

Terms of use for the Mönchengladbach airfield

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Part I

Description of the airfield

Reference is made to the information on the Mönchengladbach airfield published in the Aeronautical Information Publication of the Federal Republic of Germany (AIP), Parts AGA-2 Com 2-1, COM-2 and AIP-VFR. Changes to the description will be published in the "Nachrichten für Luftfahrer" (NfL) and in the (AIP)-Deutschland.

The Airfield is hereinafter referred to as the airfield.

1. General information

1.1. Airport operator

Flughafengesellschaft Mönchengladbach GmbH
Terminal, Flughafenstr. 95
41066 Mönchengladbach

Telephone (0 21 61) 68 08 -0
fax (0 21 61) 68 98 43

1.2 Operating license

Landing area for general traffic for powered aircraft, rotorcraft, self-launching powered gliders, gliders and non-self-launching powered gliders (winch and aerotow launchers)

1.3 Flight operations

Flight operations according to visual flight and instrument flight rules during daylight hours

1.3.1 Handling of flight operations

Flight operations are generally handled in the following order of priority:

- Commercial traffic flying under instrument flight rules and shipyard traffic
- Work and training air traffic flying according to instrument flight rules
- other air loss

1.* Operating hours

The operating times are published in the Aeronautical Information Publication of the Federal Republic of Germany (AIP) part AGA-2 / page Mönchengladbach 1 as well as in the AIP / VFR.

1.7 Local flight restrictions

The local flight restrictions are published in the Aeronautical Information Publication of the Federal Republic of Germany (AIP) Part AGA-2 / page Mönchengladbach 2 and in the AIP / VFR.

1.6 Lighting equipment

Information on the lighting available at Mönchengladbach Airport is published in the AIP, part AGA-2, in the AIP-VFR as well as the NfL and the corresponding NOTAMs. An emergency power supply for the lighting is available

1.7 Markings

Thresholds, runway designation, runway centerline, landing and taxiway centerline, pile holding point, runway guidance lines.

1.8 Radio frequencies and navigational positioning aids

The radiotelephony frequencies are published in the Aeronautical Information Publication of the Federal Republic of Germany (AIP) Part COM 2 - 1 and in the AIP / VFR.

The radio navigation aids are published in the Aeronautical Information Publication of the Federal Republic of Germany (AIP) Part COM 2 - 2.

1.9 Aerodrome operations

as instructed by the control tower

1.10 Customs and passport clearance

During operating hours.

1.11 Aviation security measures

During the entire operating time in accordance with the legal basis and special requirements of the company (see also Section 2.6.2 in Part II of the BO)

2. Meteorological data

2.1 Weather observation: by the control tower and by the airport company

2.2 Prevailing wind direction: SE to WSW

2.3 Further meteorological data is published in the AIP part AGA-2.

Seasonal usability : no restrictions

3. Fire extinguishing and rescue equipment

in accordance with the guidelines for fire-fighting and rescue operations at landing sites. The available fire protection category is published in the (AIP) Part AGA-2 /Mönchengladbach 1 a page, the NfL and the corresponding NOTAMs.

4. Winter service equipment

The type and number of winter maintenance equipment are published in the AIP Part AGA-2, the NfL and the corresponding NOTAMs.

5. Refueling of aircraft, operating resources

Available refueling facilities and equipment are published in the AIP Part AGA 2, the AIP / VFR, the NfL and the corresponding NOTAMs

6. Miscellaneous

- 6.1 Available maintenance facilities, parking areas and available hangar space, means of transport, catering facilities, overnight accommodation and access roads are published in the AIP Part AGA-2, the AIP / VFR, the NfL and the corresponding NOTAMs.

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Part II

Regulations for use

1. Applicability of the user regulations
 - 1.1 Anyone using, entering or driving on Mönchengladbach Airport with aircraft is subject to the provisions of these Hangar and User Regulations and the instructions issued by the airport operator (hereinafter referred to as the Airport Company) for their implementation.
 - 1.2 The public law regulations for the use of the airfield remain unaffected.
 - 1.3 Insofar as the regulations and directives concern aircraft operators, they apply accordingly to persons who have aircraft in use without being the operator of these aircraft.
2. Use with airplanes
 - 2.1 Authorization to take off and land
 - 2.1.1 The use of the Mönchengladbach airfield is permitted against payment of the fees specified in the airfield's fee regulations within the framework of the general aviation regulations and the special regulations published for the airfield in the Aeronautical Information Publication (AIP) of the Federal Republic of Germany.
 - 2.1.2 Aircraft operators must provide the Airport Company, at its request, with the documents required to verify the right of use and to calculate the charges.
 - 2.2 Microlight and airship operations and parachute jumps Airships, ultralight airplanes and parachute jumps are not authorized.

Exceptions require the written approval of the airport company and the aviation authority.
- 2.3 Take-off and landing facilities

The runways and taxiways or other specially marked areas must be used for take-off, landing and taxiing. Aircraft pilots must follow the instructions of the control tower.

2.4 Rolling and towing

Aircraft may only be taxied under their own power by authorized persons. If deceleration areas exist, these must be observed. In the apron area, the engine speed must be reduced to the level absolutely necessary for taxiing; taxiing must always be at walking pace. Aircraft may not taxi into or out of hangars and hangars under their own power. The movement of aircraft by means of a towing vehicle may only be carried out by the airport operator. Exceptions require the prior written consent of the airport company. Instructions from the airport company must be followed.

2.5 Dispatch area

- 2.5.1 The handling apron is used for the handling of aircraft. Any other use - e.g. for parking aircraft for longer periods and for maintenance work, is only with written consent of the airport company permitted. Handling areas on the main apron (in front of and next to the terminal) are allocated by the airport company.

Note: The handling apron is the part of the apron located in front of and next to your terminal and corresponds to the areas of the main apron.

2.5.2 Handling and parking spaces

Handling and parking areas on the remaining part of the airfield are assigned by the airport company. If necessary, aircraft will be instructed by the airport company's staff.

2.6 Traffic handling (ground handling service) and aviation security requirements for flights with aircraft < 15,000 kg MTOM

- 2.6.1 The airport operating company is entitled to carry out the handling of aircraft (ground handling service) for a fee, provided that other arrangements have been made for individual cases. In such individual cases, the aircraft operators must park their ground handling equipment and vehicles at the places allocated by the airport company for a fee. In such cases, the airport operating company is also entitled to charge a fee for the use of the airport and its facilities.
- 2.6.2 In the case of commercial flights for the carriage of passengers, mail and/or cargo with aircraft of less than 15,000 kg MTOM and general aviation flights, the air carrier or the aircraft operator or the pilot in command is responsible for ensuring that passengers do not carry any prohibited articles and enter flight operation areas exclusively for boarding and disembarking and that the identity of the passengers and the articles carried are checked by appropriate means.

2.7 Parking and sheltering

2.7.1 If an aircraft is on the premises of Mönchengladbach Airfield for longer than 6 hours, it must either be parked in the open areas provided for this purpose or parked in one of the hangars. The aircraft may only be parked if the required hangar space is available.

2.7.2 Parking and shelter spaces are allocated by the airport company.

Loading and unloading is carried out exclusively by the airport's own personnel. For safety or operational reasons, the airport company may request that the aircraft be moved to another parking or storage area or - if the aircraft operator cannot be reached or does not comply with the request in good time - that the aircraft be moved there itself by trained personnel without operating the engines.

In individual cases, stands may also be changed to accommodate special events (e.g. radio and television broadcasts, maneuvers, air shows, major political events).

2.7.3 The parking of an aircraft takes place on the basis of a parking contract to be concluded in each case, the parking of an aircraft takes place on the basis of a parking contract to be concluded in each case - in each case on the corresponding contractual conditions of the airport company.

The airport company is only obliged to take custody if a special written agreement has been made.

2.7.4 For parking, a parking fee will be charged in accordance with the applicable fee schedule at Mönchengladbach Airfield; for parking, a fee will be charged in accordance with the applicable rental rates.

2.7.5 Aircraft parked outdoors must be secured against unauthorized access by suitable means and must be secured by the aircraft operator or pilot himself using suitable securing equipment. For this purpose, the owner/operator is obliged to use his own safety equipment. The airport operating company is entitled to demand that a parked aircraft be illuminated in the dark or in poor visibility.

2.7.6 The brakes must not be applied to the aircraft being parked or retrieved. The tow bar/aircraft fork belonging to an aircraft must be kept available at all times.

2.7.7 The aircraft parked or stored are not insured against fire, theft or damage by third parties through the airport company, even in the case of long-term contracts with the airport company. In this respect, the airport company is not liable, insofar as the exclusion of liability is permitted by law.

2.8 Aircraft hangars

2.8.1 Users must treat the aircraft hangars and their facilities with care and, in particular, comply with the provisions of the parking agreement and the user regulations. Instructions issued by the airport company must be complied with.

2.8.2 Technical installations, facilities and equipment of the airfield, in particular power supply systems, cranes and assembly scaffolding may only be used by agreement with used by the airport company.

2.8.3 The hall gates may only be operated by persons authorized to do so by the airport company:

2.8.4 Aircraft may not be washed, sprayed, stripped or painted in the hangars.

2.8.5 Motor gliders with wings that can be folded up or folded down can only be hauled in with the wings folded up or folded down.

2.9 Statistics

Aircraft operators must provide the airport company with the information required for statistical surveys at the latter's request.

2.10 Noise protection

Aircraft operators are required to record noise from the engines of their aircraft on to the unavoidable minimum; if noise protection facilities are prescribed in the airfield permit, these must be used. Aircraft ground operations are only permitted on working days (including Saturdays) between 8 am and 1 pm and between 3 pm and 7 pm.

In particularly justified individual cases, FMG may permit exceptions to this rule during airport operating hours. (Airport management, +49 2161 6898-10).

2.11 Maintenance work and washing

2.11.1 Extensive maintenance work (e.g. prescribed hourly inspections, annual inspections) aircraft may only be carried out by the aeronautical companies based at the airport and on approved by the Federal Aviation Office.

Aircraft may only be washed and sprayed in the areas designated by the airport operating company. The de-icing and cleaning mops and high-pressure cleaners used must be approved by the airport operating company.

2.11.2 It is not permitted to park, repair, wash or spray down other ground vehicles or similar objects. Exceptions require the written consent of the airport company.

2.12 Vehicles unable to move

- 2.12.1 If an aircraft remains immobilized on the airfield, the airport company may remove it from the flight operation areas at the expense of the aircraft operator, even against the latter's objection, insofar as this is necessary for the handling of air traffic. If the removal of the aircraft requires approval from the LBA, this must be obtained in advance. The airport operating company is only liable for damages if it has caused them intentionally or through gross negligence; the same applies if the aircraft operator has instructed it to remove its immobilized aircraft from the operating areas or to assist in its removal.
- 2.12.2 If an aircraft is immobilized and the airport operating company suffers a financial loss as a result, it may demand compensation from the aircraft operator, unless the latter is not at fault or is only guilty of slight negligence.

3. Entering and driving

3.1 Streets and squares

The roads and areas opened by the airport company are not dedicated to public traffic and may be restricted or closed for operational reasons. Unauthorized or unauthorized persons must be granted access to the airport premises.

The airfield may only be entered or driven on through the entrances approved by the company for this purpose. Secured entrances and access roads to the airfield premises (airside) must always be locked and thus secured against unauthorized access.

3.2 Vehicle traffic

- 3.2.1 The provisions of the Road Traffic Regulations on behavior in traffic apply accordingly to vehicle traffic on the airfield.
- 3.2.2 The use of private and company vehicles within the enclosed area is generally not permitted. In cases where the operation of such vehicles on the above-mentioned premises is essential, the management shall decide at its own discretion. If a permit is granted, the vehicle must be marked with a clearly visible sticker. A fee will be charged for the permit. The vehicle must be made known to the head of the vehicle and equipment service of the airport company for the purpose of issuing the permit. The vehicle must be reliable and comply with the safety regulations set out in the appendix. The owners of these vehicles must provide proof of liability insurance with unlimited coverage.

Repairing, washing, parking or parking of motor vehicles is not permitted within the entire grounds and halls.

Claims for damages arising from the operation of such vehicles have not been owners, users or keepers of these vehicles must indemnify the airport company.

3.3 Installations that are not generally accessible

3.3.1 Installations within the fenced area or marked by traffic signs

Parts of the airport that are not generally accessible may only be entered by unauthorized persons with the consent of the airport company or driven on. The facilities include in particular

the taxiway (the runways and areas intended for take-off, landing and taxiing, including the protective strips surrounding them),

the movement areas (taxiway, apron) including strips,

the aircraft hangars,

the protection areas of the instrument landing system (protection zones),

the holding areas,

the baggage and check-in areas,

the operating and construction sites (if available locally) and the construction sites,

the operating rooms for technical equipment and facilities.

Taxiing aircraft have priority over all other vehicles and pedestrians. Entering or driving on the taxiway also requires the consent of the control tower.

3.3.2 The representatives of the customs, passport and health authorities are authorized to enter the facilities that are not generally accessible, with the exception of the taxiway, in the course of their duties or to drive on them in official vehicles; they must notify the airport company in advance.

The rights of the aviation authorities and the German Meteorological Service remain unaffected.

3.3.3 Vehicles that use facilities that are not generally accessible must be specially marked and fitted with safety equipment at the request of the airport company.

3.3.4 The operation of vehicles/equipment in areas of the airfield that are not generally accessible requires prior approval by the airfield operator. The prerequisite for approval is that the vehicle - if it is subject to the StVZO - has a valid inspection sticker in accordance with § 29 StVZO. For vehicles/devices that are not subject to the StVZO, a license will only be issued after an inspection has been carried out by the aerodrome operator to determine that the vehicle/device is in compliance with the StVZO. device fulfills the requirements of the UVV Luftfahrt, BGV C 10.

3.3.5 There is an absolute alcohol ban for persons working in facilities that are not generally accessible.

3.4 Taxiway and protection zones

Persons entering or driving on the taxiway must follow the instructions of the control tower and the airport company.

Definition: The taxiway is the part of the airfield to be used for take-off and landing and the associated ground movement of aircraft, including the surrounding protective strips. The aprons are excluded from this.

- 3.4.1 The taxiway and the associated safety area as well as the protection zones around the instrument landing system facilities may only be entered or driven on with the consent of the airport operator and with the permission of the air traffic control unit (control tower). Traffic control on the taxiway is carried out by instruction or clearance from the control tower. Taxiing instructions from the air traffic control unit on aprons and taxiways outside the taxiway, including the allocation of parking positions, are issued on behalf of the airport operator. Traffic information about other aircraft, vehicles and pedestrians will be given as far as possible and does not release the pilot from his responsibility to avoid collisions in accordance with SERA.3210 d). Constant listening is mandatory. Exceptions require the express approval of the air traffic control unit. Clearances must be confirmed by repeating them verbatim.

3.5 Aprons

- 3.5.1 Persons working on the apron must wear conspicuous work clothing in accordance with DIN EN471, class 2. It is conspicuous if at least one high-visibility vest in accordance with DIN EN471, class 2 is worn.
- 3.5.2 The maximum speed on the aprons is limited to 30 km/h for vehicles. This speed limit does not apply to fire and rescue vehicles on duty.

Definition: Aprons are the defined areas of the airfield intended to accommodate aircraft for the embarkation and disembarkation of passengers, loading and unloading of mail or cargo, refueling, parking or maintenance.

3.6 Carrying dogs

Dogs must be kept on a leash.

4. Other activities

4.1 Commercial activity

Commercial activities are only permitted on the basis of a written agreement with the airport company, which may also include a fee to be paid to the airport company. The same applies to sound, photo and film recordings as well as television broadcasts.

4.2 Collections, whitewashing, distribution of publications

Collections, advertising and the distribution of flyers and other printed material require the written consent of the airport company.

4.3 Storage

Hazardous goods within the meaning of Section 27 (1) LuftVG and the legal provisions issued for its implementation, in particular nuclear fuel and other radioactive materials, may only be stored with the written approval of the airport company.

Cargo, crates, building materials, equipment, etc. may only be stored outside the areas or rooms rented for this purpose with the written consent of the airport company,

5. Safety regulations

5.1 The safety regulations based on the law or other legal regulations and the safety regulations shown in the appendix must be observed.

5.2 The airfield operator must maintain the airfield in a safe operating condition and operate it properly. Therefore, the aerodrome operator operates a safety management system (SMS) in accordance with ICAO Annex 14 and LuftVZO § 45b. Within this framework, the companies and authorities operating at Mönchengladbach Airport are obliged to observe the relevant specifications and guidelines of Mönchengladbach Airport for the work and processes they are responsible for and carry out and to cooperate in the SMS.

6. Lost property

Objects found in the generally accessible facilities of the airfield must be handed in immediately to the airport company (groundsman or information desk). Sections 978 to 981 BGB apply.

7. Environmental protection

7.1 Contaminations

Contamination of the airfield must be avoided. Oil changes are carried out by the shipyards using the oil drip pans, and by other aircraft owners using drip pans at the wash bay. Contamination must be removed by the polluter; otherwise the airport company will clean up the contamination at the polluter's expense.

7.2 Waste water

Unless otherwise specified by the airport company, only rainwater may be discharged into the wastewater inlets (wastewater doles). Offenders must indemnify the airport company against claims by third parties.

7.3 Waste

The generation of waste must be kept as low as possible. Harmful substances in waste must be reduced as far as possible or avoided altogether. Materials such as glass, paper, metal, plastics, building rubble and compostable materials must be separated from waste. The waste regulations of the City of Mönchengladbach must be complied with.

This can be viewed at the traffic management office.

7.4 Air purification

The running of vehicle engines must be limited to what is absolutely necessary.

7.5 Noise protection

Noise caused by vehicle engines must be kept to an unavoidable minimum. Section 2.10 of these Terms of Use also applies.

8. Consents, approvals and authorizations

The consents, approvals and authorizations required in accordance with these regulations must be obtained in advance.

9. Violations of the Airport User Regulations

Anyone who violates the provisions of these regulations or the instructions of the airport company may be expelled from the airport by the airport company.

10. Authorized representative

Aircraft operators without a residence or place of business in Germany must name a domestic authorized representative to the airport company at its request.

11. Place of performance and jurisdiction

The place of performance and jurisdiction for all obligations and legal disputes arising from these Terms of Use is Mönchengladbach.

12. Subject to change

We reserve the right to make changes to the Aerodrome User Regulations, in particular insofar as they were necessary due to the public law basis of aerodrome operations, including aerodrome approvals

The present version with annexes shall enter into force on the day of publication. At the same time, the Regulations for the Use of the Mönchengladbach Airfield of December 4, 2014 (NfL -310-14) approved by the Düsseldorf District Government on October 1, 2014 shall cease to be in force.

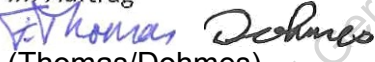
Mönchengladbach, June 15, 2021

~~Flughafengesellschaft Mönchengladbach GmbH~~



~~Dr. Ulrich Schückhaus
-Managing Director-~~

approved:

Genehmigt durch:
Bezirksregierung Düsseldorf
- Luftfahrtbehörde - Dezernat 26
AZ: 26.04.07.03-1
Im Auftrag

(Thomas/Dohmes)

Datum: 14.07.2021

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Appendix 1

Safety regulations to Part II of the Aerodrome User Regulations

1. Dealing with solvents

1.1 Aircraft must not be fueled or defueled while the engines are running.

Persons may not be on board during refueling and defueling. In exceptional cases (e.g. ambulance flights), a fire-fighting vehicle with operating personnel must be available on the aircraft for a fee.

1.2 Aircraft may only be fueled or defueled at the spaces assigned by the airport operator.

1.3 Refueling and defueling is not permitted during thunderstorms.

1.4 Aircraft may not be refueled or defueled in a hangar or other enclosed space, but only in the areas designated by the airport operating company. If, for compelling reasons, an aircraft has to be defueled in an enclosed space as an exception, this is only permitted with the consent of the airport operating company and with special fire protection.

1.5 If an aircraft is refueled or defueled, it must be electrically connected to the connected fuel supply equipment.

1.6 During refueling and defueling of an aircraft, no current sources may be connected or disconnected and no switching devices for electric current may be operated at a safe distance of 6 m around tank openings from which gas/air mixtures escape; this does not apply to the circuits required for refueling and defueling and not to switching devices of explosion-proof design. When refueling fuel with a flash point below 0° celsius, the safety distance increases to 10 m for filling rates of more than 100 l/min and to 20 m for filling rates of more than 600 l/min.

1.7 Spillages of fuels must be avoided. If fuel is spilled or spilled (Para. 7.1 Regulations for use), Para. 1.6 shall be applied accordingly until it is removed, observing a safety distance of 15m; the local air traffic control and the air traffic control company must be notified immediately.

- 1.8 Fuel supply and disposal facilities and fuel supply vehicles must be equipped with fire extinguishers in accordance with the relevant regulations.

(- A1 / 2-)

2. Operation of aircraft engines

- 2.1 Aircraft engines must not be operated in hangars or workshops.
- 2.2 Aircraft engine test runs may only be carried out at the specified operating times and in the designated areas.
- 2.3 Before starting engines, aircraft wheels must be adequately secured with brakes or chocks.
- 2.4 Aircraft engines may only be started and run if the pilot's cab of the aircraft is occupied by a pilot or a competent person.
- 2.5 To warn of hazards caused by running engines, the collision warning lights of the aircraft must be switched on immediately before the engines are started and only switched off after they have stopped.
- 2.6 Anyone who starts aircraft engines or operates them while they are running must ensure that the propellers and the air currents caused by them or by the engines cannot injure persons or damage property.
- 2.7 Aircraft engines may not be run at higher speeds on the aprons than are unavoidable under the circumstances.
- 2.8 Boarding and disembarking as well as loading and unloading while the engines are running is prohibited.

3. Smoking ban, handling open fires

On the aprons, in the aircraft hangars and in the areas marked by areas marked with corresponding prohibition signs and within a safety distance of 15 m around parked aircraft and fuel supply facilities, smoking and the use of naked flames are prohibited. Open fires may only be used in areas that are equipped for this purpose in accordance with the fire protection regulations and the regulations of the industrial inspectorate and approved by the airport company.

4. Vehicles and appliances with internal combustion engines

On the aprons and in the aircraft hangars and vehicles and equipment with internal combustion engines used in aircraft hangars and workshops must be equipped with standard commercial safety devices - such as exhaust systems with silencers - to prevent the escape of burning exhaust gases.

(- A1 / 3 -)

5. Shipyard work in halls and workshops

5.1 Aircraft may not be cleaned in hangars and workshops with flammable liquids of Group Hazard Class I as defined in the Ordinance on Flammable Liquids. For cleaning dismantled aircraft parts, flammable liquids of Group A, Hazard Class I may only be used in separate and well-ventilated rooms.

5.2 Highly volatile flammable substances (stretch varnish, nitrocellulose lacquer, etc.) may only be processed in halls and workshops if the rooms are equipped for this purpose in accordance with the fire protection regulations, the regulations of the trade supervisory authority and the special regulations of aircraft owners or tenants approved by the trade supervisory authority.

5.3 Lubricant and fuel residues must be emptied into containers outside the hall.

6. Storing materials, equipment and waste

The storage of material, equipment and waste in aircraft hangars is strictly prohibited.

7. Fire-fighting and rescue service

7.1 If a fire breaks out, immediately

- activate the fire alarms and also
- the traffic management and/or the groundsmen (Tel. +49 2161 6898-10 / -50)
- the control tower (Tel. -13)
- the air traffic control (Tel. -77)
- of the Notification header Düsseldorf district government (Tel. +49 211 4752680)

immediately.

Until the fire department arrives, the fire must be fought with the available fire extinguishing agents.

7.2 In the event of death or injury to persons, the air traffic control must be informed immediately.

7.3 The alarm plan of Flughafengesellschaft Mönchengladbach GmbH applies to recovery and rescue operations in the event of aircraft accidents.

Appendix 2

Aviation security at the Mönchengladbach airfield Ensuring aviation security measures for Part II of the Airport User Regulations

1. Safety of aircraft

Aircraft that are not in operation must either be parked in locked hangars or secure it against unauthorized access by suitable means.

Aircraft operators or crews are responsible for the proper securing of aircraft even if the aircraft is parked for a short time.

Aircraft operators or the responsible aircraft drivers must ensure that aircraft keys are kept separate from the parked aircraft. The keys of parked aircraft must be secured against unauthorized access.

2. Securing storage sheds

The storage sheds must always be locked.

The keys to the storage sheds must be kept safe so that third parties cannot access them. Unknown persons must be granted access to the parking areas. In such cases, the airport operator must be consulted.

The loss or non-existence of a corresponding key must be reported immediately to the airport operator.

3. Securing entrances and access roads to the airfield site

Secured entrances and access roads to the airfield (airside) must always be locked and thus secured against unauthorized access.

Unauthorized or unauthorized persons must be granted access to the airfield area. If unauthorized persons are found on the airfield premises, they should be approached if possible and their access authorization should be requested. In any case - especially if the persons cannot be approached directly - the airport management must be informed of these persons immediately.

The keys must be secured in such a way that unauthorized access is impossible.

The loss or non-availability of a corresponding key must be reported immediately to the airport operator.

4. Carriage of passengers / chartering

When chartering aircraft and air sports equipment of any kind and for all flights with passengers, it must be insisted that charterers and passengers identify themselves and disclose all items carried. In the event of suspicious circumstances, the chartering or rental should be refrained from or passengers should not be taken on board.

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