
TABLE OF CONTENTS

	Page
1 DESCRIPTION OF THE AIRPORT	2
1.1 GENERAL INFORMATION	2
1.2 METEOROLOGICAL INFORMATION	5
1.3 INFORMATION ON FLIGHT OPERATION FACILITIES	5
2 USER REGULATIONS	7
2.1 APPLICATION OF REGULATIONS	7
2.2 REGULATIONS FOR OPERATING AIRCRAFT, VEHICLES AND EQUIPMENT	7
2.3 ADMITTANCE	11
2.4 OTHER ACTIVITIES	17
2.5 SAFETY/SECURITY REGULATIONS	17
2.6 LOST PROPERTY	18
2.7 ENVIRONMENTAL PROTECTION	18
2.8 DATA COMMUNICATIONS NETWORKS	19
2.9 APPROVALS AND AUTHORIZATIONS	19
2.10 VIOLATION OF AIRPORT USER REGULATIONS	19
2.11 LOCATION OF PERFORMANCE AND JURISDICTION	20
2.12 AUTHORIZED LEGAL REPRESENTATIVE	20
3 SAFETY/SECURITY REGULATIONS	21
3.1 DEALING WITH FLIGHT OPERATIONAL MATERIALS	21
3.2 OPERATION OF AIRCRAFT ENGINES	22
3.3 PROHIBITED SMOKING, USE OF OPEN FLAMES	22
3.4 VEHICLES AND EQUIPMENT WITH INTERNAL COMBUSTION ENGINES	22
3.5 STORAGE OF FLIGHT OPERATIONAL MATERIALS, EQUIPMENT AND WASTE MATERIAL	23
3.6 FIRE FIGHTING AND RESCUE SERVICES	23

Annex

1 Description of the airport

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

1.1 General information

1.1.1 Designation

Flughafen Dresden;
ICAO Code EDDC

1.1.2 Airport geographical mean point (FBP)

Latitude: 51° 08' 03.64" north
Longitude: 13° 46' 04.80" east
Position: centre of the runway 04/22

1.1.3 Distance and direction to the city

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

1.1.4 Airport elevation

754 ft above zero

1.1.5 Airport reference temperature

23,6 °C

1.1.6 Magnetic variation

2,2° east (2005,07)

1.1.7 Hours of operation

H24

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

- 1.1.7.1 From 2100 – 0500 (2000 – 0400), flight operations at Dresden Airport will be restricted to ensure quiet during the night. Aircraft movements between 2100 –0500 (2000 – 0400) are permitted only as follows (the times given are takeoff and landing times, resp.):

- 1.1.7.1.1 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 2100 – 2230 (2000 – 2130) and from 0430 – 0500 (0330 – 0400).
- 1.1.7.1.2 Delayed landings and take-offs from 2230 – 2300 (2130 – 2200) if the scheduled arrival or departure time at or from Dresden Airport is before 2230 (2130) and the arrival or departure is carried out before 2300 (2200); premature landings from 0400 – 0430 (0300 – 0330) if the scheduled time of arrival is after 0430 (0330).
- 1.1.7.1.3 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 2100 – 2230 (2000 – 2130) and from 0430 – 0500 (0330 – 0400).
- 1.1.7.1.4 Training and exercise flights on workdays from 2100 – 2200 (2000 – 2100) if they are necessary according to regulations governing aviation legislation concerning the acquisition, extension or renewal of authorization or rating as a pilot during night hours, if the flights cannot be terminated prior to 2100 (2000) and the aeronautical authority has given prior permission.
- 1.1.7.2 The restrictions in Para 1.1.7.1 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 (Fax) to:
- Landesdirektion Dresden
Luftaufsichtsstelle am Flughafen Dresden
Wilhelmine-Reichard-Ring 1
01109 Dresden
Tel.: +49 351 881 4990
Fax: +49 351 881 4991

1.1.7.3 Visual approaches according to AIP ENR 1.5 (Nfl I-326/95) to Dresden airport by aircraft of the categories C - E (acc. To ICAO-Doc 8168 - OPS/611, 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 so that final approach will be 5 NM at least.

1.1.8 Airport operator

Flughafen Dresden GmbH (FHD)

1.1.9 Address

Flughafen Dresden GmbH
Postfach 80 01 64, 01101 Dresden

1.1.10 Electronic addresses

SITA DRSFLXH
FAX (0351) 881 3225
e-mail: VerkehrsleitervomDienst@dresden-airport.de

1.1.11 Telephone

Airport exchange (0351)881-0

1.1.12 Accommodation

Hotels in the city

1.1.13 Restaurants

cafeteria

1.1.14 Medical aid

A first-aid station is available at the airport. Trained first-aid personnel is on duty during the hours of operation (tel. extension: 112).

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 freight center is equipped to handle air freight.

1.1.18 Fueling facilities

Several fueling companies operate at the airport which supply 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 for the Federal Republic of 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

available at EADS Elbe-Flugzeugwerke 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.

1.2 Meteorological information

The prevailing wind direction is west-south-west, the mean maximum day temperature of the hottest month (July) is 23.6°C, the mean lowest day temperature of the coolest month (January) is -2.2°C. Further information can be obtained from the Aeronautical Information Publication for the Federal Republic of Germany.

1.3 Information on flight operation facilities

1.3.1 Airport runway

designation	true direction	measurements m	load capacity (PCN value)	surface
04	041°	2850 x 60	86R/A/W/T	CONC
22	221°	2850 x 60	86R/A/W/T	CONC

1.3.2 Longitudinal slope of the runway

Published in the Aeronautical Information Publication for the Federal Republic of Germany

1.3.3 Taxiways

TWY	width m	surface	load capacity (PCN)	aircraft (acc. to ICAO, Annex 14, Chapter 1.3)
A, E	30,0	CONC	PCN 86 R/A/W/T	E
H	25,0	CONC	PCN 60 R/A/W/T	E, F on request
B, D	25,0	CONC	PCN 86 R/A/W/T	D
C	20,0	CONC	PCN 86 R/A/W/T	C

1.3.4 Ramps

The ramps are mostly of concrete surface of a carrying capacity of PCN 60/R/A/X/T.

1.3.5 Helicopter

A helipad is available. The helipad and aircraft stand on Apron 5 exclusively serve of the police, in its institutional sense, based at EDDC and of the primary air rescue services. Further restrictions can be obtained from the Aeronautical Information Publication for the Federal Republic of Germany. Other helicopter operations will take place on runway. Positions are assigned on the apron.

1.3.6 Areas of competency

Published in the Aeronautical Information Publication for the Federal Republic of Germany

2 User regulations

2.1 Application of regulations

2.1.1 Whoever enters the airport area by foot, vehicle or aircraft is subject to the rules of these User Regulations and to all instructions of the airport operator aimed at their application.

2.1.2 As far as regulations and instructions apply to aircraft operators, these also apply to the owner of such aircraft as well as to persons using the aircraft, without being operator or owner of such aircraft.

2.1.3 To roads and areas with public transport, which are marked as airport areas, the Road Traffic Regulations and these User Regulations are applied.

2.2 Regulations for operating aircraft, vehicles and equipment

2.2.1 Authorization 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 Tariff Regulations by all aircraft up to the PCN value published in the Aeronautical Information Publication for the Federal Republic of Germany. Limitations of use as well as flight operational requirements are published in the Aeronautical Information Publication for the Federal Republic of 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 Aircraft operators shall notify the airport operator well in advance of their intentions to fly in or out of Dresden Airport and shall provide to the traffic supervisor the information necessary for the proper provision of flight operation facilities including information on flight intentions and aircraft in use.

2.2.2 Take-off and landing facilities

2.2.1.1 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 Air Traffic Control.

2.2.3 Taxiing and towing

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

2.2.3.2 On the ramp, 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 Ramp area

2.2.4.1 The ramp area serves for aircraft handling. Other use of this area - e.g. for parking aircraft for extended maintenance work or for engine test runs - is only permitted with prior approval from the airport operator.

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

2.2.4.2 On pier-positions the APU must be switched off, if ground power is available. The use have to be paid.

2.2.5 Ground handling services

2.2.5.1 The airport operator is entitled to render ground handling services in accordance with the Index of Ground Handling Services (BADV - Annex 1). Self-handling aircraft operators as well as service providers are also entitled to render these services to an extent authorized 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, par. 3 BADV.

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

1. Ramps
2. Passenger bridges
3. Stationary ground power unit
4. Baggage conveying systems
5. Facilities for piloting the aircraft

6. Flight information systems
7. Aircraft de-icing system
8. Fresh water supply system
9. Faeces disposal system
10. Waste disposal system

The central infrastructure facilities are provided, managed and operated only by the airport operator or an authorized agent according to annex 1 of these Airport User Regulations. These central infrastructure facilities can be used against charge.

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 §29 of Air Traffic Law shall be the basis of all aircraft engine operations on the area of Dresden Airport. This is especially true for 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 hrs LT to 06.00 hrs LT as well as on Sundays and public holidays in the period from 00.00 hrs LT to 24.00 hrs LT. 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, Verkehrszentrale
Fax: +49 (0) 351 881 3225
DRESDEN APRON: 121.750 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 hangars 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 previous permission by the airport operator:

Mon - Fri 07.00 - 22.00 hrs LT
Sa 07.00 - 13.00 hrs LT

If required, applications shall be made to:
Flughafen Dresden GmbH, Verkehrszentrale
Fax: +49 (0) 351 881 3225

2.2.8 Supply of flight operational materials

Companies supplying the aircraft with flight operational materials must be authorized 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 premises allocated by the airport operator.

2.2.9 Maintenance work

Large-scale maintenance work on aircraft, vehicles and equipment as well as washing, cleaning and de-icing may only be performed at positions allocated by the airport operator. In order to avoid trouble 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 such aircraft without special request by and at the expenses of the aircraft operator, if this 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.

2.3 Admittance

2.3.1 Roads, premises 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 and traffic regulations issued by the airport operator.

2.3.1.2 Only those persons authorized 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 For entering the viewing platform , the airport operator can charge an entrance fee. The amount is displayed on signboards.

2.3.1.4 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.

2.3.1.5 Dogs have always to be kept on a leash. Particularly big dogs always have to be muzzled.

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 authorized 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 cost and risk of the vehicle's holder.

2.3.2.4 It is prohibited to park small vehicles (e.g. bicycles) on forecourts, in staircases or hallways.

2.3.3 Areas of limited 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, by foot or vehicle, with the special permission of the airport operator.

The areas include particularly:

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

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

Additionally to the identity cards, permission to enter the Security Restricted Areas area by vehicles required public driver's and operator's licenses and an additional permission of airport operator. This permission has to be carried and shown to anyone authorized 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) and fixed to it in an easily visible place.

- 2.3.3.1.2 The card rules have to be observed. For all vehicular traffic, public traffic regulations, traffic regulations issued by the airport operator will apply. Additionally to the airport user's 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 permission to enter the Security Restricted Areas area by vehicles 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 open to the public may only be entered:
- by owners of a valid airport identity card;
- accompanied by a representative authorized by the airport operator;
- by authorized aviation personnel in the framework of their duties
- 2.3.3.1.7 The ramp, area of competency of Apron Control, may not be left towards the manoeuvring area, area of competency of airport control station of German Air Safety Board (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 interfere with the existing rights to enter for the Air Safety Board.

2.3.3.1.9 Vehicles/equipment operating in areas not generally accessible have to be authorized previously by the airport operator. The vehicle is required to have - if it is subject to the Road Traffic Licensing Act (StVOZ)-a valid check plaque in accordance with §29 StVOZ. Vehicles/equipment which are not subject to the StVOZ are only authorized after a check made by the airport operator in order to see that the vehicle/equipment complies with the requirements of the Accident Preventing Regulations for Aviation, VBG 78.

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. Ramp 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 top 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.

2.3.3.2 Ramp area

2.3.3.2.1 Permission to enter the ramp area by foot or vehicles according to para 2.3.3.1.1. is granted by the airport operator. Anyone entering the ramp area has to report to Apron Control, except those persons who are particularly instructed by Dresden Airport and authorized 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 about.

- 2.3.3.2.2 Persons working on the ramp area have to wear clearly recognizable working clothes in accordance with DIN EN471, category 2. This means that at least a warning vest in accordance with DIN EN471, category 2 is to be worn.
- 2.3.3.2.3 Owners of a permit to enter the ramp 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 ramp, traffic regulations issued by the airport operator will apply.
- 2.3.3.2.5 The ramp area may only be entered by vehicles authorized by the airport operator for aircraft handling, fire fighting and ambulance purposes, and vehicles of competent authorities. For all other vehicles special permission from the airport operator will be required.

2.3.3.3 Manoeuvring area

- 2.3.3.3.1 Permission to enter the manoeuvring area by foot or vehicles according to para. 2.3.3.1.1. is granted by the airport operator in compliance with Air Safety Board (DFS). Anyone entering the manoeuvring area by foot or 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 about.
- 2.3.3.3.2 If a representative of the authorities according to para 2.3.3.1.6. wants to enter the manoeuvring area by foot or 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 ramp area the airport boundary road is in the competency of Ramp Control. In case of passing on the airport boundary road within the ramp area, para 2.3.3.2.1. will apply.

2.3.3.4.3 Anybody leaving the airport boundary road outside the area of competency of ramp management service 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 about.

2.3.3.5 Ramp areas declared as airport operation area

On ramp areas declared as operation area, 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 authorization of access must not enter or pass on the ramps.

2.3.3.6.2 Works on the ramp area 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 ramp sections which are used by both aircraft and vehicles. In this case taxiing aircraft have to be given priority.

2.3.3.6.4 Runs on the flight operational 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 beams/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 Anybody entering or passing on the airport boundary road within the ramp area has to report by radio to the Apron Control. This is not true for persons provably instructed by the airport operator who are authorized to move on the ramp area in accordance with their duty. He has to observe the instructions from ramp management service and piloting car staff, particularly their radio, light and other signals, the meaning of which and the frequencies used he has to inform about.

2.4 Other activities

2.4.1 Commercial activities

2.4.1.1 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

2.4.2.1 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 part 27 para 1 LuftVG (Air Traffic Law) 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 costs.

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/security regulations

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

The airport operator has to operate the airport reliably and duly. Therefore the airport operator operates a Safety Management System (SMS) in accordance with ICAO annex 14. On this basis active enterprises and authorities at Dresden airport are obligated to consider the appropriate defaults and guidelines of Dresden airport for their accomplished and responsible works and processes.

2.6 Lost property

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

2.7.1.3 Any release of hazardous material has to be reported to the Airport Fire Department in any case.

2.7.2 Waste water

2.7.2.1 All discharges into the sewage system as well as new connections or modifications to the existing wastewater facilities of the airport must be approved in writing by the airport operator.

2.7.2.2 Only rain water may be discharged into the surface water drainage system. Contamination caused by washing water, detergents, fuel, faeces etc. may not get into this system. The only exception of this regulation are de-icing agents used in winter operations (see regulation in 2.7.3).

2.7.2.3 Into the waste water sewerage system only waste water may be discharged which has been changed by household or commercial use in accordance with the effective waste water rules. The limits given in these rules have to be observed.

2.7.2.4 In order to guarantee waste water disposal in accordance with the rules the airport operator may give further orders and control

particularly the type and amount of waste water by individual regulations.

2.7.2.5 Only CFC- free washing agents, detergents and lubricants may be used.

2.7.2.6 For the purpose of checking or removing improper discharges, representatives of the airport operator must be allowed to enter the operational rooms at any time.

2.7.3 De-icing agents

De-icing agents may only be used after previous approval from the airport operator and on premises intended for that purpose. Together with the application for authorization, the airport operator has to be informed about the chemical composition of the de-icing agent and the appropriateness or the ecological properties have to be proved by relevant documents.

2.7.4 Waste

2.7.4.1 Waste materials have to be collected in suitable marked receptacles. Oil troughs and similar receptacles have to be emptied and cleaned professionally after usage.

2.7.4.2 The Waste Handling Regulations of the airport operator in their effective issue have to be followed.

2.7.5 Air Pollution

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

2.8 Data communications networks

Developing and operation of wire-bound as well as of wireless data communications networks (e.g. WLAN) are permission requiring on the area of Dresden airport. A permission takes place only in exceptional cases.

2.9 Approvals and authorizations

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

2.10 Violation of Airport User Regulations

Whoever violates the Airport Regulations or instructions by the airport operator based on these Regulations can be expelled from the airport by the airport operator.

2.11 Location of performance and jurisdiction

Location of performance and jurisdiction for all obligations or litigations in connection with these Airport User Regulations is Dresden.

2.12 Authorized legal representative

Aircraft operators without a domicile or branch office in this country must appoint a domestic legal representative if requested so by the airport operator.

3 Safety/security regulations

3.1 Dealing with flight operational materials

- 3.1.1 Aircraft may not be fueled or de-fueled with engines running.
- 3.1.2 Aircraft may be fueled or de-fueled only in areas allocated by the airport operator.
- 3.1.3 Fueling and De-fueling is not permitted during thunderstorm.
- 3.1.4 Fueling aircraft with passengers on board is permitted only by using of pressure fueling and presence of an appropriate fire engine with operating staff of the Airport Fire Department. These services have to be paid by the airline.
- 3.1.5 Fueling aircraft during de-boarding of passengers is not permitted.
- 3.1.6 Fueling aircraft during boarding of passengers is not permitted. Exceptions from this regulation may be granted by the Verkehrsleiter vom Dienst on request, if a appropriate fire engine with operating staff of the Airport Fire Department is present and with additional measures. These services have to be paid by the airline.
- 3.1.7 De-fueling aircraft with passengers on board is not permitted.
- 3.1.8 An aircraft being fueled or de-fueled must be connected to the fuel supply equipment by electrical conduction and earthed. During fueling or de-fueling of an aircraft, no sources of current may be switched on or off nor may switching elements for electrical current be operated within a 6 m safety distance of the tank openings where gas/air mixture is expelled; this does not apply to the necessary switching required for fueling and de-fueling or for switching elements built in an explosion-protective manner. If fuel with a flash point under 0°C is used, the safety distance increases to 10 m at a filling rate of 100 l/min, and to 20 m at a filling rate of 600 l/min.
- 3.1.9 Care must be taken to prevent the spilling and overflowing of flight operational materials. Should fuel be spilt or have overflowed, a safety distance of 15 m must be held and paragraph 3.1.8 must be observed until the fuel has evaporated or been removed. The Airport Fire Department must be notified immediately.
- 3.1.10 Fuel supply vehicles must be provided with fire extinguishers.
- 3.1.11 Unauthorized people are not allowed to enter the fuel depot area.

3.2 Operation of aircraft engines

- 3.2.1 Test runs of aircraft engines 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 As a warning of any danger which might result from running engines, the anti-collision lights of jet propulsion aircraft must be switched on before starting the jet engines and may be turned off only after the jet engines have been switched off. This procedure must be observed during day and night. The same method is desired and recommended for propeller aircraft.
- 3.2.4 Aircraft engines may only be started and run if a pilot or a qualified mechanic occupies and is in charge of the aircraft cockpit.
- 3.2.5 Whoever starts up the engines of an aircraft or services them while running, must assure that neither persons can be injured nor materials damaged from the propeller or from the air currents resulting from the propeller engines.
- 3.2.6 On the ramp, aircraft engines may not be operated at higher revolutions than are required under the circumstances.

3.3 Prohibited smoking, use of open flames

Smoking and the use of open flames are prohibited within a distance of 15 m around a parked aircraft or fuel supply equipment, in hangars, on the manoeuvring area, on the ramps, and in aircraft workshops and other rooms which are marked with the respective prohibition sign. Work with open flame may only be carried out in areas suitably equipped according to the Fire Protective Regulations and the Regulations of the Industrial Inspection Board and been authorized for this purpose by the airport operator.

3.4 Vehicles and equipment with internal combustion engines

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

3.5 Storage of flight operational materials, equipment and waste material

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

3.5.2 Flight operational materials have to be stored in appropriate fixed or mobile receptacles provided with a tap designed in conformance with existing regulations. Sufficient quantities of suitable binding agents must be available at the filling stations and fueling vehicles.

3.5.3 Empty fuel and lubricating drums as well as empty high-pressure containers for hazardous substances must not be stored in workshops.

3.5.4 Inflammable waste materials (lubricant remains, used cleaning material etc.) must be collected in metal receptacles which are marked for this purpose and which are provided with tightly sealed lids. The receptacles have to be emptied as often as necessary to eliminate the risk of self-ignition.

3.5.5 Operation of facilities for dealing with materials hazardous for water

When materials hazardous for water are stored, racked and transported, the relevant regulations must be observed. The airport operator must be previously informed by the user about such actions dealing with materials hazardous for water. The user is responsible for observing the rules of obtaining authorization from and reporting to the competent authorities. The airport operator must be notified concerning possible such authorizations.

3.6 Fire fighting and rescue services

3.6.1 Upon outbreak of a fire
- the fire alarms must be set off immediately and
- the Airport Fire Department, emergency call tel. extension 112, must be informed.
Until arrival of the Fire Brigade, the fire is to be fought with the available fire extinguishing materials.

3.6.2 In the event of death or of injury to persons, Airport Fire Department, emergency call tel. extension 112, must be informed immediately.

3.6.3 Dresden Airport Ltd. (FHD GmbH) has set up an "alarm procedure plan" regulating the procedures in the events of
- aircraft emergency calls / aircraft accidents
- illegal intrusions on air traffic / air traffic installations
- fire / explosion

- other alarm incidents on the area of Dresden Airport
which have to be followed by every user.

The Airport User Regulations with the annexes are effective with the date of authorization. The German text only shall prevail.

Dresden, May 1, 2017

Flughafen Dresden GmbH

Annex 1: Description of central infrastructure facilities

Description of the central infrastructure facilities

1. **Manoeuvring area**
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; moreover, the spaces required both for departures and for arrivals. 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 ramp 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 or usage each.
7. **Aircraft deicing systems**
These are particularly filling stations, mixing and filling facilities, disposal systems and aircraft deicing devices, including technical and operational running or usage each. The airport operator may commission a third party operator.

Annex 1

8. **Water supply systems**
These are the supplying units for fresh water of potable water quality as well as for process water with the respective taps at the end of the system, including technical and operational running or usage.

9. **Disposal systems for faeces**
This is the central faeces disposal unit including technical and operational running and usage respectively.

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