

# Airport Usage Regulations Dresden Airport

## **Commencement of Regulations**

**The Airport Usage Regulations and their appendices take effect upon approval on 11 July 2022 and replace the Airport Usage Regulations of 01 May 2017.**

Dresden, June 2022

Flughafen Dresden GmbH



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## Amendments

Amendments to the last version are marked with a vertical bar on the right site.

Number of Revision	Date of Revision
00	05.12.1995
01	01.04.1997
02	13.01.1999
03	30.11.2000
04	11.03.2003
05	06.07.2004
06	24.11.2006
07	30.08.2007
08	01.05.2017
09	11.07.2022

## Abbreviations

AIP	Aeronautical Information Publication (Luftfahrthandbuch Deutschland)
BADV	Ground Handling Service Regulation (Bodenabfertigungsdienstverordnung)
BGB	German Civil Code (Bürgerliches Gesetzbuch)
DFS	Deutsche Flugsicherung GmbH
EASA	European Aviation Safety Agency
FOD	Foreign Object Debris
ft	foot/feet, Fuß (1 ft = 0,3048 m)
GPU	Ground Power Unit
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
LuftVG	Air Traffic Law (Luftverkehrsgesetz)
LufVO	Air Traffic Regulations (Luftverkehrsordnung)
LuftVZO	Air Traffic Licensing Regulations (Luftverkehrszulassungsordnung)
LVTO	Low Visibility Take-Off
MSL	Mean Sea Level
NM	Nautische Meilen (1 NM = 1.852 m)
PCN	Pavement Classification Number
PRM	Person(s) with Reduced Mobility
RVR	Runway Visual Range (Pistensichtweite)
RWY	Runway
SMS	Safety Management System
StVO	Road Traffic Regulations (Straßenverkehrsordnung)
StVZO	Road Traffic Licensing Regulations (Straßenverkehrszulassungsordnung)
TWY	Taxiway
UTC	Universal Time Coordinated (Koordinierte Weltzeit)
UVV	Accident Prevention Regulation (Unfallverhütungsvorschrift)

## **1 Description of the airport**

Changes to the description are published in the "Nachrichten für Luftfahrer, NfL" or in the Aeronautical Information Publication (AIP) Germany and are effective with the date of publishing.

### **1.1 General information**

#### **1.1.1 Airport operator**

Flughafen Dresden GmbH

#### **1.1.2 International abbreviations**

Flughafen Dresden International

ICAO - Code: EDDC

IATA - Code: DRS

#### **1.1.3 Address**

Postal address and address for account:

Flughafen Dresden GmbH

Postfach 80 01 64

01101 Dresden

Office:

Flughafen Dresden GmbH

Flughafenstraße

01109 Dresden

#### **1.1.4 Contact information**

Telephone

+49 (0) 351 881 - 0

+49 (0) 351 881 - 3220 (Operations Control Center, Manager on Duty)

Fax

+49 (0) 351 881 - 3365

+49 (0) 351 881 - 3225 (Operations Control Center, Manager on Duty)

E-Mail

info@dresden-airport.de

occ@dresden.aero (Operations Control Center, Manager on Duty)

SITA

DRSFLXH

### **1.1.5 Classification**

Referenzcode: 4 F  
gemäß EASA CS ADR-DSN / ICAO Annex 14

### **1.1.6 Airport reference point (ARP)**

Latitude: N 51° 08' 03.64"  
Longitude: E 13° 46' 04.80"  
Position: center of runway 04/22

### **1.1.7 Distance and direction to the city**

The airport is situated 9 km north of Dresden city center.

### **1.1.8 Airport elevation**

754 ft above MSL

### **1.1.9 Magnetic variation**

3,5° E (2020,01)

### **1.1.10 Operating hours and flight operation regulations**

H24

All times in UTC. The times stated in brackets are applicable during legal summer time.

1.1.10.1 From 21.00 – 05.00 (20.00 – 04.00), flight operations at Dresden Airport will be restricted to ensure quiet during the night. Aircraft movements between 21.00 – 05.00 (20.00 – 04.00) are permitted only as follows (the times given are take-off and landing times, resp.):

1.1.10.1.1 Regular take-offs and landings of air carriers of commercial airline traffic and non-scheduled air traffic (with the exception of air taxi traffic) from 21.00 – 22.30 (20.00 – 21.30) and from 04.30 – 05.00 (03.30 – 04.00).

1.1.10.1.2 Delayed landings and take-offs from 22.30 – 23.00 (21.30 – 22.00), if the scheduled arrival or departure time at or from Dresden Airport is before 22.30 (21.30) and the arrival or departure is carried out before 23.00 (22.00).  
Premature landings from 04.00 – 04.30 (03.00 – 03.30) if the scheduled time of arrival is after 04.30 (03.30).

1.1.10.1.3 Flights of air carriers whose aircraft are mainly serviced at Dresden Airport and who carry out flights of scheduled airline traffic or non-scheduled air traffic at Dresden Airport, for the purpose of servicing/repairs, as well as ferry flights/allocation flights of these air carriers, from 21.00 – 22.30 (20.00 – 21.30) and from 04.30 – 05.00 (03.30 – 04.00).

1.1.10.1.4 Training and exercise flights on workdays from 21.00 – 22.00 (20.00 – 21.00) if they are necessary according to regulations governing aviation legislation concerning the acquisition, extension or renewal of authorisation or rating as a pilot during night hours, if the flights cannot be terminated prior to 21.00 (20.00) and the aeronautical authority has given prior permission.

1.1.10.2 The restrictions in para 1.1.10.1 do not apply to:

- flights on aid missions in cases of emergency and catastrophe,
- flights which are absolutely necessary to provide medical aid and for humanitarian purposes,
- landings for meteorological, technical and other reasons of flight safety,
- calibration flights by Deutsche Flugsicherung GmbH or on their behalf,
- a maximum of 24 take-offs or landings per calendar year in the course of production of the aircraft industry located at Dresden Airport,
- flights of helicopter forces of the police based at Dresden,
- Flights which the aviation supervision office has permitted in justified individual cases, because they are necessary to avoid considerable impairment to air traffic or for other reasons of special public interest. The processing of applications is subject to charge.

Application forms shall be requested from the aviation supervision office and shall generally be directed in writing (via E-Mail or Fax) to:

Landesdirektion Sachsen  
Luftaufsichtsstelle Flughafen Dresden  
Wilhelmine-Reichard-Ring 1  
01109 Dresden  
Tel.: +49 (0) 351 825 3660  
Fax: +49 (0) 351 825 3661

1.1.10.3 Visual approaches according to AIP IFR ENR 1.5 to Dresden Airport by aircraft of the categories C – E (acc. to ICAO-Doc 8168, Volume I para 1.3.2) and a wingspan of equal to/larger than 24 m (acc. to ICAO Annex 14 para 1.3) have to be performed in such way that the Final approach is at least 5 NM and the descent below 2400 ft MSL does not take place before the Final approach is reached.

## 1.1.11 **Accomodations**

Hotels in the city



**1.1.12 Restaurants**

Bistro, snack machines, conference rooms

**1.1.13 Emergency and medical facilities**

A first-aid station is available at the airport.

Medical staff is on duty during the operating hours.  
(Direct dial Medical Dispatch Center Tel.: +49 (0) 351 881 - **112**).

**1.1.14 Aid for people need of assistance**

The medical services of the airport's fire brigade are available for the aid of injured or ill persons.

The respective airline is responsible for the care of children travelling alone.

In accordance with EU Provision 1107/2006, a PRM-Service (Person with Reduced Mobility) is available for those who require it (Tel. + 49 (0) 351 881 - 1111).

**1.1.15 Customs declaration**

The airport is approved as customs airport.

**1.1.16 Public transport available**

1.1.16.1 A city railroad line connects Airport Dresden Terminal with the city center.

1.1.16.2 There are bus services between Airport Dresden Terminal and the city center. Taxis and rental cars are available.

**1.1.17 Handling facilities**

1.1.17.1 An airport passenger terminal is available with all facilities required for handling departures and arrivals.

1.1.17.2 The cargo center is equipped to handle air freight.

**1.1.18 Fueling facilities**

A fueling company operates at the airport which supplies all kinds of petrol and turbine fuels as well as oils. Details about provisions, fueling facilities and restrictions are to be found in the Aeronautical Information Publication (AIP) Germany. The hours of service correspond to the airport's operating hours.

### **1.1.19 Available aircraft hangar space**

The airport has two small aircraft hangars. In addition, possible hangar spaces are available at EADS Elbe-Flugzeugwerke GmbH.

### **1.1.20 Repair and noise abatement facilities**

Maintenance companies are based at the airport.

Repair facilities are available on request at Elbe Flugzeugwerke GmbH and PAD Aviation Technics GmbH.

### **1.1.21 Fire engines and rescue equipment**

Fire engines and rescue equipment for technical aid are available in accordance with the air traffic volume and the ICAO regulations Class 8.

### **1.1.22 Seasonal use and snow removal equipment**

The airport is usable throughout the year. Snow removal and de-icing equipment is available (see Aeronautical Information Publication (AIP) Germany).

## **1.2 Meteorological information**

Prevailing wind direction: west-southwest  
Reference temperature: 23,6 °C

For further information please refer to the Aeronautical Information Publication (AIP) Germany.

## **1.3 Information on flight operation facilities**

### **1.3.1 Levels of operation**

RWY 04: CAT I  
RWY 22: CAT IIIb

For detailed information please refer to the Aeronautical Information Publication (AIP) Germany (AD2.EDDC 4-2-1 to 4-2-2).

### 1.3.2 Airport runway

Designation	True Bearing	Dimensions (m)	Strength (PCN-Value)	Surface
04	40,90 °	2850 x 60	86 R/A/W/T	Concrete
22	220,90 °	2850 x 60	86 R/A/W/T	Concrete

### 1.3.3 Longitudinal slope of the runway

Published in Aeronautical Information Publication (AIP) Germany.

### 1.3.4 Taxiways

TWY	Width (m)	Surface	Strength (PCN-Value)	Aircraft (Code-Letter acc. ICAO Annex 14)
A, E	30,0	Concrete	PCN 86 R/A/W/T	A-F
H	25,0	Concrete	PCN 60 R/A/W/T	A-E, F on request
B, D	25,0	Concrete	PCN 86 R/A/W/T	A-D
C	20,0	Concrete	PCN 86 R/A/W/T	A-C

Individually applicable operating procedures for the usability of the taxiways and taxilanes can be found in the Aeronautical Information Publication (AIP) Germany.

### 1.3.5 Aprons

The aprons are mainly of concrete with a strength of PCN 60/R/B/W/T.

### 1.3.6 Helicopters

A helipad is available. The helipad and the parking positions on Apron 5 are used exclusively for flight operations of the police helicopters stationed at EDDC in its institutional sense, and for primary air rescue services. Further restrictions can be obtained from the Aeronautical Information Publication (AIP) Germany. Other helicopter operations are carried out on runway. Helicopter parking positions are allocated on the apron.

### 1.3.7 Areas of competency

Published in the Aeronautical Information Publication (AIP) Germany.

## **2 Terms of use**

### **2.1 Applicability of the Airport Usage Regulations**

2.1.1 All persons entering the airport on foot, by vehicle or by aircraft are subject to the provisions of these Airport Usage Regulations and the instructions enacted by the airport operator for their implementation.

2.1.2 Where regulations and instructions apply to aircraft operators, they apply accordingly to the owners of the aircraft, as well as to persons using aircraft without being the operator or owner of these aircraft.

2.1.3 The Road Traffic Regulations StVO and this AUR applies to streets and surfaces used by the public and those belonging to the airport grounds.

### **2.2 Use by aircraft, vehicles and equipment**

#### **2.2.1 Authorisation for take-off and landing**

2.2.1.1 The airport may be used against payment of the applicable fees issued in the latest edition of the List of Charges by all aircraft up to the PCN value published in the Aeronautical Information Publication (AIP) Germany. Limitations of use as well as flight operational requirements are published in the Aeronautical Information Publication (AIP) Germany.

2.2.1.2 On request of the airport operator, the aircraft operator has to present all documents required for verifying the rightful use of the airport and for enabling calculations of airport fees.

2.2.1.3 The aircraft operators, the pilots or their delegates shall inform the airport operator of their intention to fly from and to Dresden Airport in due time in advance and they shall provide the traffic supervisor with all the information on the envisaged flight and the aircraft used, which is needed to ensure proper disposition of the flight operation facilities. This report shall contain all the important information, such as flight number, departure airport and destination, aircraft registration, number of passengers, freight volume, noise certificate, as well as the account address.

2.2.1.4 The obligation to disclose this information to the airport operator is based on the Law of Aviation Statistics in conjunction with the Federal Statistics Law ("Bundesstatistikgesetz"). If this information is not provided in due time, the airport operator calculates the fees and charges based on the maximum load and take-off weight per aircraft type.

## **2.2.2 Take-off and landing facilities**

For take-off, landing and taxiing manoeuvres, the runway, taxiways or other areas particularly marked for such purpose, are to be used. Pilots are obliged to follow the instructions of the Air Traffic Control.

## **2.2.3 Taxiing and towing**

2.2.3.1 Aircraft may be taxied under own power by authorised persons only. Aircraft must not be taxied into or out of buildings or hangars on their own power.

2.2.3.2 On the apron, only the minimum engine rotations are permitted during taxiing.

2.2.3.3 Whenever necessary, aircraft will be towed by the airport operator or, upon agreement, by the aircraft operator. Only trained personnel are allowed to tow aircraft, a pilot or qualified mechanic must definitely be in the cockpit. The aircraft operator has to provide the necessary personnel required for safety measures. If towing is performed by the airport operator, the aircraft operator has to give all necessary instructions for the towing procedure.

## **2.2.4 Aprons**

2.2.4.1 The aprons are to be used for the Ground Handling of aircraft. In case of alternate use - e.g. for parking aircraft for extended maintenance work or for engine test runs - the prior authorisation by the airport operator is to be needed.

2.2.4.2 Parking positions are allocated by the airport operator. Aircraft are marshalled by airport operator personnel.

2.2.4.3 On pier-positions the onboard APU must be switched off, if ground power is provided for a separate fee.

## **2.2.5 Ground handling services**

2.2.5.1 The airport operator is entitled to render ground handling services in accordance with the Ground Handling Service Regulation (BADV - Annex 1). Self-handling aircraft operators as well as service providers are also entitled to render these services to an extent authorised by the airport operator. These self-handling aircraft operators and service providers have to park their handling equipment only in spaces assigned by the airport operator and against a charge.

For parking and hangarage of the handling equipment the legal lease regulations apply (articles 535 et seq BGB - German Civil Code). The airport operator is obliged to keep safe the equipment only on a separate written agreement.

2.2.5.2 The airport operator is entitled to charge to self-handling aircraft operators and service providers in accordance with § 9, para 3 Ground Handling Service Regulation (BADV).

2.2.5.3 The following facilities are central infrastructure facilities in accordance with § 6 BADV:

1. Aprons
2. Passenger Bridges
3. Stationary Ground Power Supply
4. Baggage Conveying System
5. Facilities for piloting aircraft
6. Flight Information Systems
7. Aircraft de-icing systems
8. Fresh water supply systems
9. Faeces disposal system
10. Waste disposal system

The central infrastructure facilities are provided, managed and operated only by the airport operator or an authorised agent according to annex 1 of these Airport Usage Regulations. The use of these central infrastructure facilities is subject to fees.

## **2.2.6 Parking and storage**

2.2.6.1 Parking positions are allocated by the airport operator. If an aircraft stays on the airport for more than one hour, the aircraft operator has to park the aircraft on the airport operator's request at a parking position, which has to be allocated. For safety or other operational reasons the airport operator can request to have the aircraft moved to another place or - if the aircraft operator cannot be reached or does not comply with the request in due time - have the aircraft rolled or towed to such area without own power by trained personnel.

2.2.6.2 The safety of a parked or hangarized aircraft is in the responsibility of the aircraft operator. During darkness or at poor visibility, the aircraft operator has to protect the aircraft by parking lights, if safety reasons require it.

2.2.6.3 The legal lease regulations (articles 535 et seq BGB - German Civil Code) apply to aircraft parked and hangarized. The airport operator is only obliged to provide parking space for the aircraft, if special written agreement has been made.

2.2.6.4 Users of the hangars and equipment inside are required to use the installations with care. Technical facilities, installations and equipment owned by the airport operator, in particular power supply systems, cranes, scaffolding, etc., may be used only with the agreement of the airport operator. In addition, the fire protection regulations of Dresden Airport apply.

## **2.2.7 Noise abatement**

2.2.7.1 " Airport operators, aircraft operators, and pilots are obliged to prevent avoidable noise when operating aircraft in the air and on the ground and to limit unavoidable noise to a minimum, [...]. People's night rest shall be particularly considered."

These general requirements of § 29b of Air Traffic Law (LuftVG) shall be the basis of all aircraft engine operations on the premises of Dresden Airport. In particular, this concerns the performance of engine test runs.

2.2.7.2 The aircraft operators or the local hangar operators have to observe the regulations concerning the performance of engine test runs.

2.2.7.3 Engine test runs require permission from the airport operator. Engine test runs are generally prohibited on weekdays in the period from 20.00 – 06.00 (local time) as well as on Sundays and public holidays in the period from 00.00 – 24.00 (local time). For justified cases exceptional permits can be granted by the airport operator. The right for further restrictions due to specific places or other facts will be reserved. If required, applications shall be made to:

Flughafen Dresden GmbH, Operations Control Center  
Fax: +49 (0) 351 881 - 3225  
occ@dresden.aero  
DRESDEN APRON: 121.755 MHz

2.2.7.4 For performing engine test runs especially after repair or maintenance works the parking position, time and sequence of the engine test runs will be allocated by the airport operator.

2.2.7.5 Engine test runs outside the permitted hours may only be performed, if they are urgently required for safety reasons immediately prior to takeoff or after the occurrence of engine irregularities. In these exceptional cases, permission has to be obtained in advance from the airport operator.

2.2.7.6 Regulations concerning the performance of engine test runs by the local aircraft yards are subject to consultations between the airport operator and the respective companies. The contents of all regulations mentioned above fully apply.

2.2.7.7 Thrust reversal may only be applied to such an extent as required for safety reasons: This regulation does not apply to the setting "idle running - thrust reversal".

2.2.7.8 Repeated arrivals and departures of the same aircraft in quick succession for training purposes are only permitted on working days on prior permission by the airport operator:

Monday - Saturday                      07.00 – 22.00 (local time)

If required, applications shall be made to:  
Flughafen Dresden GmbH, Operations Control Center  
occ@dresden.aero  
FAX: +49 (0) 351 881 - 3225

## **2.2.8            Supply of flight operational materials**

Companies supplying the aircraft with flight operational materials must be authorised by the airport operator. These companies and the aircraft operators have to observe the safety regulations. Furthermore they are obliged to see to it that personnel working on the aircraft during fueling operations are instructed about fire alarm facilities, emergency-off switches and the behavior in case of fuel overflow and are trained regularly. Fueling and de-fueling of aircraft, vehicles and equipment are permitted only on the positions allocated by the airport operator.

## **2.2.9            Maintenance work**

Major maintenance work on aircraft, vehicles and equipment as well as washing, cleaning and de-icing may only be carried out in areas designated for such purposes by the airport operator. In order to avoid problems with waste water facilities, the materials intended to be used (particularly washing and de-icing agents), have to be agreed with the airport operator.

## **2.2.10          Unmanoeuvrable aircraft**

2.2.10.1 Should an aircraft become unmanoeuvrable, the airport operator may remove it from the Movement Area without special commission by the aircraft operator and at his expense, insofar it is necessary for the performance of an unimpeded air traffic operation and no investigation by the aircraft accident investigation unit at the German Federal Aviation Bureau is required.



The airport operator takes liability for damages only if caused intentionally or by gross negligence. The same applies to cases when the aircraft operator has commissioned the airport operator to remove an unmanoeuvrable aircraft from the air traffic operational area, or assist in doing so.

- 2.2.10.2 Should an aircraft become unmanoeuvrable causing the airport operator suffering from financial losses, the airport operator may claim compensation from the aircraft operator, unless the aircraft operator is not at fault or has committed only minor negligence.

### **2.2.11 Drones and Unmanned Aerial Vehicles (UAV)**

- 2.2.11.1 For the use of unmanned aircraft and other remote-controlled aircraft on the airport premises or in the vicinity of the airport, the provisions of §§ 21 et seq. Air Traffic Regulation (LuftVO) apply.

- 2.2.11.2 Flying on the airport premises is only permitted with the prior permission of the airport operator.

## **2.3 Access to the airport**

### **2.3.1 Roads, paved areas and entrances**

- 2.3.1.1 The airport premises are not dedicated to general public traffic. The airport operator may restrict or block any traffic on the roads and/or premises for operational reasons. Users are required to observe the Road Traffic Regulations StVO and traffic regulations issued by the airport operator.

- 2.3.1.2 Only those persons authorised are permitted to enter the airport and drive on airport roads. They shall only use the entrances designated for the purpose by the airport operator. The destination and way of entering must generally to be agreed by third party companies and the airport operator and to be reported to the FHD office in charge of the control.

- 2.3.1.3 Anyone providing freight for air traffic, which has not entered the airport by aircraft, is obliged to inform the airport operator on request about flight data and/or loading data of that freight.

- 2.3.1.4 It is strictly forbidden to take animals into the Security Restricted Area of the airport. Excluded from this are animals used for official purposes, carried by passengers, transported as freight and assistance animals.

## **2.3.2 Vehicular traffic (general)**

2.3.2.1 The user of a vehicle on the airport area is responsible for the vehicle's safety standard and sufficient insurance cover. On all such vehicles, the name and address of the owner must be affixed in indelible writing (with the exception of marked vehicles of BPOL - the Federal Police). Upon request from the airport operator, special safety fixtures have to be installed.

2.3.2.2 Passengers and baggage may only be loaded and/or unloaded to/from vehicles in areas specially authorised for this purpose by the airport operator. The same applies to loading and/or unloading of freight.  
Direct shipping of freight on the ramp has to be agreed with the traffic management department.

2.3.2.3 Vehicles may only be parked on car parks marked for this purpose. Vehicles, which are parked contrarily to road traffic regulations, may be removed by the airport operator at the expense and risk of the vehicle's holder.

2.3.2.4 Small vehicles (e.g. bicycles) may not be parked on forecourts, stairs, corridors or at the airport perimeter fence, but only in the areas designated for this purpose.

2.3.2.5 Escape routes of tank trucks must always be kept clear.

## **2.3.3 Areas and facilities of restricted access**

### **2.3.3.1 General**

2.3.3.1.1 Areas within the confined airport area, which are Security Restricted Areas, may only be entered on foot or by vehicle with the special permission of the airport operator. The areas include particularly:

- movement areas (manoeuvring area, apron) including strips,
- airport boundary road,
- protective areas of the instrument landing systems (protective zones),
- waiting rooms,
- gates,
- hangars,
- baggage and other handling areas,
- fire station,
- workshops,
- building sites,
- operating rooms for technical plants and facilities.

Permission to enter the Security Restricted Areas on foot or by vehicles requires, in accordance with official defaults, a background check and an airport ID card. The airport ID cards have to be carried so, that they can be recognized well.

Additionally to the airport ID cards, permission to enter the Security Restricted Areas area by vehicles requires public driver's and operator's licenses and an additional authorisation card by the airport operator. This authorisation card has to be carried and shown to anyone authorised by the airport operator on request.

Vehicles requiring to move between landside and airside areas shall be issued with a pass specific to the vehicle (Flughafen-Vignette), fixed to it in an easily visible place.

- 2.3.3.1.2 The airport identification regulations have to be observed. For all vehicular traffic, the Road Traffic Regulations StVO and the traffic regulations issued by the airport operator will apply. Additionally to the Airport Usage Regulations, the information sheet "Particular regulations for all weather flight operation" will be effective.
- 2.3.3.1.3 If a person applies for or owns a permission to enter the Security Restricted Areas area by vehicles according to 2.3.3.1.1 and does not own the respective public driver's and operators licenses, the airport operator can grant him a authorisation card in individual cases and after an aptitude test.
- 2.3.3.1.4 Para 2.3.3.1.1. also applies to the following premises and installations outside the actual airport area:
- runway lighting areas and Air Traffic Control installations.
- 2.3.3.1.5 The airport operator can grant the permission according to para 2.3.3.1.1. generally or individually and revoke such permission for important reasons.
- 2.3.3.1.6 Areas not generally accessible to the public may only be entered:
- by owners of a valid airport ID card;
  - accompanied by a representative authorised by the airport operator;
  - by authorised aviation personnel in conjunction with their duties.
- 2.3.3.1.7 The apron, area of competency of Apron Control, may not be left towards the manoeuvring area, area of competency of Aerodrome Control Tower of German Air Traffic Control (DFS) station of Dresden. Anyone passing from one area of competency to another, has to report to the respective area of competency and give the reason for entering.

- 2.3.3.1.8 Officials of aviation, customs, passport, health and meteorological authorities and Air Traffic Control whenever on duty, are allowed to enter the areas not generally open to the public by either foot or vehicles; they should, however, inform the airport operator of their intentions in advance. This regulation does not affect the existing access rights of the Aviation Security Authorities.
- 2.3.3.1.9 The operation of vehicles/equipment in areas of the airport, that are not generally accessible, requires prior approval by the airport operator. The prerequisite for approval is that the vehicle - if it is subject to the German Road Traffic Licensing Regulation (StVZO) - has a valid test badge in accordance with § 29 StVZO. Approval for vehicles/equipment, that is not subject to the StVZO, is only granted after the airport operator has carried out an inspection to determine, that the vehicle/equipment meets the requirements of UVV BGV D 29 as well as DIN EN 1915 and DIN EN 12312.
- 2.3.3.1.10 Vehicles operating on areas not generally accessible have to be specially marked and provided with safety fixtures upon request from the airport operator. Vehicles which are not used have to be parked and secured. Airport buses must be kept locked while being parked.
- 2.3.3.1.11 Aircraft may only be entered with the approval from the aircraft operator or the responsible pilot.
- 2.3.3.1.12 The maximum speed of vehicles has been limited to 30 km/h and near the aircraft to walking speed. This limitation is not applied to control and follow-me cars, vehicles of the police or fire engines, ambulances and rescue vehicles, which are on duty. If required by the airport operator, the necessity of the case of action has to be proved.
- 2.3.3.1.13 There is a strict ban on alcohol for persons working in areas which are not open to the public. The airport operator is entitled at any time to check the observance of that ban, even on the basis of the breathe test, and to expel the person affected from those areas temporarily or even permanently in case of violation of the rule or the refusal to allow the test. It must be the concern of the employers of those persons, to support the observance of the absolute ban of alcohol in the facilities not open to the public, by appropriate actions in the framework of their obligation to provide for the welfare of their employees. If required by the airport operator, those actions have to be proved by reports.
- 2.3.3.1.14 Entering the movement areas (aprons and manoeuvring area) is only permitted with high-visibility warning clothing according to EN ISO 20471. High-visibility is when at least one high-visibility waistcoat according to EN ISO 20471, class 2 is worn. Passengers during boarding and de-boarding procedures are exempt from this obligation.

### **2.3.3.2 Aprons**

- 2.3.3.2.1 Permission to enter the apron on foot or by vehicles according to para 2.3.3.1.1. is granted by the airport operator. Anyone entering the apron has to report to Apron Control, except those persons who are particularly instructed by Dresden Airport and authorised to move on the area whenever on duty. He has to observe the instructions from Apron Control and piloting car staff, especially their radio, light or other signals, the meaning of which and the frequencies used, he has to inform himself about.
- 2.3.3.2.2 Persons working on the apron have to wear clearly recognizable working clothes in accordance with EN ISO 20471. This means, that at least a warning vest in accordance with EN ISO 20471, category 2, is to be worn.
- 2.3.3.2.3 Owners of a permit to enter the apron by vehicle according to para 2.3.3.2.1 have to inform in writing the airport operator immediately and without request, if their driver's license has been withdrawn or they are not permitted to drive.
- 2.3.3.2.4 For all vehicular traffic on the apron, traffic regulations issued by the airport operator will apply.
- 2.3.3.2.5 The apron may only be entered by vehicles authorised by the airport operator for aircraft handling, fire fighting and ambulance purposes, and vehicles of competent authorities. For all other vehicles, special permission by the airport operator will be required.

### **2.3.3.3 Manoeuvring area**

- 2.3.3.3.1 Permission to enter the manoeuvring area on foot or by vehicles according to para. 2.3.3.1.1. is granted by the airport operator in compliance with German Air Traffic Control (DFS). Anyone entering the manoeuvring area on foot or by vehicle has to report to DFS. He has strictly to observe the instructions from DFS, especially its radio, light or other signals, the meaning of which and the frequencies used, he has to inform himself about.
- 2.3.3.3.2 If a representative of the authorities according to para 2.3.3.1.8. wants to enter the manoeuvring area on foot or by vehicle, he has - in addition to informing the airport operator - to obtain permission from DFS and observe the instructions of para 2.3.3.3.1., sent. 2.
- 2.3.3.3.3 Vehicles using the manoeuvring area during darkness must be lighted-up in a way, that enables the DFS station to be aware of all movements.

- 2.3.3.3.4 The manoeuvring area may only be entered by vehicles which are in continuous radio contact with DFS and which are
- equipped with an omnidirectional light - or
  - piloted by a follow-me car.
- The airport operator may allow exceptions by agreement with DFS.

#### **2.3.3.4 Airport boundary road**

- 2.3.3.4.1 The airport boundary road has been built for enabling operations such as surveillance, maintenance and repair of the airport facilities.

- 2.3.3.4.2 Within the apron area the airport boundary road is in the competency of Apron Control. Para 2.3.3.2.1 applies, when driving on the airport boundary road in the area of the aprons.

- 2.3.3.4.3 Anyone leaving the airport boundary road outside the area of competency of Apron Control towards the manoeuvring area and entering the protective areas, has to report to DFS. He may only move according to the instructions from DFS and has to observe its radio, light and other signals, the meaning of which and the frequencies used, he has to inform himself about.

#### **2.3.3.5 Aprons declared as company sites**

- 2.3.3.5.1 On aprons declared as company sites, handling operations are basically not performed. FHD and the respective partner enter into an agreement on performing operations.

#### **2.3.3.6 Following regulations apply to a runway visual range (RVR) at and below 1000 m and/or a ceiling (CIG) of 300 ft and below**

- 2.3.3.6.1 Persons or vehicles without permanent authorisation of access must not enter or pass on the aprons.

- 2.3.3.6.2 Works on the apron which are not directly connected with the aircraft handling operations must be stopped.

- 2.3.3.6.3 Particular attention has to be paid on those apron sections, which are used by both aircraft and vehicles. In this case taxiing aircraft have to be given priority.

- 2.3.3.6.4 Rides on movement areas have to be reduced to an absolute minimum in order to keep flying operations going.

- 2.3.3.6.5 The protective areas of the instrument landing systems must be left on request from DFS.
- 2.3.3.6.6 The displays of the flight operation categories (Cat II/III) have to be observed. They also apply to take-offs at low visibility (LVTO).
- 2.3.3.6.7 Stop bars/stop lights (red underfloor lighting on the taxiways to the runway), must not be overrun if switched on.
- 2.3.3.6.8 The airport boundary road must not be left.
- 2.3.3.6.9 Anyone entering or passing on the airport boundary road within the apron area has to report by radio to the Apron Control. This does not apply for persons provably instructed by the airport operator, who are authorised to move on the apron in accordance with their duty. He has to observe the instructions from the Apron Control and piloting car staff, particularly their radio, light and other signals, the meaning of wick and the frequencies used, he has to inform himself about.

## **2.4 Other activities**

### **2.4.1 Commercial activities**

Commercial activities require prior agreement with the airport operator, the subject of which is basically a charge to be paid. This also applies to video and audio recordings, and video and audio transmissions.

### **2.4.2 Collections, advertising, distribution of pamphlets**

Collections, advertising as well as the distribution of pamphlets and miscellaneous printed material require, the approval of the airport operator. This also applies to the distribution of advertising material and samples.

### **2.4.3 Storage**

- 2.4.3.1 Dangerous goods as stated in § 27 para 1 LuftVG and the legal regulations published thereto, in particular nuclear fuels and other radioactive materials, may only be stored with approval from the airport operator.
- 2.4.3.2 Freight, crates, construction material, equipment etc., may only be stored in areas other than intended for this purpose, if approved by the airport operator.

2.4.3.3 Throughout the time whilst the transshipment and/or storage of dangerous goods is taking place, a representative of the airline or the shipping agent, able to provide all necessary information relating to the dangerous goods, must be reachable. In the case of an accident involving dangerous goods, the fire brigade must be informed immediately. They are responsible for the coordination of response and for the protection against dangers to public safety. Further details are regulated by the current emergency plan of Dresden Airport. The persons responsible for the dangerous goods accident are liable for all associated and arising expenses.

#### **2.4.4 Construction works**

The airport operator has to be notified in due time prior to commencement of the construction works.

### **2.5 Safety regulations**

2.5.1 The safety/security regulations as stated in part 3 as well as those based on law or other legal regulations must be observed.

2.5.2 The airport operator has to operate the airport reliably and duly. The airport operator therefore operates a Safety Management System (SMS) in accordance with the applicable national and international regulations. As part of this, the companies and authorities working at Dresden Airport are obliged to consider the relevant regulations and guidelines of Dresden Airport for the work and processes for which they are responsible and carried out, and to participate in the SMS.

2.5.3 Accidents involving personal injury and damage to property must be reported immediately to the Manager on Duty.

Tel. +49 (0) 351 811 3220

### **2.6 Lost property**

Lost property found on airport premises must be delivered immediately to the airport operator (information desk). §§ 978 up to 981 of the German Civil Code (BGB) apply.

### **2.7 Environmental protection**

#### **2.7.1 Pollution**

2.7.1.1 Pollution of the airport area is to be avoided. All pollution must be removed by the originator; otherwise the airport operator may proceed with cleaning and removing at the expenses of the originator.



2.7.1.2 Materials which are harmful to the environment must be collected when overflowing. If the originator is not able to collect overflowing materials immediately and completely, he has to inform the airport fire brigade immediately.

2.7.1.3 The release of hazardous substances must always be reported to the airport fire brigade.

## **2.7.2 Wastewater and water protection**

### **2.7.2.1 General**

The airport premises are drained in a separating system. Waste water or rainwater may only be discharged into the respective sewage system provided.

### **2.7.2.2 Wastewater**

Only water from households, businesses or other uses, in accordance with the applicable municipal statutes on the collection, discharge and treatment of wastewater (Entwässerungssatzung), may be discharged into the sewage system. The limit values prescribed in these statutes must be observed.

### **2.7.2.3 Rainwater drainage**

Only the water collected from paved and unpaved surfaces in this area may be discharged into the rainwater drainage system. No contamination from washing water, cleaning agents, fuels, faeces or other substances may get into these sewage systems. The only exception to this are de-icing agents during winter operation (see para 2.7.2.4 for the regulation on this).

### **2.7.2.4 De-icing agents**

De-icing agents may only be used with the airport operators prior approval and in the areas provided for this purpose.

With the permit application, the airport operator must be informed of the chemical composition of the de-icing agent. In addition, the appropriateness or the ecological properties must be proven by means of suitable documents (for example safety data sheets).

### **2.7.2.5 Wastewater register**

2.7.2.5.1 Each discharger is obliged to inform the airport operator immediately of any significant changes in the quantity or quality of the wastewater discharged into the airport sewage system.

2.7.2.5.2 New connections or changes to existing sewage systems require the prior written approval of the airport operator.

2.7.2.5.3 In order to ensure proper wastewater disposal, the airport operator can also issue further instructions and, in particular, regulate the type and quantity of the wastewater of the individual airport user by individual orders.

### **2.7.2.6 Operating materials**

Only legally approved detergents, cleaning agents, disinfectants and extinguishing agents may be used.

### **2.7.2.7 Water pollutant substances**

2.7.2.7.1 The airport user have to inform the airport operator about the storage of water-polluting substances and about the type and extent of the intended handling. The user must ensure that contamination and adverse changes in the water are prevented.

2.7.2.7.2 The airport user is responsible for approval and notification obligations to the responsible authorities. The airport operator must be informed immediately of any official permits for the storage or handling of water-polluting substances.

### **2.7.3 Waste**

2.7.3.1 Waste should be avoided or reduced as far as possible. On the airport premises, every airport user must comply with the provisions of the relevant laws/regulations (e.g. the Waste Management Act) and the airport operators waste handling regulations in their effective issue have to be followed.

2.7.3.2 Every airport user must provide all information, in particular about the type, quantity, composition, origin and disposal of the waste materials produced, at the request of the airport operator or the third party commissioned/authorized by the airport operator.

2.7.3.3 Waste is to be collected in suitable and labeled containers. Oil collecting troughs and similar receptacles must be properly emptied and cleaned after use.

2.7.3.4 Representatives of the airport operator shall be granted access to the airport users operating premises and facilities at any time for the purpose of inspecting proper waste management or for maintenance work on the waste management facilities, subject to prior agreement with the airport user.

2.7.3.5 If relevant regulations are not complied with, the airport operator may, after unsuccessful requests to correct, take measures to bring about a proper condition on the waste producers expense.

#### **2.7.4 Air pollution**

Motors should only be left running when it is absolutely necessary.

#### **2.8 Data communication networks**

Developing and operation of wired as well as of wireless data communications networks (e.g. WLAN) on the premises of Dresden Airport are subject to permission.

#### **2.9 Approvals and authorisations**

All approvals, permissions, and authorisations required under these Airport Usage Regulations, must be obtained in advance.

#### **2.10 Violation of the Airport Usage Regulation**

Whoever violates the Airport Usage Regulations or instructions by the airport operator based on these Regulations, can be expelled from the airport by the airport operator. As the holder of domiciliary rights, the airport operator is authorised to issue house bans. Acts of criminally relevance can be reported to the police.

#### **2.11 Place of performance and jurisdiction**

The place of performance and jurisdiction for obligations and litigations arising from these Airport Usage Regulations for merchants is Dresden.

#### **2.12 Severability clause**

In case any provision of this regulations shall be invalid or illegal, the validity and legality of the remaining provisions shall not in any way be affected thereby.

#### **2.13 Authorised recipient**

Aircraft operators with no place of residence or business in Germany, must on request of the airport operator, appoint a domestic legal representative.

### **3 Safety regulations**

#### **3.1 Handling of fuels**

- 3.1.1 Aircraft may not be refuelled or de-fuelled while engines are running.
- 3.1.2 Aircraft may be refuelled or de-fuelled only in areas allocated by the airport operator.
- 3.1.3 Refuelling and De-fuelling is not permitted during thunderstorm.
- 3.1.4 Refuelling aircraft with passengers on board is permitted only by using of pressure refuelling and presence of an appropriate fire engine with operating staff of the airport fire brigade. These services have to be paid by the airline.
- 3.1.5 Refuelling aircraft during de-boarding of passengers is not permitted.
- 3.1.6 Refuelling aircraft during boarding of passengers is not permitted. Exceptions from this regulation may be granted by the Manager on Duty on request, if a appropriate fire engine with operating staff of the airport fire brigade is present and with additional measures. These services have to be paid by the airline.
- 3.1.7 De-fuelling aircraft with passengers on board is not permitted.
- 3.1.8 During refuelling and de-fuelling, the aircraft must be connected to the fuel supply equipment by electrical conduction and earthed. No power sources may be connected or disconnected and no electrical switches may be operated within a safety radius of 4 m around fuel vents, from which gas/air mixtures are escaping; this does not apply to the necessary switching required for refuelling and de-fuelling or for switching components built in an explosion-proof design. When using fuel with a flash point under 0 °C is used, the safety distance increases to 10 m at a fill rate of 100 l/min, and to 20 m at a fill rate of 600 l/min.
- 3.1.9 Overflow and spillage of fuel must be avoided. Should fuel overflow or spill, a safety distance of 15 m must be kept and para 3.1.8 must be observed until the spillage has evaporated or been removed. The airport fire brigade must be notified immediately.
- 3.1.10 Fuel supply vehicles must be equipped with fire extinguishers.

3.1.11 Unauthorised people are not allowed to enter the fuel depot area.

## **3.2 Operation of aircraft engines**

3.2.1 Engine test runs may only be performed in accordance with the regulations in para 2.2.7.

3.2.2 Before starting the engines the aircraft wheels must be sufficiently secured by chocks or brakes.

3.2.3 In order to signal the hazards of running turbine engines, propellers and rotors, the aircrafts anti-collision lights must be immediately switched on before starting the engine and only then switched off after the engine has been stopped. The procedure must be carried out by day and night.

3.2.4 Aircraft engines may only be started and left running when the aircraft cockpit is staffed by a pilot or other authorised personnel.

3.2.5 Those starting an aircraft engine or services them while running, must assure that neither persons can be injured nor materials damaged from the propeller as well as from the jet blast emitted by the engines.

3.2.6 On aprons, aircraft engines may not be operated at higher rpm level than required under the circumstances.

## **3.3 Smoking ban**

Smoking (including electric cigarettes and evaporators) is strictly prohibited and only permitted in designated areas and cabins.

## **3.4 Exposure to open flames**

3.4.1 Exposure of open flames is prohibited:

- on the manoeuvring area,
- on aprons,
- in all buildings and facilities,
- in the workshops and other rooms marked by appropriate prohibition signs,
- in hangars,
- within a safety distance of 15 m around parked aircraft and fuel supply equipment.

3.4.2 Work involving fire hazards may only be carried out in rooms that have been specially set up for this purpose in accordance with Fire Protective Regulations and the industrial health and safety regulations and have been approved by the airport operator.

3.4.3 Outside of these approved rooms, work involving fire hazards, e.g. welding, cut-off grinding, soldering, must be reported to the airport fire brigade in due time. The provisions of the applicable Fire Protective Regulations of Dresden Airport shall apply.

### **3.5 Contaminations und foreign object debris (FOD)**

3.5.1 All airport users are obliged to immediately dispose FOD on the movement areas in the FOD bins provided, as far as this is possible.

3.5.2 The Manager on Duty (Tel. +49 (0) 351 881 - 3220) is immediately to be notified of any contamination or FOD, that cannot be removed immediately.

3.5.3 Found objects whose origin is unclear or which can be attributed to an aircraft are immediately to hand over to the Manager on Duty.

### **3.6 Vehicles and equipment with internal combustion engines**

Vehicles and equipment with internal combustion engines being used on the apron must be equipped with safety equipment of normal commercial usage - such as exhaust pipes with silencer - which prevents the expulsion of combustible exhaust gases.

### **3.7 Storage of flight operational materials, equipment and waste material**

3.7.1 Flight operational materials, equipment and waste materials must be stored in a way that no fire or explosion risk arises.

3.7.2 Flight operational materials have to be stored in appropriate fixed or mobile containers provided with an outlet device designed in conformance with existing regulations. Sufficient amounts of suitable binding agents must be available at the filling stations and fuelling vehicles.

3.7.3 Empty fuel and lubricant barrels as well as high pressure containers for hazardous materials may not be stored in hangars or workshops/garages.

3.7.4 Flammable waste (lubricant residue, used cleaning materials, etc.) must be collected in labeled metal containers with sealed lids. The containers have to be emptied as often as necessary to eliminate the risk of self-ignition.

3.7.5 Operation of facilities for handling with water pollutant materials

In case of storing, filling and handling water pollutant substances, the relevant regulations must be observed. The regulations from para 2.7.2.7 apply.

**3.8 Rescue and fire fighting services**

3.8.1 In case of fire

- the fire alarm must be activated immediately and
- the airport fire brigade must be alerted:

**Emergency Call:**

via internal airport telephone system: **112**  
from all other phones: **+49 (0) 351 881 - 112**

Until arrival of the airport fire brigade, the fire is to be fought with the available fire extinguishing materials.

3.8.2 In the event of death or of injury to persons, the airport fire brigade must be alerted immediately:

**Emergency Call:**

via internal airport telephone system: **112**  
from all other phones: **+49 (0) 351 881 - 112**

3.8.3 Dresden Airport has set up an "Emergency Response Plan" regulating the procedures in the events of

- aircraft emergency calls / aircraft accidents,
- illegal intrusions on air traffic / aviation facilities,
- fire/explosion,
- other alarm incidents on the area of Dresden Airport which have to be followed by every airport user.

## **Appendix**

### **Description of the central infrastructure facilities**

1. Aprons  
This means particularly providing and operating aircraft handling positions, parking positions, roads, taxiways, space for storing and providing devices, including their technical equipment.
2. Passenger bridges, including technical and operational running and usage each.
3. Stationary ground power supply  
These are particularly facilities for supplying ground power, including technical and operational running and usage each.
4. Baggage conveying systems  
These are particularly baggage conveying facilities, baggage sorting facilities, baggage claim facilities, including technical and operational running or usage each; furthermore, the spaces required for this, both on the arrival and departure side. For departures they range from transport from the check-in desks to the baggage delivering area, for arrivals they range from picking-up baggage unloaded from the aircraft on the baggage delivering area to delivering it to the baggage claim area.
5. Facilities for piloting aircraft  
These are particularly the follow-me vehicles on the apron as well as guiding systems for taxiing and docking systems including technical and operational running and usage each.
6. Flight information systems  
These are particularly passenger information facilities as well as transmission facilities to the centralized handling management unit and the passenger information desks of the airport operator, including technical and operational running and usage each.



## **Appendix**

### **7. Aircraft de-icing systems**

These are particularly storage stations, mixing and filling facilities, disposal systems and aircraft de-icing equipment, including technical and operational running or usage each. The airport operator may commission a third party operator.

### **8. Fresh water supply systems**

These are the supplying units for fresh water of potable water quality as well as for process water with the respective outlet devices at the end of the system, including technical and operational running or usage.

### **9. Faeces disposal system**

This is the central faeces disposal unit including technical and operational running or usage.

### **10. Waste disposal system**

This is the central waste disposal unit with delivery point, including technical and operational running or usage.