

## Traffic and licensing rules

for **vehicles** not released for public transport  
Airport facilities at Hanover - Langenhagen Airport

**FHG-VZR**

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## Introduction

In addition to the provisions of these Traffic and Admission Regulations, the following provisions, as amended, apply to all road users in the security area of the airport premises:

- Airport User Regulations (FBO)
- Identity card regulations
- Fire safety regulations

The current versions of the Airport User Regulations (FBO) and the Traffic and Admission Regulations can be found on the website of Flughafen Hannover-Langenhagen GmbH.

<https://www.hannover-airport.de/unternehmen-airport/publikationen>

**Intranet (Airpolis):**

<https://www.hannover-airport.de/uploads/media/Verkehrsregeln.pdf>

## Abbreviations

<b>BetrSichV</b>	Industrial Safety Ordinance
<b>DFS</b>	German Air Navigation Services GmbH
<b>ETA</b>	Estimated Time of Arrival
<b>FGB</b>	Passenger boarding bridge
<b>FHG</b>	Flughafen Hanover-Langenhagen GmbH
<b>FOD</b>	Foreign Object Debris / Damage
<b>GPU</b>	Ground Power Unit (ground power unit)
<b>GUR</b>	Baggage handling area
<b>HVZ</b>	Main apron access road
<b>LFZ</b>	Aircraft
<b>StVO</b>	Road traffic regulations
<b>StVZO</b>	Road traffic licensing regulations
<b>UVV</b>	Accident prevention regulations
<b>VvD</b>	Airport duty manager

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## Glossary

Operating levels	<p>The operating levels are based on the prevailing visibility conditions at the airport and are divided into different CAT operating levels depending on the decision height:</p> <ul style="list-style-type: none"><li>• CAT I: Runway visibility &gt; 550m and/or decision height &gt; 200ft</li><li>• CAT II runway visibility &gt; 300m and/or decision height 100 - 200ft</li><li>• CAT III runway visibility &gt; 175 m (a), &gt; 50m (b), 0m (c) and decision height &lt;100 ft (a) to 0ft (c)</li></ul>
Unmanned aircraft	<p>An aircraft that is operated or designed to be operated autonomously or remotely without a pilot on board.</p>
Vehicle/ motor vehicle	<p>Includes the equipment groups defined in the UVV as well as two-wheelers.</p>
Vehicle registration document	<p>ID card assigned to a vehicle. It contains a photo of the vehicle, the vehicle designation, the license plate number (if available), the vehicle registration number and the vehicle owner.</p>
Airport	<p>Stands for Hannover Airport.</p>
Equipment storage area	<p>Designated marked areas for ground handling equipment in the safety area.</p>
Art Deco Hangar	<p>Connected to the aviation security area by taxiway Z. The hangar and apron area are located outside the security area in a demarcated area in accordance with Art. 3 No. 14 of Regulation (EC) 300/2008.</p>
Taxiway	<p>Defined route at an airport that has been set up for taxiing aircraft and provides a connection between different areas of the airport: Stand taxiways, apron taxiways, fast taxiways.</p>
Rolling area road	<p>Parts of apron service roads that cross/touch taxiways, taxiways or taxiway guidelines and are marked by special floor markings.</p>
Taxiway	<p>Part of an airport to be used for take-off, landing and taxiing of aircraft, with the exception of the apron.</p>
Holding point	<p>A designated location where taxiing aircraft and vehicles must stop and wait until clearance is given by airport control tower personnel to ensure sufficient distance from an adjacent runway, to avoid penetration of an obstacle clearance area, or to keep the critical and sensitive areas of an ILS and/or MLS facility clear.</p>
Rolling traffic	<p>Aircraft movement under its own power.</p>
Towing traffic	<p>Aircraft movement with towing vehicle.</p>
Security area	<p>All airport facilities at Hannover-Langenhagen Airport that are separated from public traffic by fences and gates. It includes the aprons, the taxiway and all other operating areas for which access authorization is required. All security areas of the airport are also "sensitive parts of the security</p>

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areas" in accordance with No. 1. 1. 3 of the Annex to DVO (EU) 2015/1998.

Stand taxiway	Part of an apron designated as a taxiway and intended exclusively to provide access to aircraft stands.
Apron	Areas of the airport intended for the reception of aircraft, handling, parking or maintenance.
Apron service road	Is a defined route area which is intended for the exclusive use of vehicles.
Apron taxiway	A part of a taxiway system located on an apron and intended to provide a continuous taxiway across the apron.

## Technical terms (English)

General aviation	General Aviation
Unmanned aircraft	UAV (unmanned aerial vehicle)
Control tower	DFS Tower
Aircraft	Aircraft
Aircraft parking position	Aircraft Parking Position
Taxiway	Manoeuvring area
Holding point	Runway Holding Position
Stand taxiway	Aircraft Stand Taxilane
Runway	Runway
Apron	Apron
Apron taxiway	Apron Taxiway

## A Rules of conduct and safety regulations

### A.1 Behavior in the event of accidents

1. All accidents involving material damage must be reported immediately to the airport duty manager (internal: 1455).

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2. In the event of personal injury or accidents and incidents involving dangerous goods, airport duty manager (internal: 1455) and the airport fire department (**internal: 1555, external and mobile: 0511/977-1112**) must be notified immediately.
3. The scene of the accident must be secured immediately. For the purpose of recording the damage unless there is imminent danger, the scene of the accident may not be changed. If the scene of the accident has to be changed or for operational reasons in individual cases, this may only be done with the **prior** approval of the airport duty manager. Photos of the accident site must be taken beforehand and made available to the airport duty manager.
4. Those involved in the accident and witnesses must remain at the scene of the accident until the traffic controller arrives.
5. It is forbidden for uninvolved third parties to enter or remain at the scene of the accident.

### A.2 Alcohol and intoxicants

1. There is an absolute ban on alcohol and intoxicants. Road users are prohibited from consuming alcoholic beverages, intoxicants or medication that could impair their mental and physical abilities in a way that could endanger their safety while on duty and for a reasonable period of time before starting work. **The 0.0 blood alcohol limit applies.**
2. The airport operator is entitled to check compliance with this prohibition at any time by means of controls (e.g. breath analysis procedures) and to expel the person concerned from the security area temporarily or permanently in the event of a violation or refusal to comply with the control.
3. Smoking in the security area is only permitted in the designated smoking cabins.



### A.3 Basic rules in the security area

1. In principle, the StVO applies to all road users. Deviations from this are described in this document.
2. Persons who are airside and outside of the buildings in the security area are obliged to wear high-visibility clothing in accordance with EN ISO 20471. The high-visibility clothing must also be worn in the GUR.
3. Vehicles may only be driven airside by authorized persons who are in possession of the relevant driving license for the apron or taxiway.
4. The prerequisite for the validity of an apron driving license is the possession of an official driving license.
5. The use of vehicles must be limited to the absolute minimum necessary. Unnecessary running of engines is prohibited.
6. Passengers may only be transported in vehicles authorized for this purpose.

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7. Each driver must check the roadworthiness and condition of the vehicle they are driving/operating.

Vehicles that are not roadworthy may not be put into operation.

Workshop trips may only be carried out with suitable safety measures.

Before putting a vehicle into operation, the following points must be checked daily as a minimum:

- Error messages
- Steering wheel
- Lighting system
- Braking system
- Communication systems including transponders
- Tire condition
- Exterior mirror
- Windshield wiper
- Objects that must be attached to the vehicle
- Leaks and new external damage to the vehicle
- No loose or disruptive objects in the vehicle interior

8. When driving on the apron, the "Apron - DFS/FHG areas of responsibility" overview map must be carried in the vehicle and the "Apron and taxiway - DFS/FHG areas of responsibility" overview map must be presented to the FHG organizational units (airport duty manager, apron supervisor, company security) on request. (See attachment)
9. The driver's attention must not be impaired by music or distracting conversations with other people while operating a vehicle. The use of cell phones by the driver while operating a vehicle is only permitted for business purposes using a hands-free device or headset.
10. Vehicles must use the apron service roads unless an exception applies.
11. In darkness and in poor visibility during the day (e.g. fog, heavy rain or snowfall), the vehicle's lights (dipped headlights) must be switched on.
12. When visibility is poor, access to the taxiway and apron is restricted to the minimum necessary for operations. Corresponding activated signs/ notices (see illustration, example HVZ) must be observed.
13. Before reversing, it must be checked whether the rear is free of obstacles. If visibility is restricted, reversing is only permitted with the help of a guide or a suitable reversing aid.
14. Vehicles standing in fuel puddles may not be started or driven out under their own power. If fuel has been spilled or overflowed then the fire department and airport duty manager need to be informed accordingly. No vehicles may operate within a safety distance of 15 m from the outer edge of the fuel puddle until it has been removed.
15. In the event of a sighting of unidentifiable unmanned aircraft or model aircraft, the airport duty manager on duty must be informed immediately (internal: -1455).



### A.4 Traffic rules on the apron movement areas

1. Taxiing and towed aircraft always have priority.
2. Crossing the taxiway inbetween two aircraft aircraft is prohibited.
3. The maximum speed in the entire safety area is generally limited to 30 km/h. When towing a trailer, the maximum speed of 25km/h.



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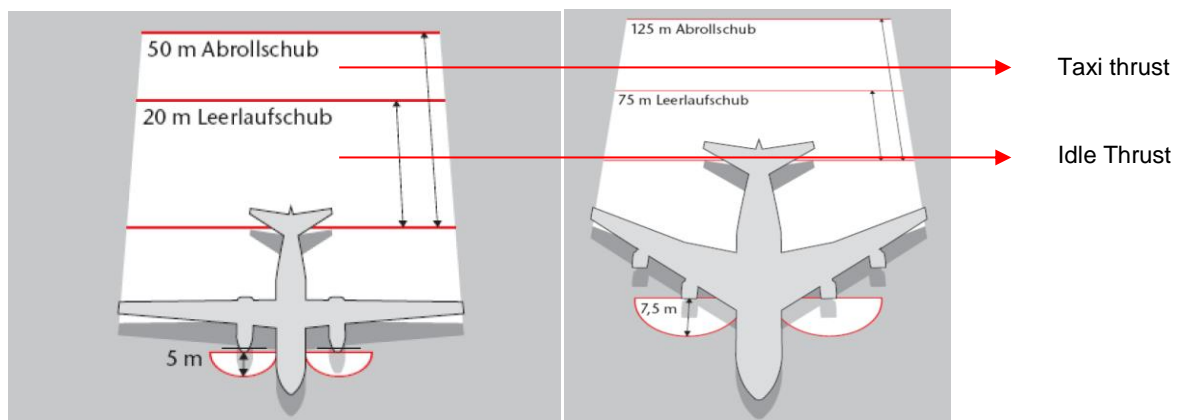
4. The speed must be adapted to the traffic conditions (e.g. when visibility is restricted) and reduced to walking speed if necessary (e.g. if there are people on the road).
5. Passengers on foot on the way to or from the aircraft have priority over all vehicles.
6. In principle, vehicles using the apron service road have right of way over vehicles wishing to enter the apron service road.
7. At intersections and junctions, the principle of "right before left" applies, unless the right of way is regulated by traffic signs.

### A4.1 Safety distances with engines running

#### Safety zones for aircraft with propellers and jet engines

(The safety distances can be found in the table)

	Suction zone	Exhaust zone	
		Idle	Taxi thrust
Propeller engine	5 m	20 m	50 m
Jet engine up to and including A321	7,5 m	50 m	75 m
Jet engine larger than A321 (e.g. B747, B 767, B757)	7,5 m	75 m	125 m



### A.4.2 Special rights

1. Vehicles on duty with blue (police, federal police or fire department) or yellow flashing beacons (apron supervisors, airport duty manager, air traffic control, aviation security/operational services, winter road clearance vehicles) may leave the road if necessary for their duties. These vehicles on duty must be given right of way. These vehicles are not bound by the speed limit when in use.
2. *Blue flashing lights together with the emergency horn may only be used if the utmost urgency is required in order to*
  - Save human lives
  - to prevent serious damage to health
  - to avert a threat to public safety or order
  - pursue fugitives
  - to preserve significant material assets
3. *Blue flashing lights alone may only be used if the vehicle is permitted to carry them and*
  - to warn of accident sites or other locations or
  - it is absolutely necessary for emergency trips

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4. The use of the blue or amber rotating beacon does not release the driver of the vehicle in use from the obligation to pay attention to traffic safety.

**If operational journeys take place outside the routes without one of the reasons described above, there is an obligation to use amber lights. Airport duty manager and apron supervisors are exempt from this obligation and do not have to use amber lights.**

**The right of way regulation for vehicles with special rights does not apply to taxiing or towed aircraft.**



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### A.5 Transport of cargo/trailer operation

The driver is responsible for the safe transportation of freight, luggage or other goods on the apron. The load must be secured in such a way that it cannot fall out.

The following restrictions apply to the maximum number of trailers:

Loaded trailers	Empty trailer	Mixed trains
2 x loaded container dollies	4 x empty container dollies	2 x empty container dollies (AKE container) 2 x empty trolleys
6 x loaded trolleys	6 x empty trolleys	1 x GPU 3 x empty trolleys
2 x loaded pallet dollies	2 x empty pallet dollies	1 x empty pallet dolly 2 x empty trolleys
1x freight trailer	2x empty freight trailers	1x loaded freight trailer 1x loaded trolley

As a general rule, the trailer units with the highest weight should be attached directly to the tractor unit. and the trailer couplings within a trailer column must be of the same type.  
The total length of the trailer units must not exceed 20 m (without tractor unit).

In addition to the maximum configurations described above, the nominal loads specified by the manufacturers for when putting the trailer units together.

### A. 6 Cyclists/ Pedestrians

#### A. 6.1 Cyclist

1. Bicycles used on the apron must comply with the road safety regulations of the StVO and be marked with an ID number. The user of the bicycle must check the roadworthiness of the bicycle before starting the ride.
2. A prerequisite for the use of a bicycle on the apron is the completion of training to ride on the apron.
3. Only bicycles provided by the company may be used on the apron. Exceptions to this rule are private bicycles, which may only be used to reach the workplace if it cannot be reached in any other way.
4. The use of bicycles is only permitted on the apron roads and only when visibility is at least 250 meters.

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### A. 6.2 Pedestrians

1. On roads without a sidewalk, pedestrians must walk next to the road boundary outside the carriageway - in the opposite direction to traffic.
2. If possible, walk adjacent to the buildings on the main roads (airside).
3. Crossing or entering apron taxiways or stand taxiways on foot is only permitted with prior authorization from apron control. If one or more taxiways have to be crossed, this must be done with a vehicle (motor vehicle/bicycle).

### A 7. Foreign objects (FOD)/obstacles

1. Contamination of airport facilities (including aircraft parking positions) and the depositing or leaving of foreign objects (FOD - e.g. screws, eyelets, suitcase handles, paper or foil) that obstruct traffic must be avoided.
2. The person causing the obstruction must immediately remove or have removed any obstructions to traffic. If this is not possible immediately, safety measures must be taken and the apron control (Tel. internal 1257) must be informed immediately.
3. Furthermore, every person working airside is obliged to pick up FOD immediately and dispose of it in the appropriate containers (e.g. FOD containers, waste containers).
4. FOD which cannot be excluded as being parts of an aircraft must be handed over immediately to the airport duty manager or the apron supervisor.
5. In addition, any person awaiting the arrival or departure of an aircraft at a handling position must ensure in good time that the area is free of FOD and obstructions.
6. If foreign objects of the size described in the table below are found, a safety/damage report must be created using the SMS HTML tool.

Material	Metal e.g. screws, lashing eyes, bolts, screws	Hard material e.g. concrete rubble, wood, plastic, stones	Soft material e.g. blankets, foils, cardboard packaging	Aircraft parts
Size	Larger than 2 cm	Larger than 5 cm	Larger than 20 cm	all
Location	Handling and parking positions, roadways, taxiways, runways			In all areas

### A.8 Parking, stopping and parking of vehicles

1. Parking, stopping and parking is only permitted in the areas allocated and marked by the airport operator in areas assigned and marked by the airport operator. (Fig. A.8.1)
2. There is an unrestricted stopping ban on all taxiing areas, the area of the fire department exits, baggage transfer areas



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and traffic areas marked with the traffic sign "Halteverbot".  
traffic signs.

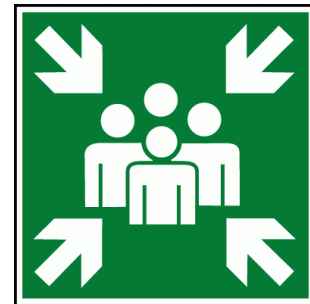
3. Parking on crosshatched areas is prohibited, as well as in the areas in front of and next to emergency entry/exit points and designated baggage handover areas on the apron.  
There is also an unrestricted ban on stopping at hydrants.

(exception: B 2.2 point 1).

### A.9 Collection points on the apron

The following assembly points have been set up on the flight operation areas in the event of an evacuation:

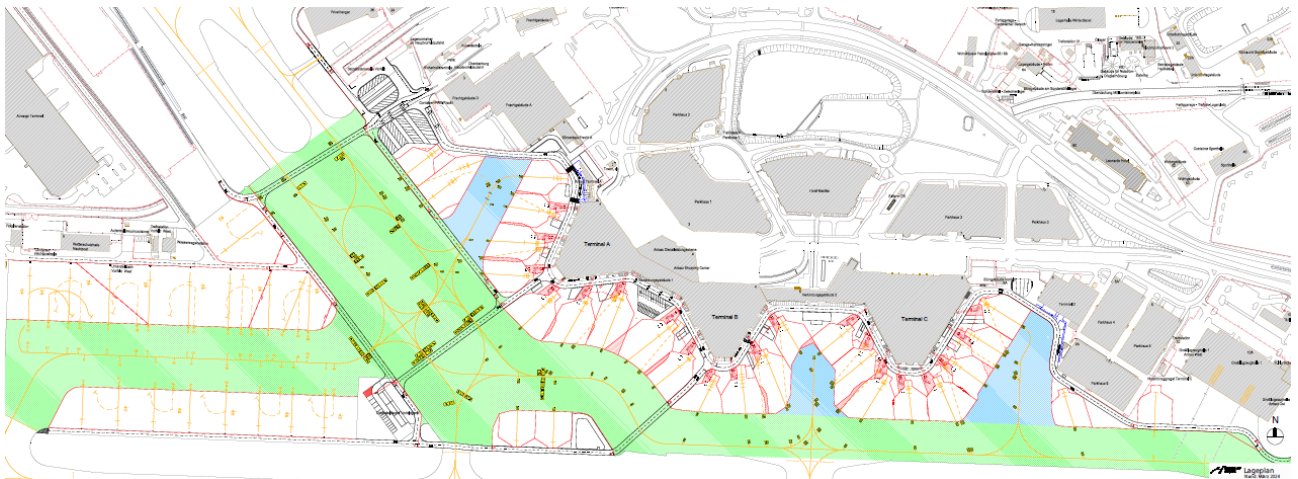
Clearance area	Assembly point
Terminal A and Connecting building 1	Apron area: corner of building freight A/ fence freight A
Terminal B and Connecting building 2	Apron area of connecting building 1 and apron area of connecting building 2
Terminal C	Apron area connecting building 2 and apron area opposite parking position 20
Terminal D	Apron area opposite exit
GAT	Apron area opposite exit



## B Apron areas and ground markings

### B.1 Apron Taxiways

Apron taxiways are the part of a taxiway system that is located on an apron and is intended to provide a continuous taxiway across the apron. The apron taxiways are A1, D1, F1 and L1 as well as the converging areas of taxiways C, F and L (see figure below - green).



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It is generally not permitted to enter or drive on the safety areas of the apron taxiways outside the apron service roads. Driving on the apron taxiways is only permitted on the taxi area roads.

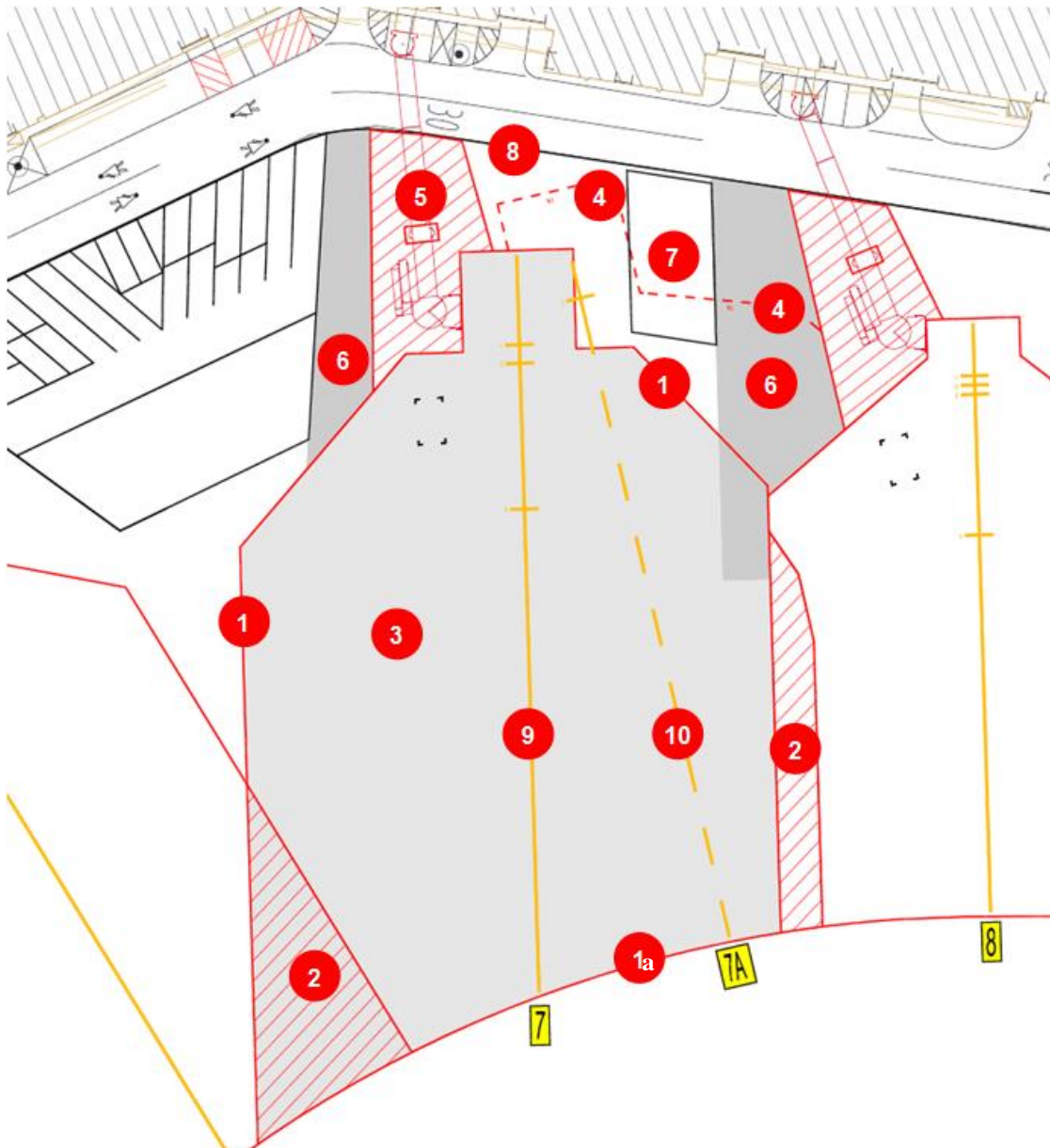
On official business, vehicles may only enter the safety area of apron taxiways with their rotating beacon switched on (exception: airport duty manager and apron supervision vehicles). Taxiing and towed aircraft must not be obstructed.

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### B.2 Aircraft ground handling position

The aircraft ground handling position is the area for aircraft parking or handling an aircraft



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Pkt.	Designation	Marking type	Explanation
1	<b>Safety line</b>	Red solid line	may only be crossed/traveled after the aircraft has reached the parking position
1a	<b>Safety line (demarcation to the rolling area)</b>	Red solid line	must not be crossed or driven over (exception e.g. during pushback)
2	<b>Blocking area</b>	Red shaded area	may be overrun, provided that no aircraft is taxiing in at the adjacent neighboring position No parking of ground handling equipment and vehicles
3	<b>Security area of the aircraft parking position</b>	Demarcation by safety line (see point 1)	the area must be kept clear of objects during taxiing in and pushback of aircraft
4	<b>Safety line A position</b>	Red dashed line with position designation	see point 1
5	<b>Restricted area passenger boarding bridges</b>	Red hatched area framed by red solid line	Parking of ground handling equipment and vehicles is prohibited
6	<b>Approach and escape route for refueling vehicles</b>	Not marked, is shown in plans	Parking of ground handling equipment and vehicles is prohibited
7	<b>Storage area for ground handling equipment</b>	Demarcation by white line	is used exclusively for parking ground handling equipment
8	<b>Road boundary line</b>	White solid line	limits the roadway area and may be driven over
9	<b>Rolling guideline Standard position</b>	Yellow solid line	is used to guide the aircraft
10	<b>Rolling guideline A - Position</b>	Yellow dashed line	see point 9
11	<b>Passenger boarding bridge stairs</b>		Defined area for parking the landing stairs on a passenger boarding bridge
12	<b>Storm position</b>		Defined area for shutting down the <b>aircraft boarding bridges</b> in stormy weather conditions

### B 2.1 Aircraft round handling positions/ general

1. The aircraft parking positions may only be entered and driven on by persons who are directly involved in the handling of this aircraft. Vehicles not (temporarily) required for handling must be parked outside the security zone.
2. The area surrounding the aircrafts position must be kept clear of obstacles.
3. Only walking speed is permitted in the area of the aircraft parking position. is permitted.
4. Particular care must be taken when aircraft are taxiing in and out of their positions.
5. The safety zone around a parked aircraft is delimited by an imaginary line that runs around the aircraft at a distance of at least 2 m from the wing tip, nose and tail.
6. Special care must be taken when approaching aircraft.  
If visibility is obstructed, the driver must be assisted by a guide.
7. Cables and hoses lying on the ground must not be driven over.
8. Vehicles must leave the aircraft ground handling positions by the shortest route in the direction of the route, taking into account the safety zone around the aircraft (see illustration).



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9. Driving and parking vehicles and equipment under the fuselage or wings of aircraft is generally prohibited, unless it is necessary for the handling of the aircraft (e.g. tank, water and waste service). The aircraft must be driven at the lowest possible speed and in compliance with height restrictions.
10. The provision of handling equipment at the aircraft ground handling positions is permitted at the earliest 15 minutes before the expected on-block time (ETA) of the aircraft and at the latest 15 minutes after off-block. Cargo-only flights are exempt from this regulation after consultation with apron control.
11. The parking of equipment and vehicles outside a ground handling process must take place in the designated equipment parking areas allocated or rented for this purpose.
12. Escalators without self-propulsion may only be pulled manually into the ground handling position. The escalator may only be pushed when approaching the aircraft at the position.
13. Crossing the safety line is only permitted after the engines have been switched off and the anti-collision lights have been turned off.
14. During the starting procedure, no vehicles/equipment or similar may be in the area of the emergency exits after the passenger stairs/bridges have been removed in order to ensure that the emergency slides can be extended unhindered in an emergency.
15. The air carriers or their authorized agents (e.g. handling companies) are responsible for the coordination and safety of handling and for the cleanliness of the aircraft parking positions.

### *B 2.2 Aircraft ground handling positions terminals A,B,C (1-20)*

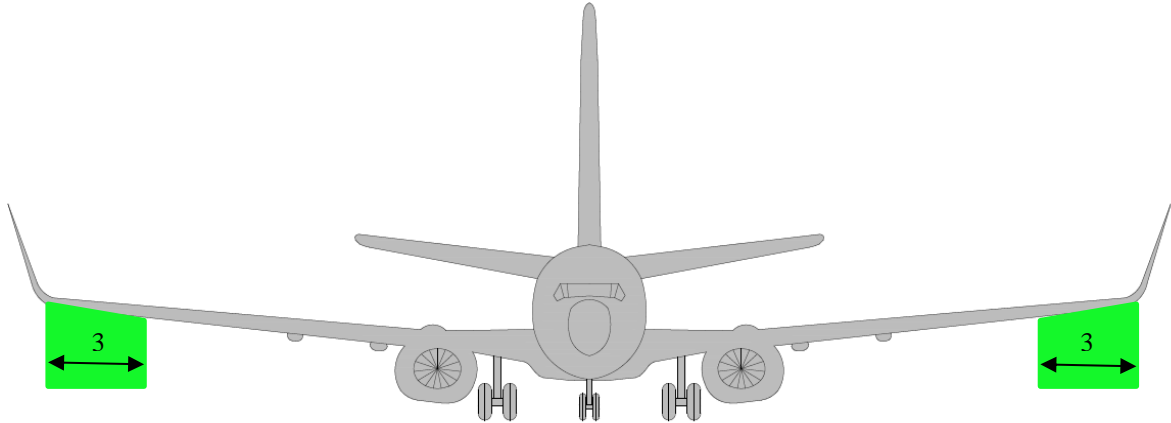
1. When the passenger boarding bridge is in motion, it is forbidden to enter the passenger boarding bridge. It is also prohibited to stay on the bridge or to drive in the red hatched restricted area around the main landing gear. Exceptions to this rule are inspections and training by instructed, authorized persons. Movements of the bridge are indicated by acoustic and visual warning signals (flashing lights/ rotating beacons and signal horn).
2. When the passenger boarding bridge is not moving, the red shaded restricted area around the landing gear may only be entered and driven through as part of the procedure (collection of hand baggage from the passenger boarding bridges).
3. The safety line may only be crossed with the aircraft engines still switched on to connect the ground power supply and apply the brake blocks (chocks) on the nose landing gear. However, the aircraft must already have reached its final parking position.
4. The 400Hz power supply must be inserted into the designated holder provided after removal from the aircraft.

### *B 2.3 Refueling of aircraft*

1. During the refueling and defueling of an aircraft, vehicles of conventional design (with internal combustion engines) may only operate within a safety distance (3 m radius around the tank vent opening) insofar as this is necessary to supply the aircraft.

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2. The connection or disconnection of power sources and the operation of switching devices for electrical current are prohibited in this area during the refueling process. This does not apply to circuits with an explosion-proof design.
3. The presence of persons and the parking of freight and vehicles of any kind is prohibited within a radius of 3 m around the tank ventilation and tank equipment/tank vehicles.
4. The use of cell phones and trunked radios is strictly prohibited in this area.
5. Activities that may cause sparks and flames are prohibited and must be stopped during the refueling process.
6. During refueling, the fuel vehicle must be parked in such a way that it can be removed without hindrance in an emergency.
7. The escape route of the fuel vehicle must not be blocked or prevented. The authorized representative of the airline responsible for handling (e.g. ramp agent) is responsible for keeping the escape routes clear.
8. During refueling of aircraft, the "Safety Regulations of the Airport User Regulations" must be observed. The airport fire department must be notified immediately by telephone in the event of a fuel spill:
  - **internal: 1555**
  - **external and mobile: 0511/977-1112**

### B. 3. apron service roads

#### B 3.1 Apron service roads

1. The parking of vehicles on apron service roads is prohibited. Passenger buses are exempt when passengers are boarding and disembarking, unless there is a marked bus lane.



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2. The following must be observed when oversized vehicles and aircraft ground handling vehicles (wider than 2.55 m) use the roadways when encountering traffic:
  - You must drive at walking pace
  - In principle, the wider vehicle is obliged to give way. The vehicle or aircraft on the apron side must stop on the right-hand side and allow the oncoming vehicle to pass.
3. If a destination is located away from apron service roads (e.g. aircraft parking positions, equipment parking areas), these must be used for as long as possible. It is not permitted to take shortcuts via the positions and taxiing areas.
4. If it is necessary to drive to the neighboring position in the area of the aircraft parking positions, the apron service road may not be used. Extreme caution is required. Only drive at walking pace.
5. On the apron service road close to the terminal, the maximum **clearance height under the passenger boarding bridges is 3.30 meters**. The vehicle driver is permitted to leave the service road in individual cases if it is not possible to drive onto the service road at the passenger terminal due to the height of the vehicle. (See Figure 4.1)
6. In the area of the bus lanes and the baggage claim area at the southern end of Terminals A and B, you must drive at a maximum of walking speed (max. 10 km/h). The traffic sign "**Vorsicht Gefahrenstelle**" marks the area at Terminal B (see Figure 5.1.).
7. Walk-boarding will be carried out at times in the area of aircraft position 26. Passengers use the marked zebra crossing between the aircraft and Terminal A. Active walk-boarding is indicated by traffic lights (see Figure 6.1.). The alternative road behind positions 27/28 should be used during the walk-boarding process.



Fig.  
4.1.



Fig.  
5.1



Fig.  
6.1.

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### **B 3.2 Rolling area roads**

The area of apron service roads that cross taxiways or helicopter hovering areas on the apron is delimited by white interrupted, offset lines. The safety area of the apron taxiway is marked by a red solid line. Entering the taxiing area is signaled by a "STOP for taxiing traffic" marking (see illustration).



1. Taxiing area roads may only be used if this does not obstruct or endanger aircraft taxiing traffic. They are to be driven on with increased attention and left completely when approaching aircraft.
2. The apron taxiways may not be crossed without sufficient safety distance (at least 250m) to an approaching aircraft. If this is not guaranteed, you must stop before the "Stop for taxiing traffic" markings and give the aircraft right of way.
3. Stopping is strictly prohibited on taxiways.
4. The taxiways may not be used on foot without permission from apron control.

### **B.4 Equipment storage areas for floor ground handling equipment**

On the apron there are designated equipment parking areas and Luggage transfer areas. They are located separately from aircraft movement areas. The limitation of the designated parking areas are defined and marked by a white solid boundary line. of the appliance shelf is marked with a white solid line. Line marked.



1. The parking of ground handling equipment is only permitted in the areas assigned and marked by the airport operator. Illegally parked vehicles/equipment may be removed or relocated by the organizational units commissioned by the airport operator at the owner's expense.
2. Ground handling equipment may only be parked with brakes on and completely within the boundary lines (including the drawbars in the case of trolleys).
3. No ground handling equipment may be parked outside the boundaries of the parking area (exceptions: see point 2.1.10)
4. Baggage transfer areas are to be used exclusively for this purpose.

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### C Taxiway taxiing areas and markings

#### C. 1 The movement area

is the part of an airport to be used for take-off, landing and taxiing of aircraft, with the exception of the apron.



(Northern taxiway)

1. The prerequisite for entering and driving on the taxiway is to obtain prior authorization from the airport operator and to successfully complete the training course "Unterweisung zum befahren der Start und Landebahn"
2. The tarmac may only be entered or driven on for official reasons and only with the permission of the DFS tower.
3. Anyone entering or driving on the taxiway may only move in accordance with the instructions of the DFS tower. Radio instructions must be followed. If voice radio fails, light signals must be observed and followed.
4. Vehicles that drive on the taxiway independently must be equipped with a radiotelephone and a rotating beacon. When driving on the taxiway, the rotating beacon must be switched on and the vehicle driver must always be ready to listen via radiotelephone. The vehicle's call sign must be clearly visible to the driver in the corresponding vehicle.
5. At operating level CATII/III, access to the taxiway is only permitted to maintain flight operations.
6. The safety area of the transmitters of the instrument landing system may only be entered or driven over with the prior approval of air traffic control. Uncontrolled entry can lead to interference with the transmitters and thus flight operations.
7. The airport operator may permit exceptions to these regulations in agreement with the DFS Tower.
8. Markings and signs on the runway must be observed unless otherwise instructed by DFS Tower.

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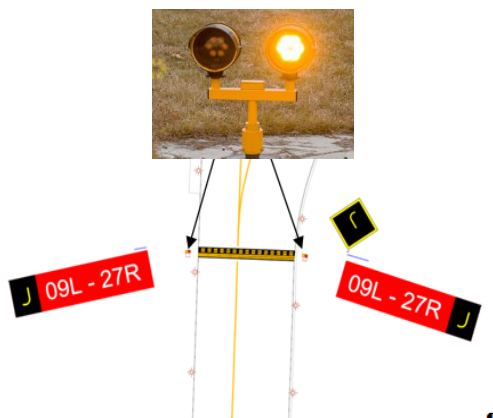
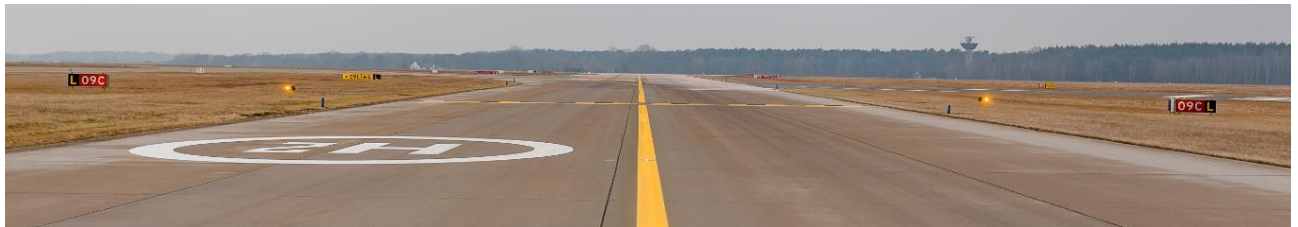
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### C.1.1. Holding point

A designated location where taxiing aircraft and vehicles must stop and wait until clearance is given by the DFS tower to ensure sufficient distance from an adjacent runway, to avoid penetration of an obstacle clearance area or to keep the critical and sensitive areas of the ILS facilities clear. These are indicated by markings, signage and lighting.

The taxiway markings are designed differently depending on the operating level.  
Taxiway stops may only be crossed with the prior approval of the DFS Tower.

### CAT I - Rolling stop



### Marking:

The dotted lines point to the runway



### Signage:

the signage contains the name of the runway (white on red) and the name of the taxiway (location/ yellow on black)



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### Runway Guard Lights:

Alternating yellow flashing traffic lights at the CAT I taxi stop in front of a runway.

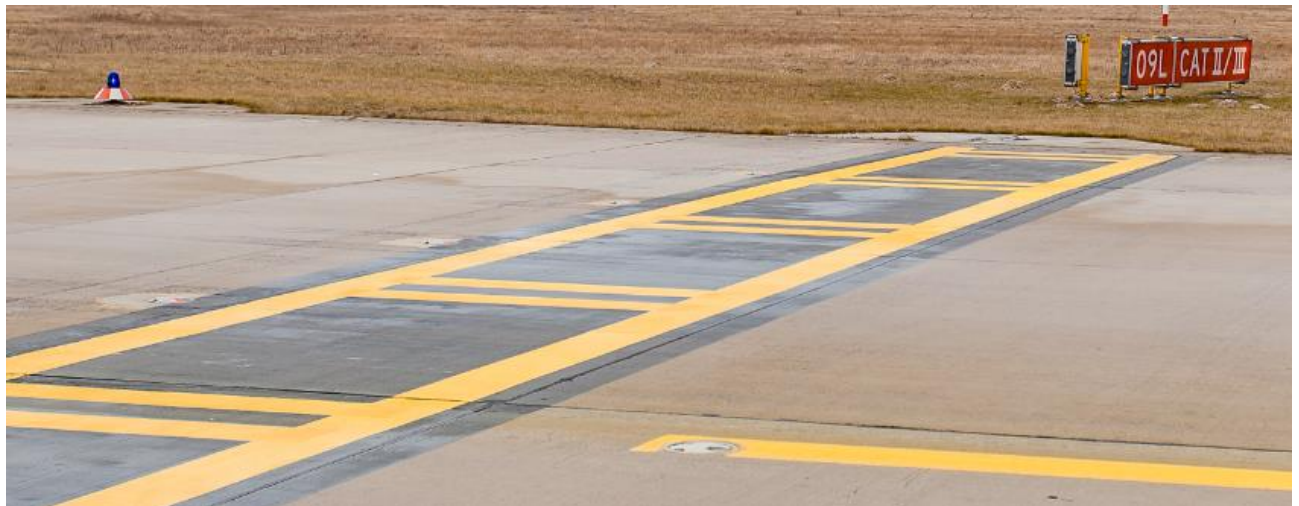


### Taxi stop location with runway ahead marking



This additional floor marking serves to increase awareness at particularly critical rolling stops.

### CAT II/III - rolling stop



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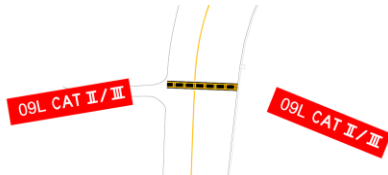
Date: 01.09.2024

### Marking:



### Signage:

The signage contains the name of the runway including the designation CATII/III (white on red) and the taxiway (location/ yellow on black)



### Lighting:

In the case of active CAT II/III taxi hold locations, a red underfloor lighting system is also switched on. Crossing the runway is only permitted after the DFS tower has given permission to drive on/ taxi on the runway and the red underfloor lighting has gone out.





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### D Admission

The regulations of the Airport User Regulations (FBO) and the ID Card Regulations apply.

#### Vehicle registration

1. For all vehicles, trailers and equipment, proof of a valid, regular periodic inspection must be provided in accordance with the applicable legal regulations (see BetrSichV, DGUV regulation 70/71, StVZO).
2. Vehicles within the definition of these Traffic and Licensing Regulations are all motor vehicles, trailers, mobile equipment and bicycles operated in the security area of the airport. If safety-relevant defects are found on vehicles which could impair traffic safety, FHG may prohibit the operation of this vehicle in the security area.
3. Company bicycles must be registered by the ID office and marked in the same way as vehicles with apron authorization.
4. Small electric vehicles are not permitted in the security area.
5. The security area of the airport may only be entered by persons with appropriate identification, after passing through the personnel and goods control, and may only be entered by appropriately authorized and marked vehicles (vehicle ID, pass).
6. Private vehicles that are necessary to reach the workplace must comply with the A1, A2 and B driving license categories. Driving license classes deviating from this are only approved by FHG in justified individual cases.
7. Vehicles equipped with camera systems may only enter the security area with the camera system deactivated. All data and image recording functions must be deactivated. A corresponding liability regulation must be signed by the owner/keeper when applying for the vehicle pass for authorization to drive in the security area or on the apron.
8. Vehicles without a registered vehicle registration card must always be escorted by authorized FHG vehicles.
9. Entering and driving in the safety area is at your own risk and responsibility.
10. The airport operator may restrict or block traffic in the security area of the airport for operational reasons (e.g. extreme weather conditions). Special regulations in exceptional and special cases remain reserved

#### Training

1. The prerequisite for entering the apron is the "Basic Training Traffic and Licensing Rules on the Apron" and the "Safety Management Training".
2. The prerequisite for driving on the apron is the "Basic training in traffic and licensing rules" on the apron and "Training for driving on the apron". In addition, the "Safety Management Training" must be successfully completed.
3. The prerequisite for driving on the apron is the successful completion of the "Driving on the apron" training. In addition, the "Basic training on traffic and licensing rules" on the apron and "Training for driving on the apron" as well as the "Safety management training" must have been successfully completed. Before starting the training, each participant must provide proof of German language skills in accordance with the BMDV decree of January 27, 2023.
4. These training courses must be renewed at fixed intervals
  - Basisschulung Verkehrs- und Zulassungsregeln auf dem Vorfeld - every 2 years
  - Fortbildungsunterweisung zum Befahren des Vorfeldes - every 5 years
  - Fortbildungsunterweisung zum Befahren des Rollfeldes - every 2 years
  - Safety Management Schulung - at least every 2 years

## Traffic and licensing rules

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5. If the apron has not been entered or driven on for more than 12 months, a successfully completed initial training/repeat training course is a prerequisite for entering and driving on it.  
The attendance of refresher courses/training courses due to violations of the traffic and licensing regulations is described in the chapter - Measures in the event of violations.

### E Traffic monitoring

The airport duty manager as well as the apron supervisors and company security staff supporting them, are authorized to carry out checks on persons and vehicles within the framework of the legal provisions and operational requirements.

The airport duty manager are entitled to prevent road users whose behavior could lead to a hazard (e.g. under the influence of alcohol, excessive speed) from carrying out their duties and, if necessary, to expel them from the security area.

Vehicles that do not comply with the guidelines of the Road Traffic Licensing Regulations (StVZO) or the traffic and licensing regulations of FHG may be refused entry to or continued travel in the security area by the airport duty manager. The instructions of the airport duty manager the apron supervisors and the company security staff must be followed. This group of persons is authorized to carry out identity and ID checks.

1. Ad hoc checks and traffic checks in priority areas can be carried out announced and **or** unannounced.
2. Deutsche Flugsicherung GmbH is responsible for traffic control on the tarmac (DFS Tower). The DFS Tower may order persons and vehicles to leave the apron movement area.
3. As part of its operations, air traffic control may request the airport duty manager or the apron supervisor to carry out checks on persons or vehicles.



## Traffic and licensing rules

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### F Measures in the event of violations

#### General

1. In the security area of the airport premises, the airport operator is responsible for issuing rules and regulations to ensure safe operations and for taking appropriate measures to ensure compliance with these regulations.
2. The list of measures is attached as Annex 1 to the Traffic and Admission Regulations and applies to all persons who participate in traffic in the security area of the airport premises when the Traffic and Admission Regulations came into force on the 01.09.2024.

#### Penalties and points system

1. To punish infringements, infringement reports are drawn up by the airport duty manager, the apron supervisors and the company security staff.
2. Depending on the type of offense, these are assessed according to a points system. If the road user has reached a score of 10 points, a corresponding refresher course must be completed.
3. Points expire after two years, regardless of whether further points have been added.
4. The number of points for a violation is regulated in the "list of measures" (see Appendix 1).
5. In the case of the serious violations listed in the list of measures, the driver's license for the security area may be revoked with immediate effect and the person concerned may be expelled from the security area.
6. Participation in a refresher course will be invoiced directly to external companies, institutions and authorities or individuals in accordance with the applicable FHG fee schedule.

## Traffic and licensing rules

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### Appendix 1 List of measures and/or points for violations

A 1.	Behavior in the event of accidents	5
A 2.	Alcohol and intoxicants ( <i>Smoking outside the designated smoking areas</i> )	10
A .3.	Basic rules/	2
A 3.3.	Driving without a valid apron or taxiway permit	10
A 4.	General traffic rules on the flight operation areas/ Right of way rules (in case of obstruction of vehicles)	5 10
A 4.1.	Safety distances with engines running	5
A 4.2.	Special rights ( <i>In case of obstructions of LFZ</i> )	5 10
A.5	Transport of cargo/ trailer operation	2
A.6	Pedestrians/ cyclists	2
A.7	Foreign objects (FOD)/obstacles	2
A.8	Parking, stopping and parking of vehicles ( <i>on shaded areas</i> )	2 5
B.1	Apron Taxiways	5
B 2.1	Aircraft stands/ground handling positions - general	2
B 2.2	Aircraft parking positions close to the terminals A,B,C (Aircraft stands 1 – 20)	2
B 2.3	Refueling of aircraft	5
B 3.1	Apron service roads	2
B 3.2	Rolling area roads ( <i>In case of obstructions of aircraft</i> )	5 10
B 4	Equipment storage areas for ground handling equipment	2
C	Taxiway	10
C 1	Rolling stops	10
Speeding violations after deduction of a tolerance of 3 km/h	3 - 10 km/h	2
	11 - 20 km/h	5
	21 - 30 km/h	10
	From 31 km/h Immediate revocation of driving license + violation report	10

## Traffic and licensing rules

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### Serious violations/ 10 points

**In the event of the following infringements, 10 points will be awarded with immediate effect and a refresher course must be attended:**

- Obstructions of LFZ
- Crossing of rolling stops without authorization
- Violations of the rules on the apron
- Speeding in excess of 21 km/h
- Smoking in the security area outside designated smoking areas
- In the event of an infringement resulting in an accident, depending on the damage classification (by the Head of Flight Operations)
- Driving in the security area without a valid official driving license.
- **In individual cases:** In the event of willful violations of traffic and licensing regulations

In the event of violations on the taxiway, the training course "Instruction on driving on the runway" must also be repeated before the user is allowed to drive on the taxiway independently the next time.

**In the event of a subsequent violation, the road user will be immediately expelled from the safety area and the employer will be informed. A refresher course must be attended:**

- Entering and driving in the security area of the airport under the influence of alcohol, drugs or medication that impair the ability to drive.

### Repeat training

If a road user has reached 10 points, a refresher course must be attended within 30 calendar days. If the training course cannot be attended within the deadline, this must be justified in writing to the ID card office, otherwise the authorization to access the apron will automatically be temporarily withdrawn after 30 calendar days. In order to regain access authorization, the person concerned must have successfully attended the refresher training course.

### Road Safety Committee

The Traffic Safety Committee is convened on demand and consists of the Head of Flight Operations, the Safety Manager and a representative of the Human Resources Department (internal) or a representative of the Legal Department (on demand/external). The Traffic Safety Committee may also be convened in the event of a particularly serious breach of the law.

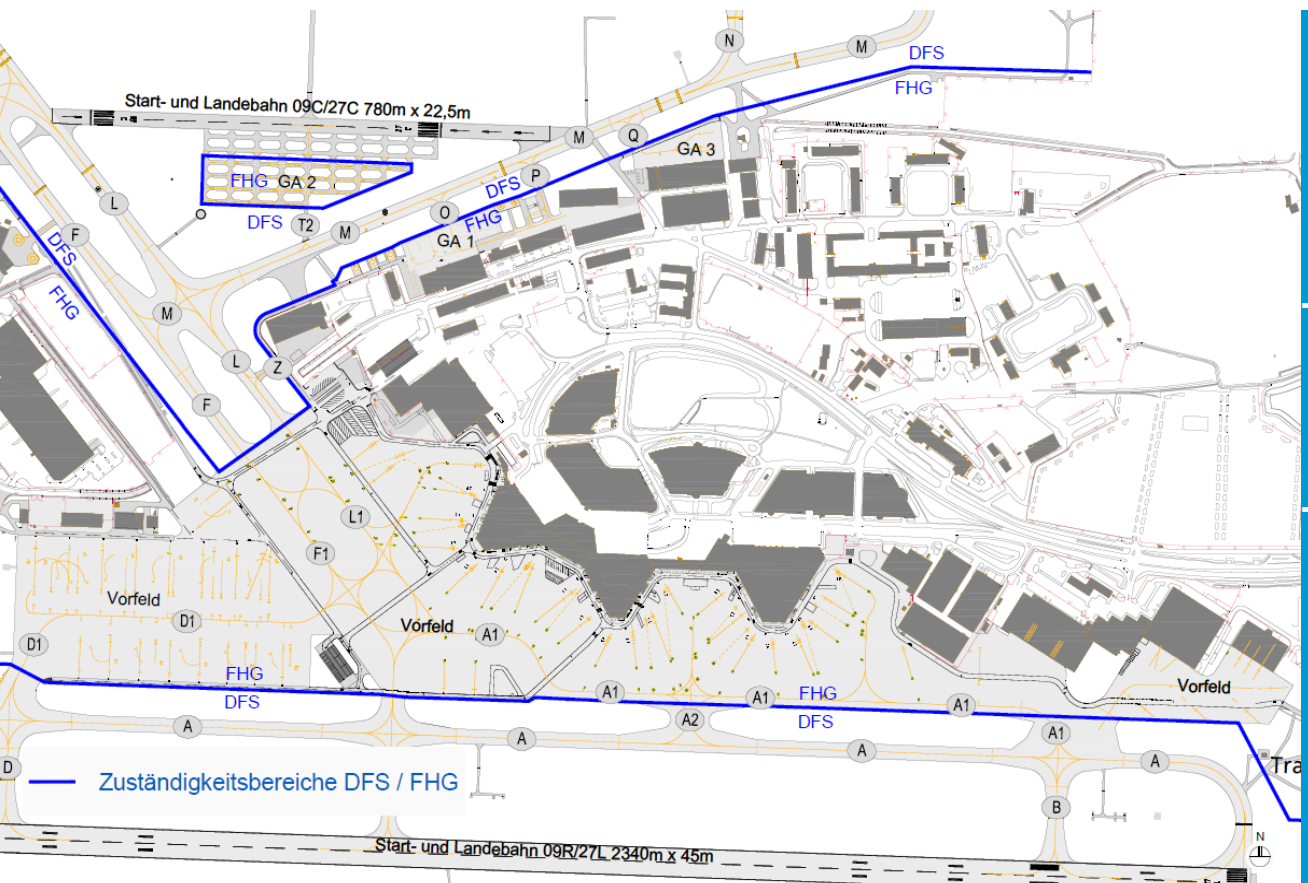
The Road Safety Committee can tighten the measures accordingly if a road user has become conspicuous due to various violations or has to attend a refresher course several times:

- Immediate award of 10 points
- Immediate withdrawal of the apron driving license
- Immediate withdrawal of access authorization for the apron
- Temporary withdrawal of the entry permit (of the private vehicle)
- Blocking period (min. six months and max. five years)

The road user has the right to lodge a written objection to the above-mentioned measures with the Road Safety Committee within 14 days.



**Annex 1 General plan of the apron DFS/FHG areas of responsibility**





## Appendix 2 General plan of apron and taxiway areas of responsibility DFS/FHG

