according to the Chemicals Act (Chemikaliengesetz, ChemG) if they themselves or their derivatives are able to change the quality of the ecosystem, water, soil or air, climate, animals, plants or micro-organisms in a way that hazard to the environment may be caused immediately or later on.

### 7.2.2 Procedures

Water-endangering and environmentally hazardous substances have to be collected in case of leakage. If the polluter is not able to collect leaking substances immediately and completely, he or she has to inform the airport operator (operations center of the airport fire brigade) immediately. The release of hazardous substances/dangerous goods has to be reported immediately to the airport operator (operations center of the airport fire brigade) in any case. According to the emergency response plan, the airport fire brigade has to inform the company center for environmental issues after containment of the environmental danger and - as the case may be - also the responsible authority (Environmental Authority of Nuremberg) in case of major damages.

All users of the aerodrome facilities and the aprons as well as operators of technical plants have to take into account the special demands for environmental protection when dealing with water-endangering/environment-endangering substances on their own responsibility and may be held responsible for damages occurring due to them. The plant operator is responsible for adhering to all valid legal rules and the supervision of safety facilities and the technically accurate state of the plant.

The regulations for plants dealing with water-endangering substances (Verordnung über Anlagen zum Umgang mit wassergefährdenden Stoffen, VAWS) in the respectively valid version will apply to plants serving for storage, filling and transshipping water-endangering substances.

The airport operator has to be informed about the storage of water-endangering substances in writing in advance. He may issue specified instructions as to this or prohibit it. In order to check the compliance with the demands of environmental protection, the airport operator must be given access to the storage places with water-endangering/environment-endangering substances. The airport operator is allowed to register the storage data in the installations catalogue of Nuremberg Airport and to provide the responsible authority (Environmental Authority of Nuremberg) with it.



### 7.2.3 General process material as well as detergents and cleaners, disinfectants, lubricants

Only those detergents, cleaners and disinfectants as well as lubricants are allowed, which do not contain organic halogen compounds and which are free from PCB, PCP, PCDD/PCDF and CFC and PFC. Evidence has to be provided on request.

## **7.3 Waste water**

### 7.3.1 Terms

Waste water:	is domestic, commercial and industrial sewage and precipitation water;
dirt water:	is water, the characteristic of which is changed due to domestic, commercial or other use.
precipitation water:	is water draining off from constructed or fortified areas.

### 7.3.2 Drainage

Drainage of the airport premises is conducted in a separation system. Dirt or precipitation water is only allowed to be fed into the respectively assigned drainage systems. Drainage of dirt water will be conducted to the public sewage treatment plant, the Drainage Statutes of the municipality of Nuremberg in the respectively valid version will apply. Surface drainage during winter operations will be conducted to the sewage treatment plant as well, during summer operations to the running waters (receiving waters) Bucher Landgraben.

Only water from precipitation is allowed to be fed into surface drainage (drainage notice from the municipality of Nuremberg). Impurities like washing water, detergents, operating materials, faeces or the like are not allowed to get into this drainage. Only exception: De-icing fluids during winter operations (regulation see 7.4).

As far as the airport operator did not stipulate any other rules, only ordinary dirt water might be fed into the waste water drains according to the respectively valid Drainage Statutes of the municipality of Nuremberg. The limit values set forth in the drainage statutes have to be adhered to. The substances named in the drainage statutes must not be fed in or drained off.

Drainages, which do not consist in ordinary waste water according to the drainage statutes or precipitation are without any exception subject to the written consent by the airport operator as well as the approval from authorities.

If water is suspected to be radioactively or otherwise contaminated, e. g. by fuel, operational materials or oil, it has to be treated according to the airport operator's instructions.

In order to safeguard proper waste water drainage, the airport operator might also give further instructions and govern particularly the kind and amount of waste water from the individual users by individual directives.

For monitoring purposes or the elimination of incorrect drainage, the airport operator's staff has to be granted access to the operational rooms at any time.

Infringers have to indemnify the airport operator upon the first request from all damages, which might also be financial damages (e. g. due to claims of third parties, measures for damage elimination, meeting directives from authorities in connection with the infringement etc.). The damages include particularly also the costs for legal defense.

#### **7.4 De-icing fluids**

Aircraft de-icing fluids may only be used upon prior approval from the airport operator and in the areas assigned for this purpose. Along with the petition for approval, the chemical composition of the aircraft de-icing fluid has to be communicated to the airport operator and confirmed in the form of an expert report according to item 4 of the ADV document "ADV-guideline for de-icing sewage" on the basis of Section 57 Water Resources Act (Wasserhaushaltsgesetz, WHG).

The costs arising due to the drainage of aircraft de-icing fluid into the public sewage treatment plant have to be reimbursed to the airport operator by the originators (aircraft de-icing service providers).

#### **7.5 Waste**

The occurrence of waste has to be kept at an absolute minimum. Ideally, harmful substances in waste have to be reduced or avoided completely. Recyclable material like e. g. glass, paper, metal, plastic as well as construction waste and biodegradable substances have to be separated from waste. Waste/recyclable material has to be brought to the waste collection points of the airport operator. Temporarily operating building companies dispose of their waste according to the rules stipulated in the respective tender. Further details are set forth in the waste regulations and environmental regulations of the airport operator in their respectively valid version (attachment 5).

#### **7.6 Air pollution**

The running of engines has to be reduced to the absolutely necessary minimum (see attachment 3).

### **8. Consents and permissions**

The necessary consents, approvals and permissions according to these Rules and Regulations have to be obtained respectively in advance.

### **9. Infringements against the Airport Rules and Regulations**

Anyone infringing against these Rules and Regulations or instructions from the airport operator, which are issued based on these Rules and Regulations, may be expelled from the airport premises by the airport operator.

## 10. Place of fulfillment and place of jurisdiction

The place of fulfillment and the place of jurisdiction for obligations and legal disputes resulting from these Usage Regulations will be Nuremberg.

## 11. Authorized recipient

Aircraft operators without residence or registered office in Germany have to name a domestic authorized recipient to the airport operator on request.

The Airport Usage Regulations with attachments will come into force on 1st January 2024. At the same time, the Airport Usage Regulations dated 1st April, 2019 will cease to be in force. NFL 1-1586-19 is hereby repealed.

Nuremberg, 11.12.2023

Flughafen Nürnberg GmbH

Dr. Michael Hupe

Munich, 11.12.2023.....

Ratified according to Section 43, sub-section 1 Air Traffic Licensing Order (Luftverkehrs-zulassung-sordnung, LuftVZO): Bavarian State Ministry for Habitation, Constructing and Traffic (Bayerisches Staatsministerium für Wohnen, Bau und Verkehr) File No. 56-3765-1-4

Dr. Schinner-Stör

## Attachment 1 Operational Safety Regulations

### 1. Dealing with operational materials

Aircraft are not allowed to be refueled or defueled while engines are running.

Refueling and defueling during thunderstorms in the vicinity of the airport is prohibited.

Companies or ground handling agents, supplying aircraft, vehicles and devices with operational substances (e. g. fuel, hydraulic fluid, lubricants, motor oil) have to be accredited by the airport operator.

The afore-mentioned companies or ground handling agents as well as airlines and the responsible pilots have to adhere to the relevant safety rules and respectively valid regulations, legal and accident prevention rules as to storage, transport and dealing with operational material as well as the procedure of refueling and defueling.

The staff working as the aircraft during the supply with operational substances has to be briefed and regularly trained regarding the fire prevention facilities, the emergency switch-off, fire fighting as well as reacting to leakages of operational substances.

The fuel depot has to be used for storing fuel for fuelling aircraft. Other operational substances have to be stored in immobile or mobile containers with prescribed pump nozzles. The used immobile or mobile containers must comply with the technical rules for flammable liquids, the Water Resources Act (Wasserhaushaltsgesetz, WHG), the Plan Regulations (Verordnung über Anlagen zum Umgang mit wassergefährdenden Stoffen, VAWs) as well as the respectively valid legal requirements (e. g. collection trays, collection room, double-walls).

Any supply with operational substances including refueling or defueling of aircraft is only allowed with licensed plants, which are checked regarding the operation.

The approval from the airport fire brigade is necessary for defueling; operational areas of aeronautical technical companies are exempt. Defueling is only allowed to begin as soon as the airport fire brigade is standby on site. In case the airport fire brigade has to leave the position due to a case of emergency, defueling has to stop until the airport fire brigade will return. Exceptions are only allowed upon prior agreement with the airport fire brigade.

During refueling and defueling of aircraft, fire extinguishers with suitable extinguishing agents have to be available at the parking position of the aircraft. Staff trained in using the extinguishing agents (e. g. tanker drivers) must be present.

During refueling or defueling of aircraft the fuel truck's escape route away from the aircraft must not be blocked by obstacles or objects (e. g. rubbish bags, baggage trolleys, vehicles etc.). During emergencies, the immediate removal of fuel trucks from the aircraft in a forward direction must be guaranteed at any time.

If an aircraft is refueled or defueled, it has to be grounded.

In principle, aircraft must not be refueled or defueled within a hangar or another enclosed space but only on the areas designated by the airport operator. If an aircraft has to be defueled within an

enclosed space as an exception, this is only possible with the special fire protection by the airport fire brigade. The request for this fire protection is the responsibility of the airline, the aeronautical technical company or the respective ground handling agent. The ordering party will bear the costs.

During refueling and defueling of an aircraft, it is not allowed to plug in or off any power sources, to activate relays for electric current, to use mobile phones/radio devices as well as ignition sources within a safety distance of 4m around the tank and tank ventilation opening, from which gas/air mixtures evaporate; this does not apply to switches necessary for refueling and defueling and not to relays/mobile phones/radio devices of explosion-proof design. Besides the fuel truck, no other vehicles are allowed in this area. During refueling with fuel having a flash point below 0 degrees Celsius, the danger zone (radius) will be increased to 10m in case of fill rates of more than 100 l/min. and to 20m in case of fill rates of more than 600 l/min.

Overflowing and spilling of fuel and lubricants has to be avoided. If fuel overflow or spillage occurs, it is not allowed to plug in or off any power sources, to activate relays for electric current, to use mobile phones/radio devices as well as ignition sources within a safety distance of 15m around the leaked fuel until its evaporation or elimination; this does not apply to switches/mobile phones/radio devices of an explosion-proof design. Refueling and defueling procedures within a safety distance of 15m have to be stopped immediately in case of leaked fuel. The airport fire brigade has to be alerted immediately. According to the emergency response plan, the airport fire brigade has to inform the company center for environmental issues after containment of the environmental danger and - as the case may be - also the responsible authority (Environmental Authority of Nuremberg) in case of major damages. In any case it has to be avoided that fuel will get into the drainage facilities. The elimination of leaked fuel will be charged to the perpetrator by the airport operator.

Fuel supply vehicles have to be properly equipped with fire extinguishers and binding agents.

#### Refueling and defueling with passengers aboard/during boarding or deboarding procedures

Aircraft must not be defueled while passengers are boarding, are on board or are deboarding the aircraft.

Refueling while passengers are boarding, are on board or are deboarding the aircraft is only allowed, if the relevant procedures of the flight operation manual of the respective airline and the relevant safety rules and the respectively valid rules, legal and accident prevention directives ( inter alia directives from the EU, ICAO and IATA) are followed.

In principle, passenger stairs or jetways have to be available at least at two opened cabin doors during refueling with passengers on board or during boarding and deboarding procedures.

Aircraft being refueled with aviation fuel (Avgas) are not allowed to be refueled while passengers are on board.

#### Fuel quality - adhering to the regulations (EASA ADR.OPS.B.055)

In order to safeguard compliance with the directives as to fuel quality, the airport operator may examine the audit reports of service providers, who conduct the storage and refueling with fuels at aircraft, or implement respective national procedures, which safeguard the fuel quality. Sufficient amounts of oil binding and extinguishing agents have always to be available at the fuelling facilities and trucks.

## **2. Running aircraft engines**

Aircraft engines must not be run within hangars and repair shops.

Test runs of aircraft engines may only be conducted during the time periods stipulated by the responsible aviation authority and in the order prescribed by the airport operator or the operator of noise protection facilities (see Airport Usage Regulations chapter 2.8.4).

The landing gears of aircraft have to be protected sufficiently with wheel chocks or brakes against unintended setting in motion before the engines will be started.

The anti-collision-lights of aircraft have to be switched on directly before starting the jet engines or props and to be switched off only after stopping them, in order to warn from danger due to running engines and props.

Aircraft engines may only be started and run if a pilot or other professional staff is present in the aircraft cockpit and start-up clearance has been given by air traffic control.

Anyone starting aircraft engines or operating them while they are running has to make sure that neither props nor the air and exhaust flow caused by them or the engines will hurt persons or damage objects.

On the handling aprons, aircraft engines must not be accelerated to a higher engine speed than inevitable based on the circumstances. In principle, the breakaway thrust must not be exceeded.

## **3. Running the APU**

Arriving aircraft have to switch off the APU after reaching the parking position if external ground power (GPU) is available. The APU has to be turned off during the entire ground time and may only be switched on 15 minutes prior to the estimated off-block time, in connection with repair and maintenance works at the aircraft if external ground power is not available. The Airport Operations department of FNG may grant exceptions from this prohibition.

## **4. Smoking ban, dealing with open fire, works involving fire hazard**

### **Smoking**

Smoking and the usage of e-cigarettes is principally prohibited in all buildings, facilities as well as the apron area of the airport. It is only allowed in specifically designated areas.

### **Dealing with open fire**

Working with open fire is only allowed if the respective fire protection regulations and rules of the industrial inspectorate are adhered to and the airport operator (airport fire brigade) has given approval to do so. The use of candles or the like is principally prohibited.

### **Works involving fire hazard**

Executing works involving fire hazard, particularly any hot work (welding, cutting and soldering work), is subject to special precautionary measures and written consent of the airport fire brigade in the form of a permit sheet. Fire activities may only be started after revision and clearance of the working place/spot by the airport fire brigade or fire preventive officer (see fire protection regulations of FNG, attachment 2 "Permit sheet for works involving fire hazard"). The permit sheet has to be applied for in due time before starting the works by calling the operations center of the airport fire brigade under phone number 937-1593 or the fire preventive officer of FNG.

## 5. Vehicles and devices with combustion engines

Vehicles and devices with combustion engines, which are operated on the aprons as well as hangars and aircraft repair shops, have to be equipped with customary safety facilities - like exhaust systems with exhaust silencer - which avoid the release of burning exhaust gases. In case of the acquisition of new vehicles and devices, the currently valid pollutant and emission regulations at the time of the acquisition have to be observed and the application of alternative drive options have principally to be checked.

## 6. Works within hangars and repair shops

Within hangars and repair shops, aircraft may only be cleansed with flammable fluids of group A danger class I in the sense of the regulations regarding flammable fluids. Flammable fluids of group A danger class I may only be used for cleansing disassembled aircraft parts in separate and well ventilated rooms.

Inflammable volatile substances (dope, nitrocellulose lacquer etc.) may only be dealt with in hangars and repair shops if the rooms are respectively equipped according to the fire prevention regulations, the rules of industrial supervision and the special rules for aircraft operators approved by industrial supervision. Lubricant and fuel residues have to be disposed of in suitable containers outside of the hangar. The respectively valid rules, legal and accident prevention regulations for storing, transporting and dealing with fuel as well as the procedure of fueling and defueling have to be observed. Fuels have to be stored in immobile or mobile containers with prescribed pump nozzles. The implemented immobile or mobile containers have to comply with the requirements according to the technical rules for flammable fluids as well as the respectively valid legal requirements. The containers have to be stored in licensed collection trays or rooms.

## 7. Storage of material, devices and waste

Material, devices and waste have to be stored in a way that no fire or explosion hazard will arise and F.O.D. danger can be excluded.

Lubricants and fuels within or near aircraft or repair shops have to be stored in immobile or mobile containers with prescribed pump nozzles. The implemented immobile or mobile containers have to comply with the requirements according to the technical rules for flammable fluids as well as the respectively valid legal requirements. The containers have to be stored in licensed collection trays or rooms.

Empty fuel and lubricant barrels as well as empty high pressure storage containers for dangerous substances are not allowed to be stored within hangars and repair shops.

Flammable waste (lubricant residues, used cleaning material etc.) have to be collected in specially marked metal containers with tightly sealing lids. The containers have to be emptied regularly so that self-inflammation of the waste is excluded. Oil collection trays and similar containers have to be emptied and cleansed after usage. Fuels have to be stored in immobile or mobile containers with prescribed pump nozzles. The implemented immobile or mobile containers have to comply with the requirements according to the technical rules for flammable fluids as well as the respectively valid legal requirements. The containers have to be stored in licensed collection trays or rooms.

## 8. Fire protection and rescue services

In case of fire or heavy accidents or leakage of dangerous substances, the immediate measures are:

- activating the fire alarm and
- alerting the airport fire brigade by calling the emergency phone number 112 or +49 911/937-112.

The fire has to be fought with the available fire extinguishing means until the fire brigade arrives while observing self-protection all the time.

In case of injury or death of persons, the airport fire brigade has to be alerted immediately by calling the emergency phone number 112 or +49 911/937-112.

The Emergency response plan or the fire protection regulations (see attachment 6) of the airport will apply in case of fire protection and rescue measures during fire or aircraft accidents.

Furthermore, the safety stipulations in the traffic regulations, the house rules, the emergency response plan and the fire protection regulations of Flughafen Nürnberg GmbH will apply.

## 9. High-visibility and special clothing

All persons on the outside premises of the restricted area (except for explicitly excluded areas) have to wear high-visibility clothing according to EN ISO 20471. Passengers during boarding or deboarding procedures are exempt from this obligation. The boarding or deboarding process has to be secured by staff of the aircraft operator or the airline or a sub-contractor (ground handling agent).





## **Attachment 2 Description of the central infrastructure facilities according to the Ground Handling Services Regulations (Bodenabfertigungsdienst-Verordnung, BADV)**

### **1. Handling positions including the facilities for pilotage / docking of aircraft**

The handling positions on the apron are intended for the traffic handling of aircraft. Other usage - e. g. parking of aircraft, substantial maintenance works, engine test runs - is only allowed upon approval from the airport operator.

In the apron area, the aircraft will be guided or piloted by the airport operator or another organization commissioned by the same. Handling positions will be administered and allocated by the airport operator. Aircraft will be marshaled by staff of the handling agent, as far as the handling position is not equipped with an automatic docking system.

### **2. Jetways with integrated fixed ground power supply**

The jetways consist of the "transition building", the staircase and the movable jetway itself with integrated 400 Hz ground power supply. The jetways will be administered and operated by the airport operator.

### **3. Disposal system for feces**

The disposal system for feces consists of

a) the feces disposal station, which is located within the operations building. It consists of facilities for filling the vehicles with water and disinfectants as well as for emptying the feces into an underground tank, which is connected to the waste water system. At the same time, the station serves for parking the vehicles within a heated space during cold weather.

b) the feces disposal vehicles.

The entire disposal system is administered and operated by the airport operator.

### **4. Supplying system for potable water**

The supplying system for potable water consists of

a) the potable water station, which is located within the operations building and consists of a facility for filling and disinfecting the vehicles. A 380 V power supply for operating the circulating pumps in the vehicles is available. At the same time, the station serves for parking the potable water vehicles within some heated space.

b) the fresh water supply vehicles.

The entire supply system will be administered and operated by the airport operator.

## **5. Waste collection facility**

The waste collection facility for collecting the waste from aircraft handling (except catering) consists of separate containers for individual kinds of waste/recyclable material. Waste has to be transported from the aircraft to the respectively marked collection facility by the respective handling agent and to be sorted and separated into the respectively correct containers.

## **6. Baggage handling system (Gepäckfördersysteme, GFS)**

The baggage handling systems consist of

- a) the baggage sorting facilities and the baggage transport for departing baggage from the baggage drop off to the aircraft.
- b) the baggage claim facilities and the baggage transport for arriving baggage from the aircraft to the baggage claim.

All baggage handling systems are administered and operated by the airport operator.

## **7. Airport information system (Flughafeninformationssystem, FIS)**

The airport information system (FIS), consisting of central database, software, input and output devices, will be administered and operated by the airport operator. Output devices for displaying the available information can be rented on demand against charges from the airport operator.

## **8. Fuel depot**

The fuel depot, consisting of several storage tanks with respective storage and relocation stations, is administered and operated on behalf of Flughafen Nürnberg GmbH by an operating company as a sub-contractor.

## **9. Storage and filling facility for aircraft de-icing fluids**

The storage and filling facility for aircraft de-icing fluids is located within an aircraft maintenance hangar. It is operated centrally and may also be used on demand by service providers against charges.

## **10. Storage and filling facility for runway de-icing fluids**

The storage and filling facility for runway de-icing fluids is solely administered and operated by the airport operator.

## Attachment 3 Traffic rules for the restricted area of Flughafen Nürnberg GmbH

### 1. General

The present traffic rules according to the Airport Usage Regulations Part II, chapter 3, are binding for all users as soon as they enter or drive into the restricted area of Nuremberg Airport. As far as no other rules are stipulated within the traffic rules, the users have to observe the Public Road Traffic Regulations.

Vehicles in the sense of these traffic and registration rules are all vehicles and navigable devices as well as two-wheeled vehicles operated within the restricted area of Nuremberg Airport. The term "vehicle" includes the devices defined in the accident prevention rules.

The restricted area of Nuremberg Airport may only be entered by persons with the respective airport permit badge, after passing the security checkpoint and those persons may only drive into the restricted area with respectively registered and marked vehicles (see paragraph 7.1.3).

Entering and driving into the restricted area of Nuremberg Airport will be at the users' own risk and responsibility. In case of lost bearings or other problems within the restricted area, the FNG Airport Operations Manager on duty has to be informed (phone number +49 911/937-1220).

The airport operator may limit or suspend traffic within the restricted area of Nuremberg Airport due to operational reasons. Special rules in exceptional or special cases will remain reserved.

Publications of the airport operator (e. g. "Brennpunkt Safety") regarding vehicle traffic and operational safety have to be observed respectively.

F.O.D. (Foreign Object Damage) is damage to aircraft due to foreign objects, particularly the absorption of spare parts in aircraft engines during take-off, landing or taxiing procedures as well as on parking positions during engine start. The damage due to F.O.D. (Foreign Object Debris) constitutes danger. For this reason, it is obligatory for all traffic participants within the restricted area that items, which are found on the apron, the taxiways or the runway, will be removed immediately. Found objects, the origin of which is not clear or which can be traced back to an aircraft, have to be transferred immediately to the FNG Airport Operations Manager on duty.

## 2. Definition of terms

Stand-by space	The stand-by space is the collective term for places where emergency forces and means will be collected, sorted and kept on stand-by or as a reserve for immediate deployment or provisionally.
FNG drivers license:	Entitlement for driving vehicles within the restricted area issued by FNG.
Public drivers license:	Entitlement for driving a motor vehicle issued by public authorities according to the Road Traffic Rules.
Driving permit:	Entitlement for a vehicle to be driven in specific areas of the restricted area.
Operational road:	Road marked by white, uninterrupted lines in the general operational area and on aprons (see paragraph 4.2.1).
Equipment parking areas:	Marked areas for parking equipment within the restricted area (see paragraph 4.3.4).
Follow-me car:	Usually, a black-yellow checkered vehicle (Follow-Me) for the guidance of aircraft or vehicles.
Restricted area:	All areas of Nuremberg Airport which are separated from public traffic with fences and gates. It comprises the aprons, the runway as well as other operational areas for which an access permit is necessary.
Parking/handling position:	Area for parking or for the handling of aircraft.
Positioning area:	Area limited by markings for parking or for the handling of aircraft (see paragraph 3.7.3).
Taxiway:	A prescribed route which was stipulated for taxiing aircraft and which makes a connection between different parts of the aerodrome.
Taxi corridor (Parking position taxi corridor):	Part of an apron, which is marked as taxi corridor and serves solely for granting access to aircraft parking positions.
Taxi area road:	Parts of operational roads crossing taxiways, taxi corridors or lane markings for taxiing traffic and which are marked by particular ground markings (see paragraph 4.3).
Runway:	The part of an aerodrome intended for take-off, landing and taxiing of aircraft, except aprons.
Taxiing traffic:	Aircraft traffic on the ground.
Apron:	Area for parking and for the handling of aircraft.
Apron taxiway:	Part of a taxiway system located on an apron and intended for granting a continuous taxi route on the apron.
F.O.D.	„Foreign Object Damage“ (F.O.D) is the damage to aircraft due to foreign objects. „Foreign Object Debris“ is the term for the foreign object, which constitutes danger for aircraft.

### 3. Rules of conduct

#### 3.1 Basic rules

Each traffic participant has to act in a way that no other person will be harmed, endangered or impeded or bothered more than absolutely unavoidable due to the circumstances.

Smoking and dealing with open fire as well as using e-cigarettes - also within vehicles - is prohibited throughout the entire restricted area. Smoking is only allowed in the respectively marked areas.

For persons working in the area of flight operations, i. e. in the apron and ramp area as well as the adjacent ground handling facilities and equipment, alcohol and drugs are absolutely prohibited. Those persons are not allowed to consume alcoholic beverages and drugs as well as medicine impeding their ability to drive while they are on duty and during an appropriate period of time in advance.

The airport operator is entitled to examine this prohibition with checks at any time and to expel the person in question for the time being or also permanently from those areas in case of an infringement or refusal of the check.

The usage of vehicles has to be restricted to the absolutely minimum which is necessary due to operational reasons. Unnecessary running of motors is prohibited.

In order to be allowed to drive into the restricted area of Nuremberg Airport, each driver has to be able to drive vehicles, trained to drive the respective kind of vehicle and familiar with their operation and driving. He or she has to have a FNG drivers' license (see paragraph 7.2). The ability to drive special vehicles has to be proven and documented.

Vehicle operators and drivers are responsible that the vehicles used within the restricted area are roadworthy and safe to operate according to the Road Traffic Rules. Constructional deviations due to the operational purpose and trailer load are acceptable provided they are safe to operate.. Vehicles and devices are only allowed to be used according to their purpose.

Each driver has to check the roadworthy and safe to operate state of the vehicle before starting to drive. Vehicles which are neither roadworthy or safe to operate have to be taken out of service and have to be marked accordingly or secured against usage.

The operational roads and taxi area roads have to be adhered to.

Vehicle doors have to be kept shut at all times while driving.

The mandatory, prohibition and other signs have to be observed. If traffic signs cannot be set up due to limited space, the markings on the ground will apply. If no rules are stipulated the priority rules according to No. 3.5 will apply.

When passing by pedestrians, vehicles and devices a minimum distance of 1m has to be adhered to. The speed has to be reduced accordingly.

Placing vehicles or objects behind vehicles, which can only back out due to the local circumstances, as well as working or standing behind them is prohibited. If this cannot be adhered to in exceptional cases, the driver has to be informed.

Different height limitations in the restricted area have to be observed.

Hydraulic stabilizers of vehicles may only be extended if it is safeguarded that no persons are present in the danger zone.

Within the restricted area, persons have to wear high-visibility clothing according to EN ISO 20471. Respectively marked areas are exempt from this. The compulsory wearing within buildings applies to special areas like the baggage sorting facility or the baggage claim. Otherwise there is no compulsory wearing within buildings.

In principle, it is prohibited to take along animals (apart from service dogs).

Drivers are not allowed to use mobile or car phones if the mobile phone or the receiver of the car phone have to be picked up or held. This does not apply if the vehicle is stationary. The usage of handheld radio is not subject to this rule.

### **3.2 Behavior in case of an emergency**

During a large-scale emergency (e. g. aircraft accident, building fire etc.) road traffic has to be limited to those vehicles which are absolutely necessary for dealing with the emergency and continuing operations.

The instructions from marshals and emergency forces have to be adhered to.

When dealing with emergencies, radio traffic on operational radio frequencies has to be limited to the necessary minimum.

### **3.3 Behavior in case of accidents**

All accidents with damages to persons and/or objects have to be reported immediately to the FNG Airport Operations Manager on duty (phone +49 911 937/1220) for documentation of the accident or damage. The scene of the accident has to be secured. The accident situation has to remain unchanged as far as this does not interfere with the respective rescue or damage prevention measures.

In case of accidents with damage to persons or vehicle fire, the airport fire brigade's emergency phone number 112 or +49 911 937-112 has to be called first. In principle, everyone has to initiate first aid or fire fighting measures while observing self-protection.

The parties involved in an accident and witnesses have to remain at the scene of the accident until the FNG traffic controller (LIMA 1) will arrive. If this is not possible for witnesses of the accident due to other urgent tasks, they will have to contact the FNG Airport Operations Manager on duty immediately after the obstacle will have ceased.

### **3.4 Special rights**

All vehicles with special rights granted by FNG, all vehicles of aviation authorities and the security services Sicherheitsgesellschaft am Flughafen Nürnberg as well as the authorities and organizations named in Section 35 of the Road Traffic Rules, the staff of which have the necessary driving licenses and trainings, are not subject to speed limits and may leave the operational road and taxi area roads as far as this is necessary in order to fulfill their tasks in case of emergencies and special cases. They have to signal this with a blue or yellow rotating light.

The use of special signals does not release the driver from the obligation to observe the safety of traffic.

Particular vigilance applies near vehicles with special rights.

Taxiing traffic has the priority even before vehicles with special rights or right of way.

Driving onto the runway and the protected areas of the instrument landing system is only allowed after approval from air traffic control (DFS).

### **3.5 Priority rules**

The following order will apply as to priority rules within the restricted area of the airport:

1. aircraft taxiing or being towed including their towing and/or following escort vehicles with flashing rotating light.
2. vehicles with flashing blue rotating light, perhaps along with an electronic siren
3. winter road clearance vehicles with flashing yellow rotating light
4. operational command vehicles (traffic supervisor / AOÜ) of FNG with flashing yellow rotating light
5. vehicles with flashing yellow rotating light including the vehicles guided by them, which are identified by low beam and hazard warning lights switched on
6. passenger busses
7. vehicles on roads with respect to traffic from adjacent areas
8. in all other cases the principle "give way to the right" will apply as far as the priority rights are not ruled in another way by traffic signs

Vehicles in areas without markings have to observe each other. In case of collision danger the speed has to be reduced and gestures or direction indicators have to be used for communication; if gestures are not clear or if the other driver does not notice them, it is not allowed to drive further until the hazard will have ceased. In principle, special vigilance will apply in areas without markings, in case of oncoming vehicles, drivers should stay rightwards if possible.

### **3.6 Speed**

In principle, the maximum speed within the restricted area is limited to 30 km/h. Exceptions have to be identified by respective mandatory signs.

On positions with parked aircraft only walking speed is allowed.




Walking speed also applies in buildings, the surrounding areas of passenger gates as well as driveways into and out of baggage sorting facilities.

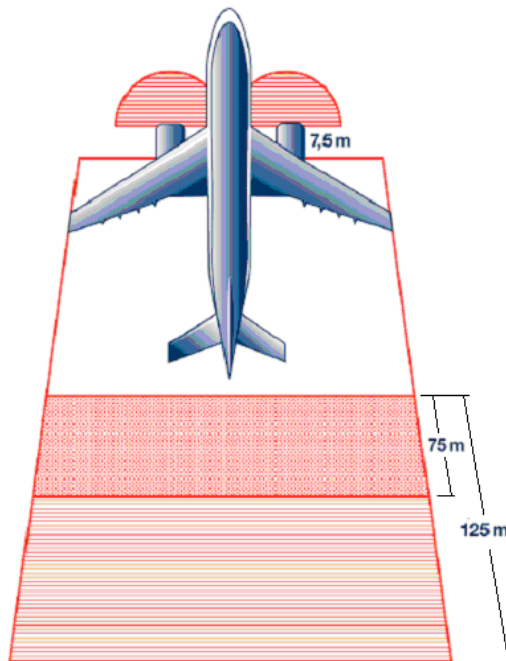
### **3.7 Safety distances to aircraft with running engines**

Aircraft with jet engines

- in front of running jet engines, a safety distance of at least 7.5 meters has to be adhered to
- behind stationary aircraft with running jet engines, a safety distance of at least 75 meters has to be adhered to
- behind aircraft with jet engines taxiing on their own power, a safety distance of at least 125 meters has to be adhered to
- the safety distances behind the aircraft refer to the tail of the fuselage, the width corresponds respectively at least to the wingspan of the aircraft

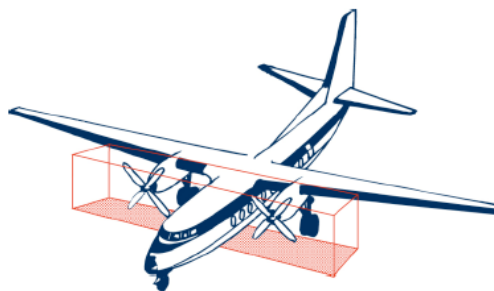


-  suction zone
-  125 m breakaway thrust
-  75 m idle thrust



#### Aircraft with propeller engines

- the slewing area of propellers must not be entered or driven into at any time
- in front of running propeller engines, a safety distance of at least 5 m has to be adhered to
- behind aircraft with running propeller engines, a safety distance of at least 20 m has to be adhered to
- the safety distances behind the aircraft refer to the tail of the fuselage, the width corresponds respectively at least to the wingspan of the aircraft



## Driving areas

### 3.7.1 Operational roads

In principle, operational roads have to be used. If the intended destination is at some distance from the operational road (aircraft positions, equipment storage areas etc.), the marked road has to be used as long as possible. The continuous, white road limitation line may be crossed then with the respective vigilance. When returning to the operational road, the shortest and safest route has to be chosen. Vehicles may also be moved beyond the operational road to fulfill their respective tasks.

During the marshalling procedure of an aircraft, it is possible that the marshaler is on the operational road or moving backwards onto it. In this case, drivers have to wait with sufficient distance until the procedure is completed. It is not allowed to pass by behind the marshaler.

### 3.7.2 Taxi area roads

Taxi area roads are marked by the mandatory sign "Stopp bei Flugzeugrollverkehr" (stop in case of taxiing aircraft traffic) and /or by a staggered dashed road limitation line (see paragraph 4.3.1).

Taxi area roads may only be driven onto if taxiing aircraft traffic will neither be impeded nor endangered. They have to be driven onto with increased vigilance. Taxi area roads, which are marked by staggered, white lines, have to be cleared completely when an aircraft is approaching.

The taxiing corridor must not be crossed without sufficient safety distance to approaching aircraft. In this case attention has to be paid that the approaching aircraft will not be impeded in any case. The sign "Stopp bei Flugzeugrollverkehr" (stop in case of taxiing aircraft traffic) marks the transition from the operational road into a taxi area road. Before crossing the sign, drivers have to stop and to convince themselves that no aircraft or towing procedures will be impeded when driving onto the taxi area road.

On taxi area roads there is a stopping restriction.

### 3.7.3 Positioning area

The positioning area is marked by operational roads and equipment storage areas on the one hand and a read limitation line to the runway and taxiing corridors on the other hand.

Driving onto the positioning area is only allowed for aircraft handling or due to other compelling reasons.

The red safety lines around the positions show the taxiing area. During the taxiing procedure of aircraft the area up to the red safety line has to be cleared from persons, equipment and vehicles. In case of taxiing procedures on adjacent positions vigilance applies as well. The alternative red safety lines (dashed lines on the Northern part or the positions of the 20ies number range) show the taxiing area to be kept clear for aircraft of ICAO letter E.

See also item 3.7.7 "Road traffic during flight operations with wide-body aircraft".

Positions to which an aircraft intends to taxi can be identified usually due to the cleared position area and the marshaler being ready at the taxi-in strip at the position.

Aircraft intending to leave a position can be identified, inter alia, due to the flashing anti-collision lights while the engines are running, the wheel chocks have been removed from the landing gears and that no persons, vehicles and ground handling equipment are present in the vicinity. During

push-out procedures it is prohibited to stay behind the aircraft. The driver of the towing truck is obliged to switch on the red rotating light at the actual beginning of the push-out procedure.

The position has to be cleared from vehicles and other obstacles immediately after completing the ground handling.

#### Positioning area with jetways

The handling area of jetways may only be entered or driven onto if this is absolutely necessary due to handling reasons and the jetway will not be moved. As soon as the jetway is in motion, an acoustic warning signal can be heard and the rotation lights at the jetway will be flashing.

No vehicles are allowed to drive under the movable part of the jetway at any time.

Cables hanging from jetways have to be paid attention to.

#### Safety zone around a parked aircraft

The safety zone is limited by an imagined line which runs at a distance of 7.5 m from the wingtips, the nose and the tail around the aircraft.



Entering and driving into the safety zone is only allowed if this is absolutely necessary for aircraft handling.

Vehicles and ground handling equipment (except for ground power units) are only allowed to drive into the safety zone after engines have been shut down and wheel chocks have been placed under the nose gear and the main landing gear.

When parking vehicles and handling equipment it has to be kept in mind that the height of the aircraft above ground will change during loading and unloading. For this reason, an appropriate distance between vehicles or handling equipment and the aircraft has to be observed.

In case of strong wind, vehicles and handling equipment which are not necessary for the handling procedures have to be parked and secured outside of the safety zone.

Driving and parking vehicles and handling equipment under the aircraft fuselage or the wings is principally prohibited. It is only allowed if it is absolutely necessary for the handling of the aircraft. In this case the lowest possible speed has to be chosen. If the driver's line of sight is disturbed, he or she has to be assisted by a marshaller.

Cables and hoses lying on the ground must not be driven over. If this happened, nonetheless, the equipment operator has to be informed immediately, in order to check the functionality.

During fuelling of aircraft, in explosion-endangered areas (4m radius around the tank ventilation opening) traffic of vehicles is prohibited - except for fuel trucks. In those areas it is also prohibited to use mobile phones and electrical devices (exception: devices in an explosion-proof design).

In case of fuel leakage it has to be taken care not to drive through accumulated fluids on the ground. The FNG Airport Operations Manager on duty (phone +49 911/937-1220) and the operations center of the airport fire brigade (+49 911/937-1593) have to be alerted immediately. In this respect it has to be observed as well that within a safety distance of 15m around the fuel no power sources are allowed to be plugged in or off, no switch devices for electric power are activated and no mobile phones/radio devices or other ignition sources are used until the fuel will be evaporated or removed; this does not apply to switch devices/mobile phones/radio devices in explosion-proof design.

Within the safety zone (see illustration) vehicles and handling equipment have to be parked in way that they do not have to back out to leave the safety zone, as far as this is possible.

In case of vehicles and handling equipment where the driving engine is the engine for the device' function at the same time, an additional wheel chock has to be put into place additionally to applying the parking brake. Using a wheel chock may be omitted in case of vehicles which are secured by hydraulic support. In case of vehicles, which are secured against rolling away due to their design, the obligation to use wheel chocks can be omitted, even if there is no support. In case of vehicles with separated working and driving engines the driving engine has to be shut down during handling procedures.

When aircraft engines are started, no vehicles or equipment are allowed to be parked in the vicinity of the emergency exits, so that in case of an emergency the escape slides can unfold. This applies also to air starters as far as possible.

Boarding or deboarding procedures of passengers from aircraft or vehicles must not be impeded or crossed by vehicles. If the crossing is necessary due to operational reasons, the boarding or deboarding procedure of passengers has to be interrupted and respective safety measures for the protection of the passengers have to be taken.

The maneuvering of vehicles and equipment involved in the handling process must not be impeded by other vehicles. If crossing of the area is necessary due to operational reasons, appropriate safety measures have to be taken.

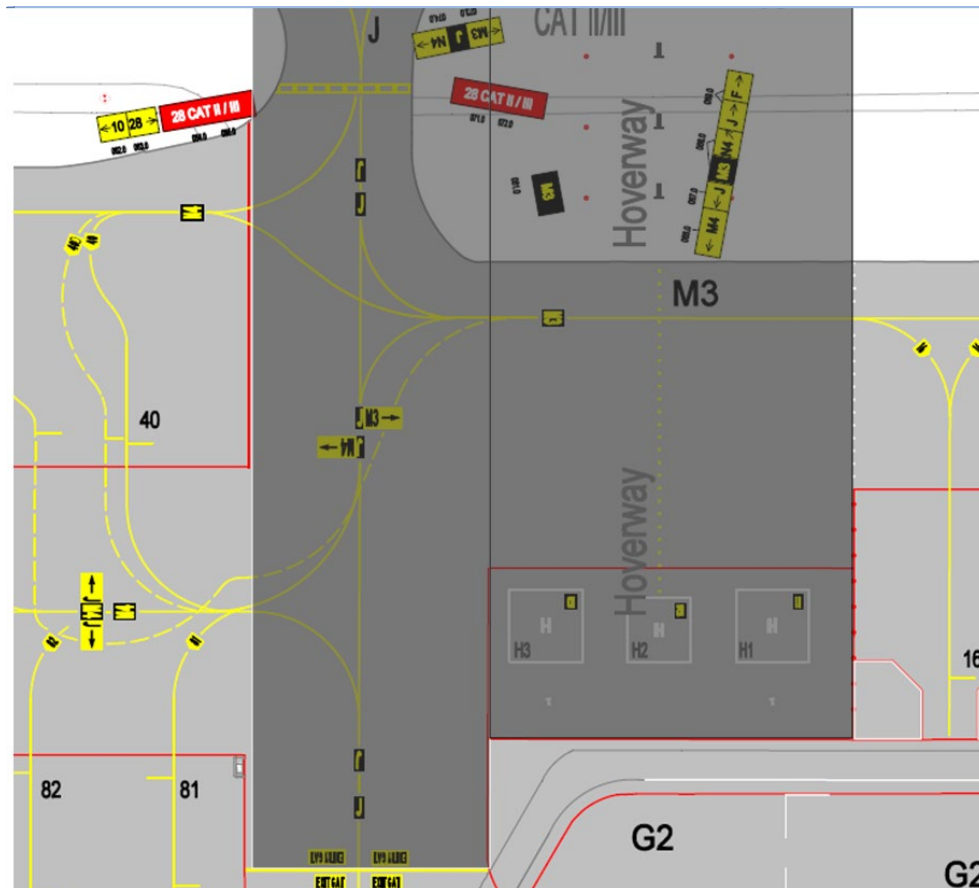
#### 3.7.4 Taxiing corridors

Taxiing corridors are separated from the apron area by continuous red lines (see paragraph 4.3.2).

Special vigilance applies when driving onto taxiing corridors. Taxiing corridors in the apron area have principally to be crossed on the shortest possible route.

### 3.7.5 Apron taxiways and helicopter hoverways

The taxiway "Juliet", which is located directly in the apron area and the helicopter hovering corridor are a particularly safety-relevant area. It may only be driven onto this area with the respective driving license (see 3.7.6 runway), in case of justified reasons and after prior approval from air traffic control (see illustration, dark grey marked area).



### 3.7.6 Runway

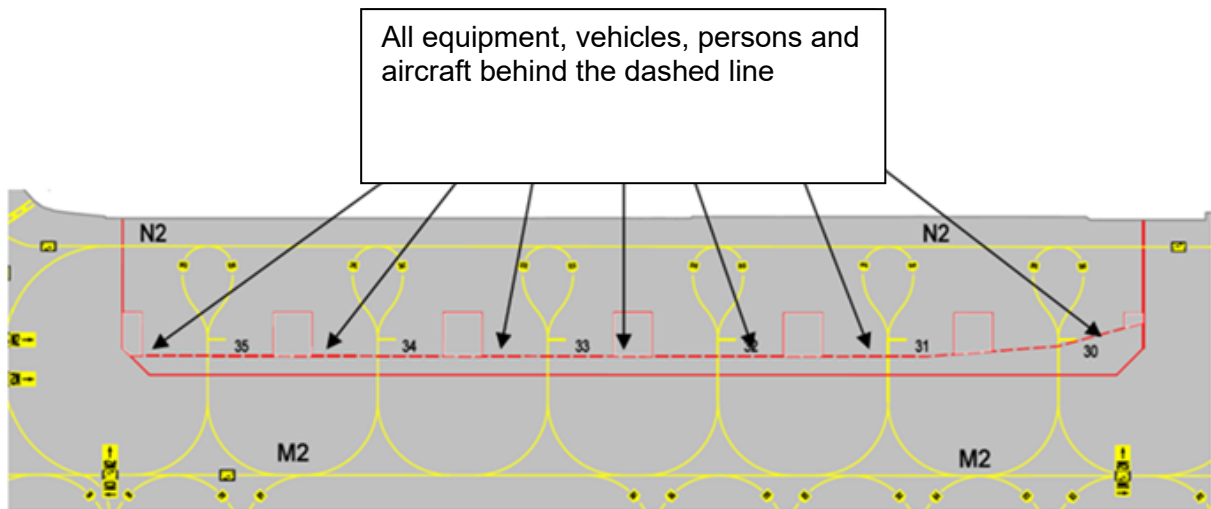
The runway may only be entered or driven onto with the respective driving license and after prior approval from air traffic control and only in case of justified and verifiable necessity. Continuous radio contact to air traffic control has to be safeguarded. Vehicles with rotating light have to switch on the rotating light. Vehicles without rotating light have to switch on the warning lights in connection with low beam. Vehicles with transponders have to switch on the transponder.

Persons entering or driving onto the runway may only move according to the instructions of air traffic control and have to adhere to their radio messages and signs. The procedures in case of radio loss have to be observed.

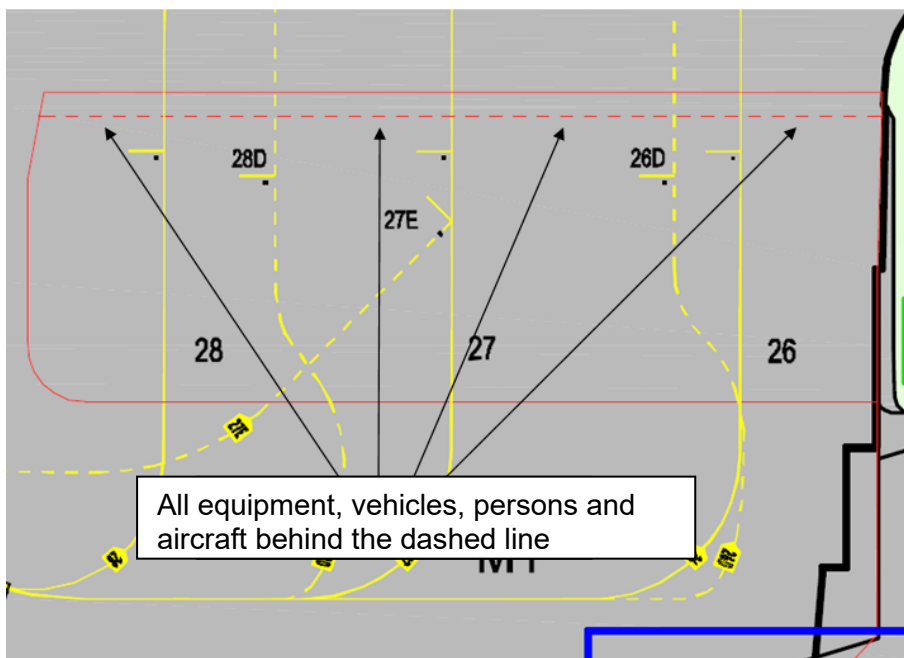
### 3.7.7 Road traffic during flight operations with wide-body aircraft

At Nuremberg Airport there are special procedures for flight operations with wide-body aircraft, which have to be observed by each traffic participant. The Airport Operations Manager on duty or the traffic controller will check that the respective measures are adhered to. In case of flight operations with an ICAO code letter F aircraft (e. g. B747-800 or C5 Galaxy) the entire Northern part (positions 30- 35) have to be kept clear from vehicles, equipment and persons.

In case of flight operations with an ICAO code letter E aircraft (e. g. A330, B777 or B747-400), all aircraft, vehicles, equipment and persons on the Northern part (positions 30 - 35) have to be North of the alternative apron safety line (dashed line) (see illustration).



In case of a taxiing ICAO code letter E aircraft on taxiway Alpha, all aircraft, vehicles, equipment and persons must be South of the alternative apron safety line (dashed line) on the positions 26 - 28 (see illustration). In case of flight operations with an ICAO code letter F aircraft (e. g. B747-800 or C5 Galaxy) the entire positions 26 - 28 have to be kept clear from vehicles, equipment and persons. Vehicles, equipment and persons directly involved in the handling of the respective aircraft are exempt from this rule.



### **3.8 Reverse driving**

Reverse driving is only allowed if the local circumstances do not allow for driving forwards.

The driver has to check before and during reverse driving that his vehicle is free of obstacles. If the line of sight backwards is blocked or even only impeded due to the design or load of the vehicle or due to other circumstances, reverse driving is only allowed with the assistance of a marshaler or some suitable optical reverse driving aid.

The marshaler has to check visually that the driveway behind the vehicle is cleared. While backing out the driver has to keep constant eye contact with the marshaler and to pay attention to his or her signs. The marshaler must not stay between the moving vehicle and obstacle in the driveway of the same; while marshalling he or she is not allowed to fulfill other tasks. If the driver loses eye contact to the marshaler, he or she will have to stop immediately. He or she may only continue to drive after reestablishing the eye contact.

The stipulated signs for marshalers of vehicles have to be used (see paragraph 8).

As far as vehicles are not equipped with an automatic hoot, drivers have to give an acoustic signal each time before backing out while using a vehicle where the rear area cannot be seen unhindered.

It is only allowed to go into reverse gear shortly before starting to drive. If the ride will be interrupted, the gear has to be shifted to idle and may only be reengaged or the ride be continued after the driver has checked that there is no obstacle in the way or after the marshaler signaled that the driveway is cleared.

Reverse driving is only allowed at walking speed.

### **3.9 Stopping and parking**

Vehicles may only be parked with applied parking brake. In principle, driving motors have to be turned off.

Stopping and parking vehicles and equipment is principally prohibited in front of exits and entrances of buildings and particularly in front of fire brigade gates, defined stand-by areas and hangars.

Except for aircraft handling, vehicles and equipment is only allowed to be parked in the designated areas. Driving and parking vehicles and equipment under the fuselage or wings of aircraft is only allowed if it is absolutely necessary, in order to reach supplies or operating points at the aircraft.

There is a stopping restriction on taxiways, taxiing corridors, taxiing area roads and in the docking area of aircraft.

Parking vehicles and equipment behind vehicles, which may only leave by backing out due to the local circumstances, is prohibited. If this cannot be adhered to in exceptional cases, the driver has to be informed.

Stopping and parking vehicles and equipment behind passenger stairs which are connected to aircraft as well as in front of extended aircraft stairs is not allowed. This does not apply to the vehicles used for passenger transport.

The escape route of fuel trucks in the positioning area has to be kept clear at any time.

### **3.10 Light**

During twilight, darkness and daytime obstructions (e. g. fog, heavy rain or snowfall) the vehicle low beam has to be switched on.

During all guidance procedures, low beam and warning lights of the vehicle which is guided have to be switched on.

Driving with parking light or high beam is not allowed in the apron area.

### **3.11 Transport of persons and load**

Persons may only be transported with respectively licensed vehicles and on appropriate passenger seats. Exceptions are vehicles with which standing operation or transport is permitted due to design or registration (e. g. passengers might be transported while standing in passenger busses on the apron).

Available safety belts have to be fastened during the ride.

Load has to be loaded and secured roadworthy. Before starting to drive, the driver has to check that the load and the coupling device are have been secured properly.

The permitted trailing and support load limits must not be exceeded.

### **3.12 Pedestrians and cyclists**

Access to the apron without being escorted is only possible after the stipulated safety briefing. Pedestrians have to use the marked pathways and wear high-visibility vests according to EN ISO 20471. Pedestrians with a yellow-marked airport permit badge are not allowed to walk in the apron area on their own. This rule also applies to aircraft crews without airport permit badge.

As far as there is no pathway, pedestrians have to walk along the operational roads - at the left edge of the road outside of the lane markings. If due to local circumstances the lane of traffic has to be used, pedestrians have to walk directly alongside the lane markings. If parts of the airport (e. g. hangars in the General Aviation area) have to be reached, to which no marked operational roads and/or pathways are leading, pedestrians have to walk along building edges as far as possible.

It is prohibited to cross the taxiing corridors M1 - M4 by foot.

In principle, passengers must not walk between passenger terminals and aircraft or vice versa. If this has to be done due to handling reasons or if a so-called "walk-position" is used, the airport operator will safeguard traffic safety between the aircraft parking position and the passenger terminal. The airline or their sub-contractor have to secure the passenger pathways at the aircraft parking position.

Cyclists have to use the operational roads and taxiing area roads.

Within the restricted area, bicycles are only permitted for operational use. Users have to participate in a traffic briefing at the FNG training department. Motor-driven two-wheelers are considered as vehicles. Users of bicycles and motorcycles have to wear high-visibility vests according to EN ISO 20471.



### 3.13 Traffic obstructions

Traffic-obstructive circumstances have to be removed immediately by the responsible parties or they have to arrange for the removal. If this is not possible immediately, the necessary securing measures have to be taken and the Airport Operations Manager on duty has to be informed (phone +49 911 937/1220). If necessary, FNG reserves the right to implement respective measures at the cost and risk of the vehicle operator.

### 3.14 Special weather and road conditions

During darkness, bad weather and poor road conditions and particularly in case of visual obstructions during daytime (e. g. fog, heavy rain or snowfall, weather conditions according to CAT II/III operation levels) special caution will apply. Speed and way of driving have to comply with the conditions.

If markings (traffic signs, stop lines etc.) cannot be recognized in case of a snow layer, dirty roads or low visibility, special caution will apply. If no rule has been stipulated, the priority rules according to No. 3.5 will apply.

During CAT II/III operations driving within FNG's area of authority outside of positioning areas, operational roads and taxiing area roads as well as taxiing corridors is only allowed if it is necessary to continue safe operations.

Necessary inspections in the runway area are only allowed in accordance with air traffic control. In principle, inspections during CAT II/III operations may only be conducted if this is absolutely necessary, in order to continue safe operations. Stop bars must not be crossed.

### 3.15 Pilotage procedures

The following number of vehicles may be guided by a follow-me vehicle:

Reason for pilotage	Number of vehicles
Aviation Security Regulations	According to the respective security concept
In the runway area (as far as unavoidable)	1
Outside of the runway area	2
In emergency cases	No limitation

## 4. Traffic signs and markings (as far as not included in the Public Road Traffic Rules, StVO)

### 4.1 Mandatory signs

If it is not possible to set up traffic signs due to limited space conditions, equivalent signs painted on the driving lane will apply. In case of poor road conditions (e. g. due to bad weather) special caution will apply for this reason.

4.1.1 Stop for taxiing or towed aircraft

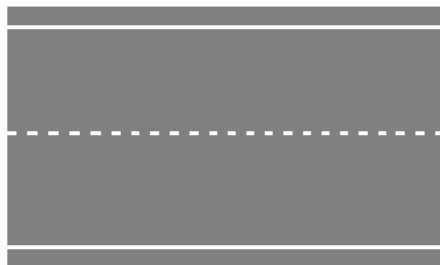


4.1.2 Smoking and naked flames and fire - also within a vehicle - prohibited.



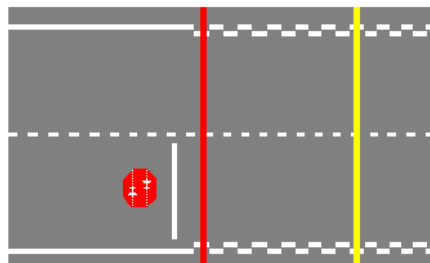
**4.2 Markings**

4.2.1 Operational roads:  
Continuous white lines.



**4.3 Taxiing area roads:**

4.3.1 White, staggered, dashed lines with stop line for road traffic during taxiing aircraft traffic.



4.3.2 Separation of taxiways and corridors as well as safety zone at parking positions:  
Continuous red line



Alternative red line (see 3.7.7 road traffic during flight operations with wide-body aircraft)



4.3.3 Continuous yellow lane marking for taxiing traffic.

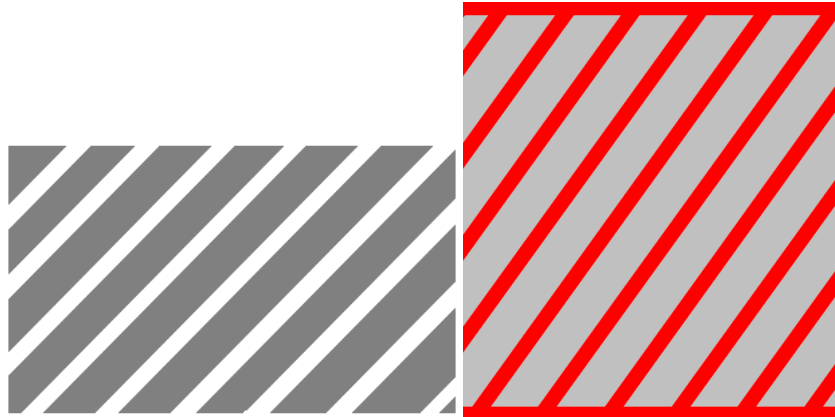


4.3.4 Equipment parking area:  
Continuous white lines.



#### 4.3.5 Crosshatched areas:

In principle, crosshatched areas have to be kept clear from parked equipment or other obstructions.



## 5. Traffic control

The FNG Airport Operations department (AO) is responsible for traffic control (vehicles and pedestrians) in the restricted area

The Airport Operations department is entitled to check persons and vehicles within the framework of their operational supervision.

The instructions from the Airport Operations department and marshalers as well as persons with a sovereign mandate have to be adhered to as far as they are acting in the scope of their sovereign tasks.

## 6. Measures in case of infringements against the traffic rules

Infringements against the traffic rules within the restricted area will be prosecuted and registered by the Airport Operations department according to the respectively valid list of measures.

The Airport Operations department is entitled to give verbal teachings. Moreover, infringements can be registered in writing.

Furthermore, the Airport Operations department is entitled to interdict further driving activities in case of repeated infringements or traffic-endangering conduct. In this case, the internal driving license will be withdrawn.

A withdrawn driving license might be regained with a follow-up training at the FNG training department, which is subject to charges.

FNG reserves the right to revoke the approval for entering and driving into the restricted area according to the Airport Rules and Regulations

In case of culpable violations, the perpetrator has to reimburse the arising costs to FNG. Further claims for compensation will not be impaired by this.

## 7. Registration rules

### 7.1 Driving license and marking of vehicles

#### 7.1.1 Authorization for vehicles and handling equipment to drive within the restricted area

Prior authorization from FNG is necessary for operating vehicles with self-propulsion within the restricted area. Applications for authorizations to drive within the restricted area have to be submitted to the airport permit issuing department of FNG.

Permanent parking of vehicles in the apron area is subject to authorization from FNG.

Vehicle badges (see paragraph 7.1.3), which shows the authorization to drive in the restricted area, have to be applied at the windshield and must be visible from the outside. Vehicle badges valid for one day have to be placed behind the windshield and must be clearly visible.

Vehicles and handling equipment with self-propulsion, which are not registered according to the Public Traffic Rules, as well as trailers with service brakes, which have to be operated within the restricted area due to contracted orders, have to be checked by FNG or another independent expert according to Section 29 of the Road Traffic Licensing Rules (Straßenverkehrs-Zulassungsordnung, StVZO) prior to the first use and afterwards once per year.

#### 7.1.2 Special marking of vehicles

Vehicles driving due to their contracted order to areas, for which a special approval is needed, have to be equipped with a yellow or blue rotating light.

#### 7.1.3 Access authorizations and vehicles badges

Vehicles which have to drive into the restricted area of the airport regularly and due to verifiable reasons will need an access authorization. It will be issued for one year at the very longest upon request. The airport permit issuing department will issue vehicle badges for all vehicles only after submission of an insurance confirmation (unlimited coverage as to liability) against charges.

FNG will issue for each vehicle, which is authorized for access to the restricted area, a temporally limited access authorization.

The authorization/badge has to be applied at the front windshield of the vehicle from the inside and must be clearly visible from outside.

FNG may limit the operational space of the vehicle and mark this respectively on the badge. The operator is obliged to return the badge to the airport permit issuing department immediately after expiration of the validity or if the prerequisite for the authorization of the vehicle has ceased.

#### Vehicle badges

Vehicles and equipment without license plates, which are operated continuously within the restricted area of the airport, need a vehicle badge. The badge is only valid until the expiration date printed on it.

Operational vehicles with a license plate will obtain an access authorization for a maximum period of 5 years.

## 7.2 FNG driving license and apron driving training

The driving training for the respective areas as well as refresher trainings will be given by the FNG training department against charges.

Prerequisites for registering for the driving training:

- Airport permit badge with authorization to enter the aprons
- holding a public driving license

The FNG driving license has always to be taken along and to be presented immediately during spot checks by the Airport Operations department.

## 7.3 Issuing and validity period of FNG driving licenses

### 7.3.1 Issuing FNG driving licenses:

FNG driving licenses will be handed over by the FNG training department after the examination will have been passed.

### 7.3.2 Validity period and checks:

FNG driving licenses will expire upon finishing the work relationship or as soon as the respective validity period will have expired or in case of withdrawal of the public driving license. Holders of FNG driving licenses, who are no longer entitled to drive vehicles due to the afore-mentioned reasons, are obliged to return their FNG driving license to the FNG training department without prior solicitation. If this obligation is not fulfilled, FNG will be entitled to withdraw the FNG driving license.

FNG reserves the right to check if drivers still hold their public driving license.

### 7.3.3 Loss of FNG driving licenses:

Losses of FNG driving licenses have to be reported to the FNG training department.

## 8. Hand signals for marshalers of vehicles





**APPROACHING**  
initiating movement to-  
wards the marshaler



**DRIVE OFF**  
initiating or continuing a  
driving motion according to  
the previous direction signal



**BACK OFF**  
initiating movement away  
from the marshaler



## 9. Important departments and phone numbers

<i>EMERGENCY CALL</i>	112
<i>EMERGENCY CALL *</i> (*operations center airport fire brigade)	+49 911/937-112
Operations center airport fire brigade	+49 911/ 937-1593
Airport operations manager on duty	+49 911/ 937-1220
traffic controller	+49 911/937-1292
Police	+49 911/93 59 20
Airport permit issuing department	+49 911/937-1264
Gate 1	+49 911/937-1236
Safety management	+49 911/937-1743
Training department	+49 911/937-2027

## 10. List of measures in case of traffic infringements within the restricted area of Flughafen Nürnberg GmbH

According to Section 45, sub-section 1 of the Air Traffic Licensing Order (Luftverkehrszulassungssordnung, LuftVZO, the airport operator has to keep the aerodrome in an operationally safe state and to operate it duly. Therefore, FNG is responsible for safeguarding safety and order on their premises and all necessary measures have to be taken to guarantee the safe operation of the aerodrome.

### 10.1. Objective and purpose

The FNG Airport Operations department is responsible for operational supervision and safety in the critical part areas of FNG. In this respect, detailed traffic rules for the restricted area were published in the course of the revision of the Airport Usage Rules. For the supervision of traffic rules and unified punishment in case of infringements, a list of measures will be introduced, which is described as follows.

### 10.2. Scope of application

This list of measures applies to all traffic participants within the restricted area of FNG.

### 10.3. Supervision of regulations

The Airport Operations department of FNG is entitled to conduct traffic spot checks and to take the necessary measures in case of infringements against the traffic rules.

## 10.4. List of measures

### 10.4.1 Point system – basis

The basis of the list of measures is a point system similar to the Public Road Traffic Rules, which:

- safeguards unified punishment in case of infringements against the traffic rules.
- enables the traffic participants to watch the extent of their own misconduct and to correct it in due time.

### 10.4.2 Point system - structure

After each infringement, a written warning will be issued, depending on the severity, according to the list of points (see 10.4.5) including the perpetrator's identity (the respective traffic participant will receive a copy) and it will be documented centrally in the Airport Operations department. As soon as the points described in the following spreadsheet will be reached, the respective measures will apply.

6 points	1. written notice	For the first time, the head of the department / employer will be informed about the score of points and infringements. The traffic participant has the possibility to participate in a voluntary traffic training to reduce the score of points.
8 points	2. written notice	The head of the department / employer will be informed about the score of points and infringements again in writing. The participation of the traffic participant in a voluntary traffic training will be recommended.
10 points	Withdrawal of the FNG driving license	If 10 points or reached or exceeded, the FNG driving license will be withdrawn until the traffic participant will have participated successfully in a compulsory training. The head of the department / employer will be informed about the withdrawal.

- After a successful traffic training, a deduction of 4 points will be granted.
- Only one participation in a traffic training will be possible within 12 months.
- If the score of 10 points will be exceeded despite the follow-up training, the FNG driving license will be withdrawn for 4 weeks.
- If within 12 months after the latest registration there will be no further infringement, 2 points will be deducted from the score of the respective traffic participant. The score cannot go below zero.

If one action includes several infringements (e. g. driving under the influence of alcohol and disregarding the priority rules), only the points of the infringement leading to the highest amount of points will count (driving under the influence of alcohol).

If several infringements will be done separately, they will be punished individually, the points will be added.

Objections against issued written warnings can be sent within 14 days in writing to the FNG Safety Manager.

#### 10.4.3 Points system – severe infringements

In case of the following, severe infringements the driving license can be withdrawn with immediate effect and/or access to the restricted area of FNG can be refused:

- driving on the apron outside of the marked operational roads or taxiing corridors in connection with impeding or endangering an aircraft
- driving on the runway without approval
- driving vehicles under the influence of alcohol or drugs
- driving into the restricted area of the airport premises without corporate driving license
- other particularly severe infringements

#### 10.4.4 Points system – Documentation of data

The collected data is purpose-related and will be used for the supervision of operational and traffic safety. The data/incidents will be evaluated statistically. Data protection will be observed. After three years, the data will only be used for statistical purposes. Each involved traffic participant has the right to inspect their own data sheet. For this purpose, an appointment can be agreed upon with the Safety Management, the registered data can be inspected there.

#### 10.4.5 List of points

No.	Deviation	Points
<b>1A</b>	Exceeding the walking pace in the safety zone around a parked aircraft	<b>1</b>
<b>1B</b>	Parking of vehicles outside of designated parking areas or assigned areas	
<b>1C</b>	Using a mobile phone without hands-free equipment while driving	
<b>1D</b>	Driving without fastened seatbelt	
<b>1E</b>	Driving in not authorized areas (Zones according to the access authorization)	
<b>2A</b>	Parking vehicles in areas for taxiing aircraft, areas with crosshatched markings, obstructing bus gates or stand-by areas of the fire brigade	<b>2</b>
<b>2B</b>	Transport of unsecured load or transporting passengers in a not permitted way	
<b>2C</b>	Driving vehicles with safety deficiencies or not road-worthy state	
<b>2D</b>	Violation of safety distances within the danger zone of aircraft	
<b>2E</b>	Exceeding the allowed maximum speed by up to 10 km/h	
<b>2F</b>	Driving behind an active Marshaller standing on the service road	
<b>3A</b>	Disregarding the right of way regulations	<b>3</b>
<b>3B</b>	Smoking in areas where smoking is prohibited	
<b>3C</b>	Contamination of the movement area and other airport facilities; causing, not reporting and not removing of F.O.D.	

<b>3D</b>	Not wearing a safety vest, where it is required	
<b>4A</b>	Exceeding the speed limit by 11 to 15 km/h	<b>4</b>
<b>4B</b>	Blocking the escape route for fuel trucks	
<b>4C</b>	Driving onto the helicopter hoverway or taxiway "J" without clearance from air traffic control (ground)	
<b>4D</b>	Disregarding the sign "Stop / Yield to taxiing aircraft" while aircraft are taxiing	
<b>5A</b>	Leaving an accident site without reporting and documenting the circumstances	<b>5</b>
<b>6A</b>	Driving on taxiways (TWY "A" - "F") without clearance from air traffic control (Taxiway incursion)	<b>6</b>
<b>6B</b>	Exceeding the allowed maximum speed by 16 to 20 km/h	
<b>6C</b>	Crossing between a pilot vehicle and the piloted vehicle or aircraft	
<b>6D</b>	Disregarding the right of way for emergency vehicles on duty	
<b>6E</b>	Crossing in front of taxiing aircraft and forcing the aircraft to brake abruptly	
<b>6F</b>	Crossing an operating stopbar at the CAT II/III holding point, no low visibility operations in place and not depending on an ATC clearance	
<b>8A</b>	Exceeding the allowed maximum speed by 21 to 25 km/h	<b>8</b>
<b>10A</b>	Entering the CAT II/III safety zone during Low Visibility Operations without ATC clearance	<b>10</b>
<b>10B</b>	Exceeding the allowed maximum speed by more than 26 km/h	
<b>10C</b>	Driving onto the runway without approval from air traffic control (runway incursion)	
<b>10D</b>	Driving under the influence of alcohol, drugs or medication impairing the ability to drive	
<b>10E</b>	Driving without valid driving permit	

## Attachment 4 Regulations as to Aviation Security

### 1. General

The following regulations are based on national and European legal regulations for the protection of the aerodrome operations from attacks on the security of air traffic. They are summarized in the Aviation Security Plan of Nuremberg Airport.

FNG as the airport operator is obliged to protect the aerodrome against attacks on the security of air traffic and to safeguard operational safety. The areas, facilities and rooms in the critical part area have to be protected structurally and technically in a way that unauthorized access is precluded.

For the sensitive part (hereinafter referred to as restricted area), special prerequisites for access and rules of conduct will apply according to the stipulations of this attachment.

If some areas are self-administered by airlines, they are obliged according to Section 9 of the Aviation Security Act (Luftsicherheitsgesetz, LuftSiG) to take equivalent security measures; those areas are subject to the regulations of the airline and not of FNG. The standard of the airline's security measures has to correspond with the ones of the airport operator.

### 2. Authorization for access to the restricted area

An application for authorization for unescorted access with a personal airport permit badge can be filed for each person needing not only occasional access (usually not more than once per month) to the restricted area, in order to fulfill their job.

The airport permit holder may enter the restricted area only if legitimate reasons call for it.

#### 2.1 Background check (Zuverlässigkeitsüberprüfungen, ZÜP)

The responsible Aviation Security Authority will check the reliability of the respective person before an airport permit will be issued. The background check is defined in Section 7 of the Aviation Security Act (LuftSiG) and the Aviation Security Reliability Check Regulations (Luftsicherheits-Zuverlässigkeitsüberprüfungs-Verordnung, LuftSiZÜV). On the basis of the result of the reliability check, the authority will decide, whether FNG may grant the access authorization. Persons with access authorization will be rechecked as to their reliability by the authorities within the prescribed periods.

#### 2.2 Aviation security training

A further prerequisite for obtaining the access authorization is the aviation security training according to the Aviation Security Act (LuftSiG). The training will be held online as "web-based training" (WBT) and takes approximately three hours or four lesson units. The log-in data for the WBT will be provided by the airport permit issuing department.

## **2.3 Processing time**

The processing time including the background check and training may take several weeks. Therefore, it has to be taken into account to file the application in due time before the planned job will be started.

## **2.4 PIN number**

The access authorization will be granted in the form of a photo ID badge. Along with the badge a PIN will be provided, which the airport permit holder has to keep secret. The airport permit holder has to enter the PIN into the electronic badge reader upon accessing the restricted area.

## **2.5 Obligations in connection with the airport permit badge**

Within the restricted area, the badge has always to be worn openly and visibly at the upper part of the outer clothing. The badge has to be returned to the airport permit issuing department if the validity has expired, if the access authorization has been withdrawn, on request of FNG or in cases of long-term absence. Theft or other loss has to be reported immediately to the airport permit issuing department.

Purposeful or gross-negligent infringements against these obligations resulting from Section 10 of the Aviation Security Act (LuftSiG) may be punished by FNG with temporary or, in repeated cases, with permanent locking or withdrawal of the badge and apart from that they may be prosecuted by the responsible Aviation Security Authority as legal offence with a fine of up to 10,000. - EUR. Within the restricted area, all airport permit holders are obliged to stop all persons, who are obviously no passengers and do not wear an airport permit badge, and make them show their badge. If the badge cannot be presented on request, this has to be reported immediately to the Security Services (phone +49 911/937-1236).

## **2.6 Access without personal access authorization**

Persons without a personal access authorization may enter the airport only with the following means of access:

Visitors' badge, special badge with escort, medical badge and switch badge. Access with one of those badges is only allowed by being escorted by the holder of a permanent airport permit badge. Special badges without escort may only be issued for aircraft mechanics holding a valid reliability check confirmation. They will only grant the authorization to stay in particularly assigned areas.

## **3. Security checks/searches upon access to the restricted area**

According to Section 8, sub-section 1, No. 5 of the Aviation Security Act (LuftSiG), FNG is obliged to check persons, who are no passengers, as well as the items they carry along and their vehicles. This will be conducted at the assigned staff and vehicle checkpoints prior to the access to the restricted area.

## **4. Prohibited items**

According to Section 11 of the Aviation Security Act (LuftSiG) and European regulations, it is prohibited to carry along prohibited items like e. g. weapons and explosives and other items, which might be used to cause severe injuries and are usually not used within the restricted area of an airport like e. g. martial arts devices, swords, sabers etc. (see attachment 1-A EU Regulation 2015/1998).

Exceptions might be granted if the person is entitled to carry along prohibited items in the restricted area, in order to fulfill absolutely necessary tasks in the sense of airport operations or the operation of an aircraft. The authorization has to be applied for in writing at the Airport Security department.

Prohibited items will be confiscated at the checkpoints; there is no claim for depositing the item. Compensation claims are excluded.

Items like e. g. tools, which constitute prohibited items for passengers according to attachment 4-C EU Regulation 2015/1998 letter c, d and e, but not for other persons than passengers, must not be accessible for passengers.

Purposeful or negligent infringements against Section 11 of the Aviation Security Act (LuftSiG) can be prosecuted as legal offences according to Section 19 of the Aviation Security Act (LuftSiG). The Aviation Security Authority may regard perpetrators as unreliable and withdraw the access authorization.

## **5. Fees and charges**

FNG will charge fees according to the respectively valid list of charges for all services or expenses in connection with the described aviation security measures (each airport permit application, with or without background check, security trainings, vehicle badges, vehicle access, background re-checks, escort etc.).

The aviation security authority will charge a fee for each initial as well as follow-up background check. FNG will disburse this charge for the applicant and will charge it along with the FNG fees described in the following paragraph, as the case may be.

Whoever applies for an airport permit or registers for a security training is obliged towards FNG to pay the respective fees and disbursements. Besides the employee, also or primarily the employer is obliged to payment. Refused airport permit applications, particularly due to a negative reliability check, do not exempt from the obligation to pay.

## **6. Information as to data protection**

FNG collects, stores and processes personal data of airport permit holders and vehicle operators to fulfill aviation security tasks and to charge the services according to the stipulations of data protection law. In case of applications for background checks, the collected data will be transferred to the aviation security authority and stored, processed and transferred by them to conduct the reliability check. Each person may contact the state representative for data protection, if they are of the opinion that their rights have been violated during the collection, processing or use of their personal data (Article 9 of the Bavarian Data Protection Act).

## **7. Information as to abuse**

The abuse of the airport permit or non-conformity with the security regulations will lead to consequences. FNG reserves the right to take appropriate measures in accordance with the supervisory authority in cases of infringements against the requirements, particularly the stipulations of the Air Traffic Act or the Aviation Security Act.

## Attachment 5 Waste and Environment Regulations

In addition to the general rules of the Airport Usage Regulations, the waste management at Nuremberg Airport will be structured as follows.

### 1. General

The premises of Nuremberg Airport are considered as unified area, all kinds of waste and recyclable material for which the airport operator provides a collecting point have to be used by the users/tenants. The airport operator cares for the interim storage and perhaps the recycling of waste and recyclable material and will bring them to special disposal. Those measures serve the central coordination of waste streams. The primary aim is the avoidance and reduction of waste.

The airport operator will conduct the waste management measures on their own or with the assistance of sub-contracted third parties.

All users of the airport are subject to these regulations of waste management and the instructions for enforcement of the same by the airport operator.

### 2. Removal of waste and recyclable material

The following waste and recyclable material on the airport premises are subject to the collection by the airport operator:

- household/residential waste or residual waste
- commercial waste similar to household/residential waste
- recyclable material like glass, paper, cardboard, carton, magazines, metals, plastics, wooden waste, polystyrene and foils have to be separated from the residual waste and to be put into the assigned and designated collecting containers.
- Content of grease separators
- Epidemic-hygienically doubtful waste (waste from aircraft)
- Separately collected organic substances

Other waste and recyclable material are excluded from removal by the airport operator like e. g. constructional waste, sewage sludge and all other kinds of waste.

Due to waste management or other reasons, the airport operator may exclude individual or further waste and recyclable material of the afore-mentioned ones from the disposal or include them in the disposal.

The substances, which are not subject to disposal by the airport, have to be disposed of in accordance with the respectively valid laws and regulations. Confirmations as to the appropriate disposal and the suitable companies or organizations will have to be submitted on request of the airport operator.



### 3. Obligated parties

All persons, companies and organizations operating on the airport premises, who rented rooms or commercial areas, are obliged to make use of the airport operator or their sub-contractor for the removal of waste and recyclable material according to No. 2 "Removal of waste and recyclable material". According to the rules of the airport operator, this also applies to other parties, who are subject to the Airport Usage Regulations, as far as this is necessary, in order to safeguard the proper disposal of waste and recyclable material.

### 4. Waste avoidance

The occurrence of waste has to be reduced to the lowest possible minimum.

Harmful substances in waste have to be reduced as much as possible.

Recyclable material does not constitute residual waste. They have to be kept separate right from the start and to be brought to special collection.

Food and beverages have to be distributed only in deposit, reusable packaging and containers for the sake of waste avoidance but also to reduce the pollution of publicly accessible areas of the airport; waste-intensive one-way dishes has to be avoided as far as possible.

### 5. Collection of recyclable material

Recyclable material has to be separated from residual waste already at the business premises. In particular, they have to be brought to special disposal as follows:

- Bottles and other glass containers have to be separated by color and brought to the respectively assigned collecting container.
- Organic kitchen waste and organically contaminated paper waste has to be freed from inorganic substances and brought to special collecting containers.
- Uncontaminated paper, cardboard, carton, magazines and newspapers have to be put into the provided collecting containers or depending on further specifications from the airport operator to special containers for recyclable material at the business premises.
- Further recyclable material like constructional wood, metal and single-origin plastics (e. g. foils) have to be brought to the individually assigned collecting systems.

The airport operator may prescribe separate collection for additional recyclable material.

### 6. Waste collection

The airport-internal collection will pick up all waste and recyclable materials (see paragraph 2) at the collecting points on a regular basis. If occasionally or seasonally bigger amounts will arise, additional pick up cycles are possible on request.

Bulky waste has to be disposed of by the obliged parties at their cost.

Waste and recyclable material will become the property of the airport operator as soon as they will be brought to the collecting point. This does not apply to materials which are excluded from disposal.

Waste containers for final disposal may only be set up and used with approval from the airport operator.

## **7. Containers for recyclable material and waste, locations**

The airport operator will define the kind, size and number of containers for waste and recyclable material based on the respective needs of the obliged parties. The users have to declare the number of the containers needed as well as eventual changes in the amount of waste in due time.

Waste and recyclable material may only be provided in the collecting containers of the garbage bags assigned by the airport operator. Shared containers for several users are allowed.

The collecting containers as well as the locations and transport routes have to be kept clean and be cared for by the obliged parties. In case of damages, exceeding pollution as well as in case of loss, the obliged parties will be liable for the arisen damage, as far as evident culpability is not missing.

## **8. Hazardous waste**

Hazardous waste in the sense of the waste list regulations have to be separated from residual waste. This applies to e. g. batteries of any kind, fluorescent lamps, medicine, pesticides, varnishes and solvents as well as brake fluids, mineral oils, antifreezing agents, oil liquids and other environmentally harmful chemicals.

On request, the airport operator will provide information as to the disposal of this kind of waste and will provide a specifically designated interim storage.

## **9. Disruptions**

There is no claim for any reduction of charges or compensations if the disposal of waste will be cut down, disrupted or delayed due to force majeure, official decree, disrupted operations, operationally vital works or other reasons. The omitted measures will be caught up as soon as possible.

## **10. Cooperation and tolerance obligations**

The representatives of the airport operator have to be granted access to the operational rooms at any time so that they may inspect the proper waste management or for maintenance reasons.

All parties using the disposal facilities have to be able to provide on request the information as to lawful and proper waste management, particularly also a report covering the amount, composition and origin of the arisen waste and recyclable material.

If there should be concerns regarding the proper disposal of waste, the producers or owners of the waste are obliged to tolerate physico-chemically waste analyses and to bear the cost of them.

## **11. Miscellaneous**

Deviating regulations compared to the waste regulations may be agreed upon with the approval from the airport operator.

Any party violating these stipulations of the waste regulations or instructions, which have been issued on the basis of these regulations, may be expelled from the usage of the waste management facilities. Further steps, like e. g. a ban on entering the airport (see Part II, No. 9 of the Airport Usage Regulations), well remain reserved.

The users will be liable for damages and expenses, which could arise due to the above-mentioned infringements of any kind including the delivery of prohibited waste substances.

The Waste Management of FNG will be available for further advice and recommendations, they may be reached via phone +49 911/931-1910.

## Attachment 6 House Rules

Welcome to Albrecht Dürer Airport Nürnberg. We want you to feel at home at our premises. For this reason, the following rules have to be observed within the terminals and on the fore-courts.

### **It is not allowed to:**

- to block rescue and escape routes
- abuse of emergency facilities
- park vehicles or other equipment outside of the respectively designated areas
- spray, paint, write, smudge, pollute or damage items of equipment, surfaces, ceilings and walls
- throw away waste, cigarette stubs and chewing gum outside of the assigned containers
- smoke and use e-cigarettes outside of the smoking areas
- stay overnight, beg, prowl, harass other persons or the like
- consume alcohol excessively
- drive two-wheeled vehicles, skateboards, scooters, inline skates and comparable items within buildings and in the areas which are exclusively designated for pedestrians
- play ball games within the terminal (including the gate area) and in the entire fore-court area
- abuse of items of equipment
- play sound carriers loudly
- walk dogs without a leash
- take along dogs with increased aggressiveness or dangerousness
- take baggage trolleys outside of the airport premises
- abuse of baggage trolleys as a means of transport for construction material, persons or other inappropriate items

### **The following is only allowed upon prior written consent from the Flughafen Nürnberg GmbH:**

- Distributing flyers, brochures and leaflets
- Attaching posters and placards
- Sale and distribution of merchandise
- Live music, performances, events and demonstrations
- Photo, film and TV recordings for commercial use or in which Nuremberg Airport will be used commercially
- Conducting surveys, collection campaigns or petitions

**Please note:**

- The instructions from staff of Flughafen Nürnberg GmbH to enforce the house rules have to be adhered to.
- The respectively valid hygiene rules have to be adhered to.
- Parents shall be liable for their children.
- Detected infringements against the house rules will lead to banishment, legal prosecution and compensation claims.
- FNG will charge the cleaning costs including an administration surcharge for purposefully caused pollutions.
- For security reasons, luggage must not be left unattended. The costs for initiated security measures caused by unattended luggage and possible damages resulting from this will be charged; the same applies to the abuse of emergency phone numbers and facilities.

**Gatherings**

Gatherings in the publicly accessible parts of the terminal have to be announced towards the gathering authority (Public Order Office of the Municipality of Nuremberg) according to the Gathering Act, and the airport operator has to be informed at least 48 hours prior to the publication of the event. The announcement has to include the subject matter of the gathering, the person responsible for the gathering as well as information regarding place, time and the expected number of participants as well as a confirmation of the announcement towards the gathering authority.

Security and operational safety of the airport must not be endangered at any time. The baggage claim area, restricted areas and handling areas for passengers - including the queuing areas in the terminal - must not be used for gatherings. Free access to the handling facilities and areas (e. g. check-in desks, check-in terminals, queuing areas), checkpoints and the baggage claim has to be ensured at any time. Appropriate distance to the handling facilities and areas has to be observed. The path to escape and rescue routes, emergency and fire fighting facilities as well as defibrillators has to be kept clear.

As far as whistles, megaphones, drums, sound systems and similar devices are used, the announcements via the loudspeaker system still have to be clearly understandable. Banners and other items, which have been brought along, must not obscure neither display panels, nor direction signs or security references.

We wish you a pleasant stay and a good flight!

## Attachment 7 Disabled aircraft

Aircraft operators have to take preventive measures to be able to remove their aircraft as quickly as possible from the runway in case of immobility.

### 1. Responsibility of airport operator and aircraft operator/owner

The responsibility regarding the removal of disabled aircraft is rules as follows:

#### a) Airport operator:

According to Section 45 of the Air Traffic Licensing Order (Luftverkehrs-Zulassungsordnung, LuftVZO), the airport operator is obliged to maintain the aerodrome in a condition safe to operate and to run it properly, i. e. to safeguard that the runway system will be cleared from disabled aircraft. The airline may either conduct the rescue on their own initiative or they may commission the airport operator to do so as soon as the approval from authority for the investigation of aircraft accidents (Bundesstelle für Flugunfalluntersuchung, BFU), public prosecution and police has been given. Possibly arising consequential costs or downtime costs may be charged by FNG to the causing airline or aircraft operator.

#### b) Aircraft operator (airline):

In principle, the airline or the aircraft operator will be responsible for the rescue of disabled aircraft. The affected airline or the aircraft operator may request the rescue equipment of the airport operator via the airport operator's fire brigade if necessary. The provision is basically subject to the conclusion of a rescue contract including a waiver of liability. The respective form is available at the airport operator's fire brigade and will rule the use of the equipment, the provision of at least one rescue expert and the charge to be paid. The contract has to be signed by the pilot or a respective representative of the affected airline. If the conclusion of a written rescue contract including a waiver of liability is not possible, as an exception, the rescue equipment will only be provided upon prior verbal recognition of the contract terms, which has to be confirmed via correspondence.

### 2. Measures for reporting to the pilot/aircraft owner

Documentation regarding the conducted procedures during the aircraft rescue can be submitted after the rescue upon request by the aircraft owner.

### 3. Measures for the provision and procurement of needed equipment and staff for the removal of the disabled aircraft

The airport operator's fire brigade will provide the respective staff for the removal of the disabled aircraft upon request and according to availability. The airport operator's rescue equipment as well as addresses and phone numbers of companies providing further equipment and materials will be available at the airport operator's fire brigade. Further needed equipment will be requested by the head of operations of the airport fire brigade.

The affected airline will also be responsible for the rescue of cargo, luggage and air mail after the investigation of the accident will have been completed. If the affected airline is not able to do so, the rescue can be requested via the head of operations of the airport fire brigade and will be rendered against compensation of costs. The local head of operations will coordinate the procedures.

### 4. Names, functions and phone numbers of the responsible persons organizing the rescue of the aircraft

The rescue or the rescue equipment might be requested via the operations center of the airport fire brigade (+49 911/937-1593).

## **Attachment 8 Usage Regulations for the Cargo Center at Nuremberg Airport (CCN)**

**Dated: 12th October, 2017**

The following rules will apply for the CCN additionally to the Airport Usage Regulations:

### **1. General stipulations and definitions**

- 1.1 The CCN comprises all areas and buildings within the enclosed area adjacent to the first exit of the rotary coming from Flughafenstrasse, particularly the buildings CCN 1 and CCN2 including the ramps as well as the surrounding areas.
- 1.2 The CCN constitutes an area with limited access. Anyone who drives into the cargo area with a vehicle, enters it or uses it in another way will be subject to these usage regulations and the instructions from the airport operator for the enforcement of the same, from commissioned representatives or the owner of the house rules.
- 1.3 Anyone who transports air cargo to or from the airport overland is obliged to inform the airport operator or the owner of the license according to their instructions as to the cargo value and other data (e. g. number of pieces, weight, air way bill No., content, from/to, date).
- 1.4 The commercial activity as a handling agent in the CCN is only allowed on the basis of a contract with Flughafen Nürnberg GmbH (FNG). Commercial activity is also done in the CCN if it is only done partially. For loading service providers (= handling) for transport companies effected by sub-contractors, who are not tenants at the CCN, the operating persons are only allowed to stay at the CCN within the necessary time frame before and after the handling of air cargo (see also 2.4).
- 1.5 Permanently installed cameras of tenants, which record areas outside of their own storage areas, have to be approved by FNG prior to their installation. If the installation approval is given, the viewing angle, data storage and tenant data will be registered by FNG. The installing company is responsible for compliance with data protection regulations.
- 1.6 Compliance with the stipulations of these Cargo Center regulations can be checked by FNG or their commissioned agents.
- 1.7 In principle, it is only allowed to drive at a maximum speed of 20 km/h on the cargo premises. Moreover, low beam has to be switched on while driving. Walking speed applies on the ramp.
- 1.8 Reverse driving or shunting drive of trucks is only allowed with a marshaler. The driver/vehicle owner will be liable for possible damages.
- 1.9 Smoking is prohibited on aisles, staircases and in elevators.
- 1.10 Each user of the CCN has to safeguard that the entire equipment used by them for cargo handling are in a technically flawless condition and will solely be operated by respectively trained staff.
- 1.11 The use of forklifts within the air cargo halls, in the ramp area and the loading area is generally allowed - as far as FNG will not prohibit it. The respective tenant has to safeguard the correct



usage (if necessary with the respective license). Furthermore, the tenants have to instruct their suppliers/collectors accordingly.

- 1.12 Loading from one vehicle to another, i. e. the procurement of cargo without reference to the air cargo handling agent is generally prohibited on the entire cargo premises of FNG. Infringements may lead to a ban from the CCN and in case of recurrence to a cancellation of the tenancy and/or the licensing contract or to refused re-entrance on the CCN premises.
- 1.13 Pedestrian paths, rescue routes, traffic routes, operational routes, entrances to staircases and emergency escapes have to be kept clear at any time.
- 1.14 The stipulations of these usage rules will not at all substitute or change the valid rules of the Aviation Security Act (Luftsicherheitsgesetz, LuftSiG) or the requirements of the German FAA (Luftfahrtbundesamt, LBA) regarding so-called regulated representatives or known consignors. Each employer is obliged to comply with the industrial safety regulations and to safeguard common occupational safety in areas, where staff of different employers will be working.
- 1.15 Setting up advertisement, posters, private or corporate small ads at walls, doors and windows or elevators, staircases and aisles is generally prohibited. Exceptions are subject to approval from FNG.

## **2. Entering and driving into the CCN area**

- 2.1 The cargo area is not open to public traffic. Users have to observe the Road Traffic Act also in areas which are not open to public traffic, as far as the airport operator does not stipulate any other rules.
- 2.2 Staying in the CCN area is only allowed for persons who are dealing with air cargo handling or who are working in an office or the warehouse located in the CCN or persons, which have to enter the CCN due to other necessary reasons (e. g. customers, visitors).
- 2.3 FNG and their commissioned agents are entitled to inspect the authorization of persons, who will be found in the CCN area. This authorization may constitute e. g. in the form of a corporate ID badge.
- 2.4 Persons who are found in the CCN without any authorization have to leave the premises immediately on the shortest possible way upon request.
- 2.5 Persons being present in the CCN have to be able to identify themselves at any point of time. Airport permit badge holders have to wear it clearly visible.
- 2.6 Further access limitation resulting from aviation security regulations will remain unaffected by the stipulations of these operational rules.

## **3. Special areas**

- 3.1 Loading areas / ramp areas  
Loading areas / ramp areas may only be used for loading procedures according to the allocation by the airport operator or cargo handling agent (tenant), to whom the respective area has been assigned.  
Loading procedures are limited to the quick on-/offloading of air cargo.

Traffic of other tenants on the ramp have to be tolerated and safeguarded at any time.

Parking vehicles or loading units (including trailers etc.) in the loading areas / ramp areas is not allowed in any case and will lead to the chargeable removal of the vehicle at the cost of the perpetrator/owner in case of infringement.

Overnight parking of vehicles or loading units (including trailers etc.) by tenants in the ramp areas, which are rented by them, is allowed.

Parking or permanent fixing of loading aids (e. g. lifting trucks) is generally prohibited in the entire loading and ramp area and is in any case subject to prior approval from the airport operator.

### 3.2 Parking areas

Motor vehicles may only be parked in the designated parking lots. Motor vehicles parked in violation of a parking ban or left in parking lots after the expiry of the maximum parking time can be removed by the airport operator or the owner/s of the house rules at the costs and risk of the driver or vehicle owner.

The airport operator is entitled to grant exceptions in justified individual cases. The application has to be filed in writing before the beginning of the parking. The exceptional approval has to be placed within the vehicle clearly visible.

### 3.3 Traffic areas

All traffic areas have to be kept clear at any time. This applies especially to areas which are crosshatched (e. g. turning areas and prohibited areas as well as the fire brigade bypass road). Infringements will lead to chargeable removal of the vehicle at the cost of the perpetrator/owner.

## 4. Parking of vehicles, loading units and leaving behind items

### 4.1 Parking of vehicles and loading units

Parking of vehicles and loading units is only allowed within the necessary time frame before and after handling of air cargo in the entire CCN-area.

It is generally prohibited to keep engines running during standing/waiting periods.

All vehicles and loading units in the CCN-area have to be marked clearly so that they can be traced back to their respective company.

Vehicles and loading units without respective marking can be removed from the cargo area by FNG or their commissioned agents. Potentially arising costs have to be reimbursed to their full extent to FNG by the vehicle owner.

### 4.2 Truck deposit area

The designated reserved area for trucks, called the truck deposit area, is intended for parking trucks within the necessary time frame before or after air cargo transports.

Protective plates have to be placed beneath the plungers of swap bodies.

Illegally parked vehicles or loading units in those areas will be chargeably removed by FNG at the costs of the perpetrator/owner.

### 4.3 Parking lots let permanently

There are permanently let car parking lots in the CCN-area. They are marked with signs. Usage of the parking lots will be effected by the tenants of the parking lots.

#### 4.4 Leaving behind items

The unallowed/unattended leaving behind of items is prohibited, no matter if they are import or export cargo, dangerous goods or other items.

Unallowed/unattended items left behind may be confiscated and put into interim storage by FNG or their commissioned agents.

As the case may be, the responsible authorities (German FAA, Environmental Authority) as well as the transporting airline will be informed.

The costs arising due to informing, confiscating and putting into interim storage have to be paid by the perpetrator. FNG will be liable for potentially arising delays in transport or damages to the items.

4.5 Dangerous goods in the sense of Section 27 of the Air Traffic Act, Section 11 of the Aviation Security Act and the issued legal rules for the enforcement of the same, particularly toxic gases, nuclear fuel and other radio-active substances may only be put into interim storage upon approval from the airport operator or the owner/s of the license contract due to transportation reasons (< 24 hours).

4.6 Cargo, boxes, containers, constructional material, devices etc. may be stored or put into interim storage outside of the rented areas or rooms for this purpose only upon approval from the airport operator or the owner/s of the license contract.

4.7 Leaving behind fire load and disposal of waste (e. g. pallets and fixing material) is prohibited in the entire CCN-area. Paper and residual waste can be disposed of in the assigned waste containers for this purpose in the CCN-area or have to be taken away. Arising cleaning costs will be charged to the perpetrator. Moreover, an immediate and permanent ban from the CCN-area will apply.

### 5. Final provisions

5.1 The necessary consents and approvals on the basis of these usage regulations have always to be requested before the beginning of the respective activity.

5.2 Anyone violating the stipulations of these usage regulations or the instructions from the airport operator or the owner/s of the license contract or the house rules, which were issued regarding these usage regulations, can be expelled from the CCN-area by the airport operator or the owner/s of the license contract/the house rules.

## Attachment 9 Additional rules for rendering ground handling services on the apron of Nuremberg Airport

The service providers of ground handling services on the apron have to take the operational and personal measures enabling the smooth rendering of the offered services, so that the operationally safe condition of the airport and the proper airport operations will not be impaired and which will contribute to safe, smooth and quick air traffic handling at the airport under all operational conditions. More details can be found in the "requirements sheet and technical specifications (according to BADV Section 8, sub-section 2) for service providers of ground handling services". („Pflichtenheft und technische Spezifikationen (gem. BADV § 8 Abs. 2 für die Erbringer von Bodenabfertigungsdiensten“). This document is part of the respective invitation to tender.

### 1. Operational management

Service providers of ground handling services have to set up a responsible operational management serving as clear and competent point of contact of the service provider during the operating hours for the operational management, supervisory and regulatory body of the airport operator. Furthermore, competent contact persons and their availability have to be announced for potentially arising peculiarities beyond the operating hours.

The ground handling service providers have to make sure that the appointed staff will be sufficiently briefed and kept up-to-date with regular follow-up trainings as to the Airport Usage Regulations and the additional stipulations, particularly regarding:

- the emergency and alerting procedures,
- fire fighting and - in case of works on the aircraft parking positions - aircraft fire fighting,
- dealing with dangerous goods,
- creating the appropriate conditions for aircraft fueling on the parking position in the respective individual case,
- the way of surface inspections around the aircraft (walk-around) before it will leave the parking position, in order to avoid damages to the aircraft by foreign objects (F.O.D.),
- securing passenger paths on the apron between the aircraft and the passenger bus as well as between the building exits and the aircraft or passenger bus, particularly during winter weather conditions and
- providing first aid (in an appropriate number)
- contacts and function of the Safety Management System

The responsibility at interfaces has to be ruled clearly. For this purpose, the operational management has to appoint a person, who will be responsible for safeguarding compliance with the safety rules.

### 2. Operational management staff

The operational management staff has to have the expertise and procedural knowledge to be able to safeguard proper and safe conduct of the current ground handling operations on the basis of their instructions.

Furthermore, the operational management staff of the ground handling service provider is responsible that

- in case of disruptions during the operations of the ground handling service provider, which might impair the other airport operations and the air traffic procedures, the responsible departments of the airport operator will be informed immediately (including estimated flight delays),
- during emergency, alarm or other dangerous cases the departments of the airport operator with the qualification to provide aid will be alerted,
- in case of damage to the airport facilities or the property of third parties the traffic controller of FNG will be called immediately and
- areas rented by the ground handling provider and those on which they render their services will always be maintained in an operationally safe condition, can be used safely and that no danger for the other airport operations will emanate from there.

### **3. Operational staff**

The operational staff working on the apron for rendering ground handling services has to have to qualifications described in attachment 2 of the Ground Handling Services Regulations (Bodenabfertigungsdienst-Verordnung, BADV).

The ground handling service provider's staff working on the apron as drivers have to have the driving licenses and vehicle/equipment training required for the respective vehicle due to the traffic and licensing rules. The necessary qualifications for operating aircraft towing trucks, forklift trucks or other special equipment have to be submitted as well.

### **4. Other provisions**

Providers of ground handling services on the apron are obliged to inform the supervisory bodies of the airport operator immediately (FNG Duty Officer) if during the rendering of services events will occur, be noticed or watched, which might impair the safe, proper and quick airport operation.

The supervisory bodies of the airport operator (FNG Duty Officer) may issue instructions or take measures to re-establish proper conditions if during the rendering of ground handling services on the apron substantial or dangerous impairments will arise due to functional deficits of the service provider or if the legitimate interests of third parties will be impaired inappropriately.

The airport operator reserves the right to hold the involved parties accountable by denouncing them to the supervisory authority, even by reporting a legal offence, in case of recurring infringements and grossly negligent conduct or dangerous individual events.

The airport operator requests from all ground handling service providers a valid and recognized quality management system like e. g. ISAGO as well as the implementation of a corporate safety management system.