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## **Hamburg Airport: Airport Usage Regulations**

### **Part I Description of the Airport**

Amendments to this description will be published in the Notices to Airmen (“Nachrichten für Luftfahrer” or “NfL”) and the Aeronautical Information Publication AIP – AD-2-EDDH (“Luftfahrtbuch Deutschland”).

#### **1. Airport Premises**

- |     |   |   |
|-----|---|---|
| 1.1 | Datum point:<br>Latitude:<br>Longitude:<br>Situation: | 53 37 49.50 North<br>09 59 17.62 East<br>Axis of Runway 05/23<br>990m south-west of threshold 23  |
| 1.2 | Distance and direction from the city                  | 8.5 km (4.6 nautical miles) north of the centre of Hamburg  |
| 1.3 | Airport altitude                                      | 16.10 m NN (53' NN) (threshold 15)  |
| 1.4 | Airport reference temperature                         | 21.6° C   |
| 1.5 | Variation:  | 0.5° East (2000.07)   |
| 1.6 | Transition altitude:                                  | 5000' NN (1524m NN)   |
| 1.7 | Take-off and landing facilities:                      | The location of the runways and the helicopter landing areas can be seen on the Hamburg Airport Map (“Flugplatzkarte Hamburg”) in the Aeronautical Information Publication (AIP). |

Labelling and bearing of the runways:  
05/23 true bearing  
050° 16' 230° 16'  
15/33 true bearing  
152° 49' 332° 49'

Dimensions of the runways:  
05/23: 3,250m x 45.8m  
(length between the thresholds 2,796m)  
15/33: 3,666 m x 45.8m  
(length between the thresholds 3,220 m)

		05/23 Bitumen (runway end: concrete)
		15/33 Bitumen (runway end: concrete)
		Load classification number: 05/23: PCN 65/F/A/W/T ASPH 15/33: PCN 65/F/A/W/T ASPH
		Gradient: 23/05 NO/SW 0.05 – 0.5 % 15/33 NW/SE 0.03 – 0.4 %
1.8	Illumination systems:	As shown in Aeronautical Information Publication (AIP) Airport Map and page AD 2 EDDH 1-5
1.9	Markings:	Runways: Identifiers, thresholds, centre lines, runway sidelines, touch-down zones, fixed separation distance markers  Taxiways: centre lines, taxi holding positions, boundary markers  Aprons: Parking positions, aircraft guidance lines with roll-off markings for parking positions, boundary and safety lines, service roads
1.10	Instrument landing facilities:	05: ILS-CAT I, NDB-DME, RNAV (GPS) 23: ILS CAT I/ II/IIIb, NDB-DME, RNAV (GPS) 15: ILS-CAT I, NDB-DME, RNAV (GPS) 33: LLZ-DME, RNAV (GPS)
1.11	Taxiways:	To/from APRON 1: Concrete or bitumen Taxiways A/East, A/West, G, R, S width 23m Taxiway B (B/East and B/West) width 90m Taxiway I (I/North and I/South) width 112m  To/from APRON 2: Bitumen Taxiway K, Stand Taxilane K, Taxiway L width 23m Width: eastern and central section = 23m

(identification:L5 and L6);  
 western section: L7 = 15m; L8 to L10 = 11m  
 To/from APRON 4:  
 Bitumen  
 Stand Taxilanes V and W, width 10.50m  
 To/from DLH APRONS 5 and 6:  
 Bitumen, width: Stand Taxilane Q  
 and Taxiway Y each 23m

1.12 Aprons:

APRON 1:  
 Northern section:  
 1. Concrete 170,200 m<sup>2</sup>  
 PCN 72/R/B/W/T  
 2. Bitumen 94,200 m<sup>2</sup>  
 PCN 65/ F/A/W/T

Southern section:  
 Concrete 57,500 m<sup>2</sup>  
 PCN 72/R/B/W/T

APRON 2:  
 Total 163,000 m<sup>2</sup>  
 Eastern section: 120,000 m<sup>2</sup>.  
 Parking areas: Concrete, PCN 80/R/A/W/T  
 Taxiing area: Bitumen, PCN 80/ F/A/W/T  
 Western section: 43,000 m<sup>2</sup>  
 Parking areas and taxiing area:  
 PCN 40/F/B/W/T

APRON 4:  
 Concrete, 12.000 m<sup>2</sup>, PCN 40/R/B/W/T

1.13 Helicopter landing areas:

H-East (APRON 1):  
 Concrete, PCN 72/R/B/W/T  
 H-West (southwest of Taxiway O):  
 (also used as a special parking area)  
 Concrete, PCN 80/R/A/W/T  
 Taxiways:  
 Bitumen, PCN 80/F/A/W/T

**2. General Information**

2.1 Hours of operation: 24 hours - local restrictions on aviation  
 must be observed (see AIP)  
 AD 2 EDDH 1 - 9

2.2 Seasonally affected usability: No restrictions

- 2.3 Customs and medical service: The airport is a licensed customs and medical airport with medical emergency services.
- 2.4 Fuel service: Oil companies operating at the airport maintain on-site stocks of all necessary carburettor fuels, turbine fuels and oils. For details see the Aeronautical Information Publication (AIP).
- 2.5 Fire protection, technical assistance and rescue services: The Airport Fire Brigade's current facilities, in terms of fire extinguishing equipment, rescue vehicles, implement trucks and other equipment, can be seen in the Aeronautical Information Publication. Hamburg Fire Brigade are alerted by the coordination office of the Airport Fire Brigade. Rescue services are alerted by the Airport Fire Brigade and Hamburg Fire Brigade. Medical centre/first aid in Terminal 2. The Fire Protection Regulations (see **Appendix 2**) must be observed.
- 2.6 Aviation accident / disruption to operation The Aviation Accident Guidelines of 2<sup>nd</sup> April 2003, based on the Catastrophe Protection Regulations of the Free and Hanseatic City of Hamburg (15<sup>th</sup> September, 1984 edn.), form the basis of plans and measures to deal with such an emergency. Operations are coordinated for the airport operator, FHG, by the Traffic Manager, who represents the airport in emergency alert situations and whose instructions must be followed. Details are addressed in the emergency plan.
- 2.7 Ground handling equipment The airport operator maintains equipment and facilities required to provide ground handling services in accordance with contractual responsibilities and the general terms and conditions of business. For guidelines for ground handling by airlines themselves and by service providers, refer to the "Regulations Concerning the Provision of Ground Handling Services" (see **Appendix 5**).



- 2.8 Snow clearing equipment: Appropriate clearing equipment is provided for keeping the runways, taxiways, operational areas and service roads free of snow and ice. (see "Seasonal Snow Plan" in Notices to Airmen 1)
- 2.9 Emergency electricity supply: For emergency supply of electricity in the event of power failure, emergency power units and a block-type thermal power station are available.
- 3. Weather Conditions:**
- Prevailing wind direction: WSW  
 Average maximum daily temperature:  
 Summer +21.6°C (August)
- Average minimum daily temperature:  
 Winter -2.2°C (January)
- Air pressure:  
 Summer 1012.4 hp (1500 UTC, July)  
 Winter 1012.0 hp (0600 UTC, February)
- Absolute Humidity (mean value):  
 Summer 10.7 g/m<sup>3</sup> (1500 UTC, July)  
 Winter 4.4 g/m<sup>3</sup> (0600 UTC, February)
4. Building Complex: See Hamburg Airport Map ("Flugplatzkarte Hamburg") in the Aeronautical Information Publication AIP AD2 EDDH 2-5 and 2-7.
5. Aviation Obstructions The location and height of aviation obstructions may be found on the Aerodrome Obstruction Charts of the Aeronautical Information Publication.
6. Airport Operator, Authorities and Companies Operating at the Airport
- 6.1 Airport operator: Flughafen Hamburg GmbH
- Postal address: Flughafenstraße 1-3  
 22335 Hamburg and  
 Postfach  
 22331 Hamburg
- Tel. (switchboard): (040) 50 75 - 0

Direct line: (040) 50 75 followed by extension number

Fax: (040) 50 75 12 34

Internet : <http://www.ham.airport.de>

Email : [fhg@ham.airport.de](mailto:fhg@ham.airport.de)

Telegraphic addresses: Flughafen Hamburg  
AFTN: EDDHYDYX  
SITA: HAMHH7X

## 6.2 Authorities on-site:

German Meteorological Service ("Deutscher Wetterdienst") Aviation meteorological observation point  
Hamburg-Fuhlsbüttel

Federal Financial Administration: Hamburg Airport Customs Office

Federal Police: Hamburg Airport Federal Police  
Inspectorate

Free and Hanseatic City of Hamburg: Department of Economic Affairs and  
Labour  
Aviation Supervision - Airport

Department of Civil Engineering and the  
Environment  
(Noise Protection Officer)

Department of Science and Health  
Port Medical Service

Department of the Interior  
Police Station 34 –  
branch station  
Airport Operations Group

German Aerospace Centre  
Federal Aviation Office,  
Northern Branch Office

## 6.3 Companies

Airlines

Charter, ad-hoc charter and  
cargo carriers

German Air Traffic Services  
(DFS Deutsche Flugsicherung  
GmbH), Hamburg Branch

Deutsche Post AG  
Aviation companies  
Oil companies  
Ground handling service  
providers  
Logistic companies, IATA  
agents, brokers, etc.  
Banks  
Travel agencies  
Restaurants, snack bars  
Shops in the terminals  
Vehicle rental  
Valet parking  
Pharmacy

## **7. Connections to Traffic Infrastructure**

Bus shuttle service to/from main  
railway station (Hauptbahnhof)  
in the city centre, taxis, bus  
companies (details are available  
in the airport timetable)

## Part II Usage Regulations

Amendments to this description will be published in the Notices to Airmen ("Nachrichten für Luftfahrer" or "NfL") and the Aeronautical Information Publication AIP – AD-2-EDDH ("Luftfahrtbuch Deutschland").

### 1. Applicability of the Usage Regulations

- 1.1 All usage of the Airport, including but not limited to entering or traversing the Airport with or without aircraft, vehicles or other equipment, is subject to these usage regulations and to all stipulations and instructions issued by the airport operator for the purpose of implementing these regulations. Hamburg Airport's Fire Protection Regulations (see **Appendix 2**) must be observed.
- 1.2 Airport facilities, surfaces, rooms and other aspects of the central infrastructure which are not individually assigned for long-term use but rather only temporarily (e.g. check-in counters, gates, parking positions) are allocated by the airport operator on the basis of operational need and availability, with attention to fair and equitable treatment. These facilities must be handled with care; the airport operator must be notified immediately of any damages.
- 1.3 All services provided by the airport operator are chargeable. Where the charges have not been published, enquiry should be made with the responsible office. The Terms of Payment apply (see Appendix 7).
- 1.4 Where regulations and instructions apply to an aircraft operator, they apply to the owner of the aircraft as well as to those persons who are using the aircraft or who are responsible for ground handling of the aircraft at the airport, without necessarily being the operator or owner of the aircraft.

### 2. Entering and/or Traversing the Airport with Aircraft, Surface Vehicles and Equipment; Ground Handling Services

- 2.1 Use of the Airport by Aircraft
  - 2.1.1 Usage of the airport is permitted subject to payment of the appropriate charges as specified in the regulations for Airport Charges. The Airport's terms of payment as constituted at the time of usage shall also apply (see Appendix 7).

The utilisation restrictions imposed in the Authorisation to Operate an Airport, as published in the edition of the Aeronautical Information Publication (AIP) for Germany ("Luftfahrthandbuch Deutschland") current at the time of usage, including maps, must be observed.

### 2.1.2 Night-flying restrictions

Between the hours of 2200 and 0700 local time, for reasons of aircraft noise, flight operations (night flying) are only permitted in line with the restrictions published in the Aeronautical Information Publication ("Luftfahrthandbuch") for Germany (AIP - AD-2-EDDH).

2.1.3 The aircraft operators are responsible to provide the Airport with all documents necessary for the assessment of utilisation entitlement and for the calculation of charges.

## 2.2 Noise Protection

2.2.1 Aircraft operators must restrict noise pollution arising from aircraft engines at the airport and in its vicinity to the unavoidable minimum. This applies especially during the hours of restricted (night) flying. Aircraft operators must make use of noise protection facilities whenever necessary to protect the population from danger, significant disadvantage and excessive noise pollution. In this context, the following regulations must be observed:

2.2.2 Reverse thrust may only be used in the landing process to the extent necessary for safety reasons. The "idle reverse thrust" setting is not affected by this regulation.

2.2.3 Engine tests which do not make use of the airport's noise protection facilities may only be conducted with prior permission and specific instructions from the Aviation Supervision Office of the Department of the Economy and Labour. Idle engine tests with the engine power set to "ground idle" between the hours of 0600 and 2300 local time are not affected by this regulation. FHG's Safety and Security Regulations as constituted at the time of testing must be observed (see Appendix 6).

## 2.3 Taxiing and Towing

2.3.1 The airport operator maintains a central Apron Control service. This service, supported by FHG leader vehicles, is responsible for radio coordinated movement control and traffic supervision on Aprons 1, 2, 3 and 4, including all movement of surface vehicles and persons. The more detailed regulations and provisions in the "Rules for admission to and traffic upon airport operational areas" must be observed (see Appendix 9).

2.3.2 All taxiing and towing operations are subject to authorisation being obtained from central Apron Control (radio call sign: HAMBURG APRON).

If a radio connection cannot be established, authorisation must be obtained from HAMBURG APRON by telephone or vehicle radio. Instructions issued by HAMBURG APRON must be followed (see Appendix 5).

- 2.3.3 Aircraft may only be taxied under their own power by persons authorised to do so. Aircraft must not be taxied in or out of maintenance and/or parking hangars and workshops under their own power. Aircraft may only be taken into and out of hangars by the airport operator; this operation is subject to a fee.
- 2.3.4 In the apron area, aircraft may only be taxied with the absolutely essential minimum engine speed.
- 2.3.5 When required, aircraft will be towed by the airport operator or, subject to the consent of and more detailed agreement with the airport operator, by the aircraft operator. Aircraft may only be towed by trained and authorised personnel.

The airport operator is responsible for providing the personnel required for the safety of operations. The aircraft operator must ensure that the correct tow bar for the aircraft is available at the airport. The tow bar must meet the generally recognised technical regulations and be regularly maintained. If towing is carried out by the airport operator, the aircraft operator shall provide the necessary towing instructions. In the course of every towing operation, the aircraft operator must continually follow all orders issued by the airport operator.

- 2.3.6 For further regulations, see the Aeronautical Information Publication Germany (AIP – AD-2-EDDH).
- 2.4 Ground handling aprons and hangar aprons
- 2.4.1 Ground handling aprons facilitate the handling of aircraft. Any other usage is subject to the approval of the airport operator.
- 2.4.2 Radio-based means of communication may only be used in the airport when they are licensed and the airport operator has expressly agreed to their use. Radio-based communication in the Manoeuvring Area and radio-coordinated sections of the aprons, except on the roads and parking areas, may only take place using the radio system made available by FHG. All vehicles operating in the above-named areas must be reachable using this FHG radio system, and must therefore be appropriately equipped. Frequencies shall be assigned by the airport operator. Instructions issued by central Apron Control using these frequencies must be followed immediately.
- 2.4.3 The ground handling aprons include the whole of Apron 1, the eastern section of Apron 2 (two parking rows with aircraft guidance lines L5 and L6, and Apron 4).
- 2.4.4 Ground handling positions will be assigned by the airport operator according to operational requirements.

- 2.4.5 To reduce noise and exhaust gas emissions, on-board APUs must be switched off when parking aircraft at positions equipped with stationary or mobile electricity and air conditioning facilities, as soon as energy and fresh air provision has been activated. The airport operator may levy a special charge for this. Specifically, the following applies:

#### Ban on the use of APUs

Arriving aircraft must, immediately after arrival at a position and being provided with ground power (GP) and pre-conditioned air (PCA), switch off the APU. The APU must remain switched off during the entire time the aircraft is parked. The APU may only be started 10 minutes before confirmed departure.

#### Exceptions to the ban on the use of APUs

The APU may only be used in the following situations:

The provision of GP and/or PCA by the airport is impossible for technical or meteorological reasons.

The use of GP and/or PCA is impossible because of a technical fault on the aircraft.

- 2.4.6 Aircraft must be towed out of nose-in positions. The use of reverse thrust or variable-pitch propellers is prohibited. Aircraft operators must take appropriate precautions.
- 2.4.7 Aircraft remaining at a jetbridge for more than 60 minutes may be towed to an apron position. A charge will be levied.
- 2.4.8 The central section of Apron 2 (aircraft guidance line L7) facilitates the parking of business aircraft (aircraft up to ICAO size code C, wingspan up to 30.00m inclusive). A total of 12 parking positions are available in two rows. They are linked with the taxiway system by aircraft guidance line L7.
- 2.4.9 The western section of Apron 2 facilitates the parking of general aviation aircraft. A total of 39 parking positions are available in five rows. They are linked to the taxiway system by taxilanes L8 to L10.
- 2.4.10 The apron hangars facilitate the parking of aircraft. They are assigned on the basis of more detailed arrangements with the airport operator.
- 2.4.11 The area immediately in front of hangar doors must be kept clear.
- 2.4.12 No aircraft movements under own power may be carried out on Apron 6. When taxiing under own power on Apron 5, the maximum wingspan restrictions in the eastern and western sections of the apron (see ground markings) along with the instruction to stop taxiing (see ground markings) must be observed.

## 2.5 Ground handling services

2.5.1 The airport operator is entitled to carry out ground handling services in accordance with Appendix 1 of the German Regulations for Ground Handling Services (BADV). Aircraft operators themselves and service providers are authorised to carry out ground handling services, within the scope licensed by the airport operator, in accordance with the Index of Ground Handling Services (Appendix 1 of BADV). Licensed ground handlers must park their ground handling equipment exclusively in the parking spaces assigned by the airport operator. Parking and storage are subject to the legal provisions relating to rent (§535ff. of the German Civil Code or BGB). An obligation on the part of the airport operator to provide storage facilities exists only where a special written agreement on this matter has been reached.

2.5.2 The airport operator is entitled to levy a charge on service providers and aircraft operators handling aircraft for the provision and usage of facilities (compare §9(3) No. 1 BADV) in addition to the individually rented rooms and surface areas and central infrastructural facilities.

2.5.3 Supplementary regulations for ground handling services carried out by service providers and by aircraft operators themselves are specified in Appendices 3, 4 and 8. These regulations are equally binding.

2.5.4 The following facilities are central infrastructural facilities in the sense of §6 of BADV.

1. Ground handling positions
2. Waste disposal system
3. Faeces disposal system
4. Jetbridges
5. Baggage transportation system
6. Stationary air conditioning facilities
7. Stationary electricity (ground power) facilities
8. System for provision of fresh water

The central infrastructural facilities are provided, maintained and operated exclusively by the airport operator or its designated service provider (in accordance with the provisions of Appendix 8). Wherever and whenever services of this nature are required, the central infrastructural facilities shall be used, subject to a fee.

## 2.6 Parking and storage

2.6.1 Parking and storage positions are assigned by the airport operator via central Apron Control (radio call sign: HAMBURG APRON). For safety or operational reasons, the airport operator may require the aircraft to be moved to a different parking or storage position. If the aircraft operator cannot be reached, or does not cooperate with the request within a reasonable timeframe, the airport operator may deploy trained and authorised personnel to move the aircraft, for which a charge will be levied.



- 2.6.2 The securing of the parked or stored aircraft is the responsibility of the aircraft operator. In the hours of darkness and during poor visibility, the aircraft operator must ensure that the aircraft is sufficiently visible.
- 2.6.3 Parking and storage of aircraft are subject to the legal provisions relating to rent (§535ff. of the German Civil Code or BGB). An obligation on the part of the airport operator to provide storage facilities exists only where a special written agreement on this matter has been reached.
- 2.6.4 Users must handle aircraft hangars and their facilities with care and observe all safety regulations.
- 2.6.4.1 Technical facilities, installations and equipment belonging to the airport operator, in particular facilities for the provision of electricity, cranes and scaffolding may only be used with the agreement of the airport operator.
- 2.6.4.2 The hangar doors may only be operated by persons authorised to do so by the airport operator.
- 2.6.4.3 During all work carried out on aircraft inside or within 50m of a hangar, the aircraft operator must ensure that sufficient fire extinguishers are easily accessible.
- 2.6.4.4 The area in front of hangar doors must be kept clear.
- 2.6.4.5 The parking, storage and repair of surface vehicles, special vehicles and other items is subject to the agreement of the airport operator.
- 2.7 Provision of fuels and machine fluids
- Companies providing fuels and machine fluids (hydraulic fluids, lubricating oils, motor oil, additives, etc.) must be authorised by the airport operator. These companies along with vehicle operators must observe the safety regulations and the currently applicable rules for dealing with fuels and machine fluids. They are further obliged to ensure that all personnel working on an aircraft during the provision of fuels and machine fluids are instructed and practised in the use of fire alarm facilities, emergency stop switches, firefighting and the correct procedures to be taken in the event of spillage of fuels or machine fluids.
- 2.8 Maintenance work, washing and de-icing
- Maintenance work on aircraft, the refuelling and defuelling of aircraft, surface vehicles, machinery and other items, and washing, cleaning and de-icing of aircraft may only be carried out at the locations and/or central infrastructural facilities allocated by the airport operator for this purpose. In order to avoid problems with waste water treatment plants, materials used must be agreed with the airport operator.

**2.9 Immobile aircraft**

2.9.1 Should an aircraft remain immobile at the airport, the airport operator may, without request from the aircraft operator, remove it from the Movement Area if this is necessary for air traffic purposes. The aircraft operator shall be liable for the costs of this operation. The airport operator shall only be liable for damages where it has caused these deliberately or through gross negligence; this shall also apply when the aircraft operator has requested the airport operator to remove an immobile aircraft from the operational area or to assist in said removal.

2.9.2 Should the immobility of an aircraft result in property damages being incurred by the airport operator, the airport operator may require the aircraft operator to make good these damages, unless the aircraft operator is not liable for the incident.

**3. Other Entry and Traversal of the Airport****3.1 Roads, paved areas and entrances**

3.1.1 The roads and paved areas of the airport are not intended for general traffic. Users are required to observe the Road Regulations ("StVO"), even in those areas of the airport which are not accessible to general traffic, except where the airport operator has specified a deviation from these regulations in the "Rules for admission to and traffic on airport operational areas". Specifically, the currently applicable edition of the airport operator's "Rules for admission to and traffic on airport operational areas" apply at all times (see Appendix 9).

3.1.2 The airport may only be entered, whether by vehicle or on foot, by the designated entry points defined by the airport operator, and in each case only by those persons authorised to use a particular entry point.

3.1.3 Anyone shipping freight to or from the airport by land is required to inform the airport operator (or its assigned agent) on request of the value and other information relating to the shipment.

**3.2 Vehicular traffic (general)**

3.2.1 The operators of surface vehicles are responsible for the traffic safety of vehicles used at the airport.

3.2.2 Loading and unloading along with embarking and disembarking of surface vehicles may only take place at the roadside adjacent to terminals and ground handling buildings and in the appropriately marked parking and stopping spaces. Freight may only be loaded and unloaded in front of the cargo buildings. Exceptions require the agreement of the airport operator. Freight must be continually supervised.

- 3.2.3 Vehicles may only be parked in the marked parking spaces and, where appropriate, only with the appropriate parking permit. The airport operator may remove vehicles parked in violation of parking restrictions or traffic regulations, or parked beyond the maximum permitted parking period. All associated costs and risks will be borne by the vehicle owner or driver.
- 3.2.4 Small vehicles (e.g. motorcycles, mopeds, bicycles) may only be parked in the appropriately marked areas. They may not be parked on forecourts, footpaths, stairs or walkways.
- 3.3 Not generally accessible facilities
- 3.3.1 General
- 3.3.1.1 Facilities within the enclosed airport premises which constitute security controlled areas as defined in Appendix 10 (Definitions of Terminology Used) may only be entered, whether on foot or by vehicle, with the consent of the airport operator and, where appropriate, other persons entitled to make such a decision. These facilities include in particular:
- a) the Manoeuvring Area (including those areas and traffic zones assigned for taking-off, landing and taxiing) and the Perimeter Road ("Umlaufstrasse");
  - b) the ground handling aprons and other aprons;
  - c) the gates;
  - d) the aircraft hangars;
  - e) the waiting areas;
  - f) the transit areas along with other rooms and areas used for ground handling purposes;
  - g) the baggage and freight areas;
  - h) the garages and workshops;
  - i) the work and maintenance yards;
  - j) the building sites;
  - k) the service roads;
  - l) the Lufthansa Technik maintenance hangar grounds;
  - m) service rooms for technical facilities and installations.
- Clause 1 applies where appropriate for sites and facilities (e.g. for Air Traffic Services and emission measurement) outside the enclosed airport premises. Entry to the security controlled areas is subject to an official examination of trustworthiness and an Entitlement Pass.
- 3.3.1.2 The airport operator may grant and, for important reasons, revoke consent according to clause 3.3.1.1 either in general or for an individual situation.
- 3.3.1.3 In the security controlled areas (Appendix 10), Entitlement Passes must be carried at all times. Visitors must be issued with the necessary security passes. Issuance of Entitlement Passes is subject to the currently valid edition of the airport operator's Security Pass Regulations. Visitors may only enter these areas when under the responsible leadership of a person in possession of an Entitlement Pass. The airport operator must be informed of visitors to the security controlled areas in advance. Aircraft may not be touched. It is prohibited

to leave the aprons and enter the Manoeuvring Area on one's own authority.

- 3.3.1.4 Officers and representatives of the aviation, security, customs, passport and health authorities, German Air Traffic Services and the German Meteorological Service are entitled to enter the facilities and security controlled areas by foot or with their work vehicles in the exercise of their official duties; they should inform the airport operator in advance.
- 3.3.1.5 An aircraft may only be entered with the consent of the aircraft operator.
- 3.3.1.6 Vehicles operating within the not generally accessible areas of the airport must, if required to do so by the airport operator, be specially marked and fitted with safety devices.
- 3.3.1.7 Vehicles, excepting the vehicles of the winter road clearance service (regardless of seasonal deployment), operating within the not generally accessible areas, may not exceed the following fixed maximum dimensions (total length/width). L 21.50m, W 3.40m. Buses may not exceed a total length of 12m. Articulated buses may not be deployed at all. Exemptions require the written permission of the airport operator.
- 3.3.1.8 The traffic regulations issued by the airport operator (see 3.1.1 and Appendix 9) are binding for all vehicular traffic.
- 3.3.1.9 The airport operator can prohibit the operation of machinery, special vehicles and other equipment if they do not meet the normal technical safety and industrial health standards in Germany.
- 3.3.2 Manoeuvring Area:
- 3.3.2.1 In addition to the consent of the airport operator, entry to the Manoeuvring Area in accordance with clause 3.3.1.1 also requires clearance from German Air Traffic Services. Both of these approvals are issued on an individual, case-by-case basis. Instructions from Air Traffic Services issued by radio, light signals and signalling must be followed. Every airport user is required to familiarise him or herself with the meaning of signals in advance.
- 3.3.2.2 An officer or representative of one of the authorities listed in clause 3.3.1.4 wishing to enter the Manoeuvring Area, whether on foot or in a vehicle, must, in addition to informing the airport operator, obtain permission from the Air Traffic Control unit and follow the stipulations of clause 3.3.2.1.
- 3.3.2.3 The apron may only be traversed by vehicles which:
- maintain continuous radio contact with the Air Traffic Control unit and are equipped with authorised warning lights so that all movement can be monitored from the Air Traffic Control unit, or
  - are being led by a leader vehicle.

The airport operator can, in agreement with the Air Traffic Control unit, permit exceptions.

3.3.2.4 Cyclists and pedestrians are prohibited from entering the Manoeuvring Area, except where the Perimeter Road ("Umlaufstrasse") crosses taxiways or taxilanes. They must under no circumstances leave the Perimeter Road ("Umlaufstrasse").

3.3.3 Aprons:

3.3.3.1 The maximum speed permitted for vehicles on the aprons is 30km/h. The speed limit does not apply to leader vehicles, fire trucks, medical and rescue vehicles, and cleaning or clearance service vehicles in active deployment.

3.3.3.2 The aprons may only be traversed by vehicles licensed by the airport operator for ground handling of aircraft, by leader vehicles, fire trucks, security vehicles, medical and rescue vehicles, snow and ice clearance vehicles and vehicles belonging to the responsible authorities. For all other vehicles, special consent is required from the airport operator.

3.3.3.3 The Movement Area may only be entered, whether on foot or in a vehicle, by persons in possession of an Entitlement Pass. The Entitlement Pass is issued by the airport operator upon completion of a course of training, in return for a fee. Usage (on foot or in a vehicle) of the apron border road ("Vorfeldrandstraße") between the north gate checkpoint and the south gate checkpoint alongside the building is subject to an Entitlement Pass, but no training is necessary. The Road Traffic Regulations (StVO) apply on the apron border road ("Vorfeldrandstraße").

3.3.4 Hangars

The parking, storage and repair of surface vehicles, special vehicles and other items in hangars is subject to the agreement of the airport operator.

3.4 Accompanying animals

Animals must be restrained at all times. The only exceptions are for animals being used by the airport operator within the framework of security tasks, by third parties acting on the airport operator's behalf, by the Federal Police or by Customs.

3.5 Cargo Terminal Usage Regulations

The current edition of the Cargo Terminal Usage Regulations applies.  
(see **Appendix 3**)

**4. Other Activities****4.1 Commercial activities at the airport**

Commercial activity on the airport premises is only permitted on the basis of an agreement with the airport operator. The issuance of a permit is dependent upon the levying of a charge. This also applies to audio and visual recording and broadcasting. A commercial activity is also being practised on the airport premises when it is only being partially practised there.

**4.2 Collecting money, advertising, distributing printed material**

Collecting money, advertising and distributing printed material requires the consent of the airport operator. This also applies to the distribution of advertising articles and samples.

**4.3 Storage**

**4.3.1 Dangerous Goods in the sense of §27 of the Air Traffic Act ("Luftverkehrsgesetz"), §11 of the Aviation Security Act ("Luftsicherheitsgesetz"), §2(1) and (2) of the Dangerous Goods Act ("Gefahrgutgesetz") and those regulations enacted to enforce their provisions, in particular nuclear fuels and other radioactive materials may only be stored and transhipped in those rooms authorised for the purpose, under full observance of legal requirements, and only with the consent of the airport operator or its delegated agent.**

**4.3.2 Storage of freight, boxes and cartons, containers, building material, machinery etc. outside of those areas and rooms rented for the purpose is subject to the consent of the airport operator.**

**4.3.3 When dealing with water-hazardous substances, the relevant regulations (e.g. "VAwS", the "Ordinance on installations for handling water-polluting substances and on specialist companies") must be observed. (Safety information sheets must be supplied).**

**4.3.4 The airport operator must be informed of planned storage of water-hazardous materials, and also of the nature and extent of planned interaction with such materials.**

**4.3.5 Persons dealing with water-hazardous materials are responsible to ensure that the pollution of natural waterways along with other disadvantageous changes in those waterways cannot occur, by observing the applicable legal requirements. Such persons are individually responsible for obtaining permission from, and fulfilling their duty to report to, the relevant authorities. Any official permission granted for the storage, interaction with or usage of water-hazardous materials must be notified to the airport operator.**

**4.3.6 Throughout the time whilst the transhipment 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. The fire brigade is responsible for the coordination of response and for the protection against dangers to public safety. Those responsible for causing the incident shall be liable for all associated and resultant costs.

#### 4.4 Construction work

Construction work must be agreed with the airport operator sufficiently in advance.

### **5. Safety and Security Regulations**

The Safety and Security Regulations as shown in Appendix 6 and the Fire Protection Regulations (Appendix 2), based on law and/or other statutory provisions, in the current edition, must be observed at all times.

The airport operator is responsible to operate and maintain the airport in accordance with regulatory requirements and the principles of technical safety. The airport operator therefore operates a Safety Management System (SMS) in line with the provisions of ICAO Annex 14. Within this framework, companies and authorities operating at Hamburg Airport are required to observe the relevant regulations and guidelines of Hamburg Airport in all processes and activities which they carry out or for which they are responsible.

### **6. Objects Found at the Airport**

Items found in airport facilities must be handed over to the airport operator without delay (e.g. at the Airport Office or the Auskunft/Information point). The provisions of §965 to §977 of the German Civil Code (BGB) apply.

### **7. Environmental Protection**

#### 7.1 Pollution

Contamination of airport facilities must be avoided. Simply overfilling when refuelling represents an environmental offence. Wherever necessary, oil catchpans must be used. Contamination and pollution must be correctly and properly removed by the persons responsible for causing them; should this not occur, the airport operator may arrange for the removal of the pollution or contamination at the expense of those responsible. Under all circumstances, the Airport Fire Brigade (112) must be informed of the incident without delay.

#### 7.2 Waste water

##### 7.2.1

Except where the airport operator has ordered otherwise, only normal waste water may be allowed into the waste water drains. The current edition of "General rules for the discharge of waste water into sewerage facilities" applies. (*Amtlicher Anzeiger*, 2<sup>nd</sup> September, 1986, pp. 1621ff) Discharges which do not consist of normal waste water, along with the relocation of a facility, which will

have a significant effect on the nature or quantity of waste water, require – without exception – official approval from the relevant authorities and the written agreement of the airport operator.

To ensure orderly waste water disposal, the airport operator may establish further regulations. In particular, the airport operator may regulate the quantity and nature of waste water generated by individual airport users. Violators must indemnify the airport operator from third party claims.

- 7.2.2 Employees of the airport operator shall be granted access to service and operational rooms for the purpose of monitoring and inspecting installations and/or removing improper discharges at all times. The airport operator must be notified about the storage of water-hazardous materials. The airport operator may issue more specific instructions.
- 7.2.3 Only CFC-free detergents, cleaning materials and lubricants may be used.
- 7.2.4 Aircraft de-icing material may only be used with the prior permission of the airport operator and only in the areas designated for the purpose. The airport operator shall be informed of the chemical composition of the aircraft de-icing material when permission is applied for. This information shall take the form of an expert's report in accordance with Appendix 1 of the document, "De-icing material in waste water from airports – Guidelines", produced by the Federal-State Management Group in line with the provisions of §7a of the Water Resources Act (WHG, "Wasserhaushaltsgesetz").

### 7.3 Waste

The production of waste is to be kept to a minimum. Pollutants in waste shall be reduced as far as possible or avoided completely. For more specific information and regulations, see the current edition of the Waste Disposal Regulations (Appendix 1).

### 7.4 Air pollution

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

### 7.5 Construction work

Construction work must be registered with the airport operator before it is commenced. The coordination and safety obligations on the part of those carrying out the work must be observed (e.g. building site regulations). The special regulations applying to construction work in water protection areas must be observed.

## **8. Violation of the Airport Usage Regulations and Authorisations**

- 8.1 Any person or persons violating these Usage Regulations or going against the instructions of the airport operator issued on the basis of these Usage Regulations may be expelled from the airport by the airport operator.



- 8.2 All agreements, licenses and permissions required by these Usage Regulations must be obtained prior to usage of the airport.

**9. Place of Fulfilment and Competent Jurisdiction**

The place of fulfilment and the competent jurisdiction for obligations and legal disputes arising from these Usage Regulations is Hamburg.

**10. Person Authorised to Accept Service of Documents**

Aircraft operators neither resident nor having a registered branch office in Germany must nominate for the airport operator upon demand a person authorised to accept service of documents.

**11. Reservation of the Right to Modification**

The airport operator reserves the right to make changes and amendments to the Airport Usage Regulations, in particular when such is required because of the public law status of the airport (including the airport operating license).

The present edition is effective as of 30<sup>th</sup> June, 2005. The edition published in NfL (Notice to Airmen) I 257/01 is hereby annulled.

Hamburg, 3<sup>rd</sup> May, 2005

Flughafen Hamburg  
Gesellschaft mit beschränkter Haftung

Michael Eggenschwiler

Hamburg, 30<sup>th</sup> June, 2005

Approved:

Free and Hanseatic City of Hamburg  
Department of Economic Affairs and Labour  
Economic Affairs, Aviation, Shipping  
Shipping, Ports, Aviation, Logistic  
Aviation

Gerlach, RRin