



Flughafen Lübeck

Airport Usage Regulations*
(AUR)
for Lübeck Airport

***The original language for these Airport Usage Regulations and Annexes is German.
This translation into English is provided for information and general guidance purposes only
as described in Part II No. 1.4 .**



Airport Operator	Stöcker Flughafen GmbH & Co.KG (SFG)	
International Identifiers	ICAO code	EDHL
	IATA code	LBC
Classification	Airport category: ICAO Aerodrome Reference Code 4D	
Address	Postal and invoicing address/ delivery address: Stöcker Flughafen GmbH & Co.KG Blankenseerstrasse 101 D-23562 Luebeck Germany	
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Entry into force

These Airport Usage Regulations including annexes enter into force, subject to approval, on 01 December 2019, replacing the Airport Usage Regulations of 23 March 2017.

Lübeck, September 2019

Stöcker Flughafen GmbH & Co.KG

Prof. Dr Jürgen Friedel
Managing Director



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The following regulations as valid at the time are also to be observed, being considered in-depth provisions of the Airport Usage Regulations of Lübeck Airport:

- Security Pass Regulations
- Fire Brigade Service and Response Regulations
- Fire Protection and Evacuation Regulations
- Emergency Plan
- Traffic Regulations for Non-generally Accessible Area of Lübeck Airport
- Schedule of Fees & Charges
- Hangar Usage Regulations



List of Changes

Revision number	Revision date	Revised by (name, department)
01	01 June 2011	Roland Hansen-Matthies / Safety Management
02	01/01/2017	Thomas Welzel / Safety Management
03	23/03/2017	Thomas Welzel / Safety Management
04	01/12/2019	Thomas Welzel / Safety Management



List of Abbreviations

AIP	Aeronautical Information Publication
APU	Auxiliary Power Unit
ARP	Aerodrome Reference Point
ATC	Air Traffic Control
AUR	Airport Usage Regulations
AVGAS	Aviation Gasoline
BADV	Regulations for Ground Handling Services
BetrSichV	Industrial Safety Regulations
BGB	German Civil Code
BG	Employer's Liability Insurance Association
BPol	German Federal Police
DIN EN	DIN norm - German implementation of a European norm
DGUV	German Social Accident Insurance
DME	Distance Measuring Equipment
EOG	Local Drainage Law
FOD	Foreign Object Debris/Damage
ft	Foot (unit of length)
GAT	General Aviation Terminal
GefStoffV	Hazardous Goods Regulations
GP(U)	Ground Power (Unit)
Hbf	Central Railway Station ("Hauptbahnhof")
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
ILS	Instrument Landing System
LDA	Landing Distance Available
LuftGerPV	Regulations for Testing of Aeronautical Equipment
LuftSIG	Aviation Security Act
LuftVG	Aviation Act
LuftVZO	Aviation Licensing Regulations
LVTO	Low Visibility Take-Off
MSL	Mean Sea Level (reference elevation)
MTOW	Maximum Take-Off Weight
NfL	Nachrichten für Luftfahrer
NDB	Non-Directional Beacon
NOTAM	Notice to Airmen
NN	Standard Zero (reference elevation for altitude above sea level)
O/R	On Request
OPS	Operations
PAPI	Precision Approach Path Indicator
PostG	Postal Services Act
PPR	Prior Permission Required
PPL	Privat Pilot License
PRM	Person with Reduced Mobility
RCL	Runway Centre Line
RWY	Runway
RRP	Runway Reference Point
SITA	Société Internationale de Télécommunication Aéronautique telecommunications and IT service provider
SMS	Safety Management System
StVO	Road Traffic Regulations
StVZO	Road Traffic Licensing Regulations
THR	Threshold
TORA	Take-Off Run Available
UKSH	University Hospital ("Universitätsklinikum") Schleswig-Holstein
UVV	Accident Prevention Regulations
WHG	Water Resources Act
ZKS	Central Security Checkpoint
ZOB	Central Bus Station



Part I Description of the Airport

Changes to the description are announced in the NfL (“Nachrichten für Luftfahrer”) and in the Aeronautical Information Publication (AIP) for Germany (“Luftfahrthandbuch Deutschland”), and are authoritative from the date of publication.

1. General Information

1.1 Aerodrome Reference Point — ARP (according to WGS 84)

Latitude: 53° 48' 19.32" N
Longitude: 10° 43' 09.20" E
Location: 900 m W THR 25 on RCL

1.2 Distance and heading from the city

7 km (3.7 nautical miles) south of the centre of Lübeck

1.3 Airport elevation

Elevation 16.76 m (55 ft) above NN

1.4 Magnetic variation 2.4° E (2017.01)

1.5 Meteorological data

Prevailing wind direction WSW, when wind comes from northerly direction
turbulence on RWY 25 due to adjacent forest

Airport reference temperature 21.9° C

Further data available in Aeronautical Information Publication (AIP) for Germany (“Luftfahrthandbuch Deutschland”)

1.6 Operating hours, opening hours and flight operations regulations

The airport serves general transport requirements for all aircraft types with the exception of kites towed behind motor vehicles, aircraft models and drones.

Exceptions are subject to express prior consent from the airport operator.

Operating hours: 24hr

Opening hours: Current opening hours may be found in the Aeronautical Information Publication (AIP) for Germany (“Luftfahrthandbuch Deutschland”) and the NOTAM published by the airport operator.

Such information is authoritative from the date of publication.



1.6.1 Night-time restrictions

Between sunset and sunrise, visual flying without activated navigation lights is prohibited.

Outside of opening hours and in the time between 10:00 p.m. and 06:00 a.m. (night-time), flight operations at Lübeck Airport are restricted in order to protect nocturnal peace.

Cargo-only flights are prohibited at night-time.

Flight operations during this time is only permitted with aircraft fulfilling the requirements of ICAO Annex 16 Volume 1 Part II Chapter 4, and subject to the consent of the airport operator (PPR), as follows:

1.6.1.1 In commercial passenger traffic

1.6.1.1.1 Take-off and landing of scheduled or charter air traffic by air transport operating companies until 10:30 p.m. and from 5:30 a.m.

1.6.1.1.2 Delayed landing or take-off is permitted until 11:00 p.m. insofar as the scheduled arrival or departure time at Lübeck Airport is no later than 10:30 p.m.; early landing is permitted from 5:00 a.m., insofar as the scheduled arrival time is after 05:30 a.m.

1.6.1.1.3 Air transport operating companies pursuant to 1.6.1.1.1, operating scheduled and charter services at Lübeck Airport, may operate preparatory flights after 05:00 a.m. and before 11:00 p.m. when the scheduled departure is after 05:30 a.m.

1.6.1.1.4 Diverted flights are permitted to land or take off after 05:00 a.m. and before 11:00 p.m. when they are scheduled for nearby aerodromes but cannot be processed or handled there.

1.6.1.1.5 Ferry flights indirectly required for maintenance purposes are permitted after 05:00 a.m. and before 11:00 p.m.

1.6.2 Exemptions to restrictions of 1.6.1:

- support and assistance flights in emergency and disaster situations
- unavoidable flights for medical service provision and for humanitarian purposes
- landings necessitated by meteorological, technical or other air safety issues
- unscheduled survey flights conducted under orders of German Air Traffic Services
- sovereign missions flown by police, Federal Police and military (excl. AWACS)
- flights approved by the Aviation Supervision Office as justified exemptions because they are necessary to avoid significant disruption to air traffic or for other reasons of special public interest

1.6.2.1 Take-off clearance issued by ATC during the period of night-time restrictions does not imply or include the necessary exemption from the Aviation Supervision Office at Lübeck Airport.

As a basic principle, ATC does not issue exemptions for night landing, within the period of night-time restrictions, via radio.

Clearance to land, granted by ATC for safety reasons, therefore does not include a decision by the Aviation Supervision Office regarding the permissibility of the night landing. In the event of a late (after 11:00 p.m.) or early (before 05:00 a.m.) landing without permission from the responsible authority, the pilot is to contact the Aviation Supervision Office immediately after the landing (tel. +49 431 383 2409) to justify the permissibility of the night landing.



1.6.3 Engine tests

Tests of aircraft engines may only be carried out after prior approval by the airport operator, and only at locations determined by the airport operator (see No. 2.7, Noise protection).

Engine tests on the airport premises are only permissible during daytime and only as “line checks” (maintenance during tour) or in idle.

Prescribed pre-flight checks taking place immediately before take-off are excepted.

1.6.4 Other restrictions

Further information and restrictions may be found in the currently valid edition of the Aeronautical Information Publication (AIP) for Germany (“Luftfahrthandbuch Deutschland”) in the chapter “Local Flight Restrictions”.

1.7 Overnight Accommodation

Hotels in the immediate area and in the Hanseatic City of Lübeck.

1.8 Food & beverage

Airport Bistro

Tel.: +49 451 5830 1734

and various delivery services along with the sale of snacks, ice creams and drinks at Airport Information.

1.9 Medical services

Numerous hospitals are located in the immediate vicinity of the airport.

UKSH Campus Lübeck

Tel.: +49 451 5000

Sana Kliniken Lübeck

Tel.: +49 451 58 501

1.10 Support for persons in need of help

The medical service of the Lübeck City Fire Brigade and the airport operator’s trained first aid officers are available to support and care for injured and sick persons. The support of unaccompanied children is the responsibility of the respective airline. A support service for persons with reduced mobility (PRM) is available in accordance with EC Regulation 1107/2006.

(Tel. +49 451 583 010)

1.11 Regulatory authorities

Customs and passport control are available, subject to prior notification.

Notification is required at least 2 hours before the planned departure or arrival.



2. Data on flight operations facilities

2.1 Operational categories

RWY 25 CAT I (MNM RVR 550M)
 RWY 07 CAT II (MNM RVR 300M)

Details may be found in the Aeronautical Information Publication (AIP) for Germany (“Luftfahrthandbuch Deutschland”).

2.2 Airport runways

Designation	True bearing	Dimensions in m	Carrying capacity (PCN)	Surface
07	072°	2102 x 60	55 R/B/W/T	ASPH
25	252°	2102 x 60	55 R/B/W/T	ASPH

RWY 07/25 is approved for air traffic with Category D aircraft, pursuant to ICAO Annex 14, Table 1 –1.

2.3 Taxiways

Designation	Width in m	Carrying capacity (PCN)	Surface
A	23	PCN 55	ASPH
B	23	PCN 55	ASPH
C	23	PCN 55	ASPH
D	17	PCN 55	ASPH

Individually applicable operating procedures for the usability of taxiways are to be implemented as found in the Aeronautical Information Publication (AIP) for Germany (“Luftfahrthandbuch Deutschland”).

2.4 Helicopter landing areas

- On runway 07/25
- Parking positions in the apron area are assigned by the airport operator.

2.5 Glider operational areas

Designation	True bearing	Dimensions in m	Carrying capacity (PCN)	Surface
07 / 25	072°/252°	900 x 60	-	Grass

Individually applicable operating procedures for the usability of glider operational areas are to be implemented as found in the Aeronautical Information Publication (AIP) for Germany (“Luftfahrthandbuch Deutschland”).

2.6 Aprons

The position and usage restrictions for the apron may be found in the Aeronautical Information Publication (AIP) for Germany (“Luftfahrthandbuch Deutschland”).



Part II: Usage Regulations

1. Applicability of the Usage Regulations

1.1 All usage of the Airport with an aircraft or by entering or traversing the Airport on foot or with a vehicle, is subject to these usage regulations and to all stipulations and instructions issued by the airport operator for the purpose of implementing these regulations. Instructions issued by airport personnel are to be obeyed.

1.2 Where regulations and instructions apply to an aircraft operator, they apply to the owner of the aircraft as well as to those persons who are using the aircraft or who are responsible for ground handling of the aircraft at the airport, without necessarily being the operator or owner of the aircraft.

The provisions of these Usage Regulations, and any authorisations or permissions issued pursuant to these Usage Regulations, do not supplant authorisations and permissions required by other statutory regulations.

1.3 On roads and surfaces identified as airport premises where public traffic takes place, both the Road Traffic Regulations (StVO) and these Airport Usage Regulations apply.

1.4 The original language for these Airport Usage Regulations and Annexes is German. This translation into English is provided for information and general guidance purposes only. Whilst every effort has been made to ensure compatibility and accuracy between the language versions, in the event of a dispute and for any other legal purpose, the original German edition alone shall be legally binding

2. Use by aircraft/ground handling services

2.1 Permission to take off and land including notification procedures

2.1.1 Restrictions to the usability of the airport and regulations for flight operations are detailed in Part I, No. 1.6.

2.1.2 The usage of the airport with aircraft is subject to payment of the fees specified in the Airport Schedule of Fees & Charges as valid at the time, which are due for payment before departure.

2.1.3 The aircraft operator, pilot or their authorised agent is required to complete a flight report, made available by the airport operator, after or before take-off. This includes all important data, such as the flight number, departure and destination airport, aircraft registration number, number of passengers, cargo volume and billing address. The duty to provide this information to the airport operator arises from the laws on air traffic statistics in conjunction with the Federal Statistics Act. Should the data not be provided on time, the airport operator shall calculate fees and charges on the basis of the maximum load capacity and take-off weight of the aircraft model in question.

2.1.4 The aircraft operators are responsible to provide the airport operator upon request with all documents necessary for the assessment of utilisation entitlement and for the calculation of charges.

2.1.5 Users are to be aware of the danger of flocks of birds at the airport and in the surrounding area.



2.2 Take-off and landing facilities

Runways are to be used for take-off and landing; the assigned taxiways and/or other specially identified surfaces are to be used for taxiing. Pilots are bound to follow the instruction issued by the Austro-Control Air Traffic Control unit at the airport.

Grass surfaces are not suitable for take-off and/or landing. An exception to this applies in the case of the glider operational areas.

2.3 Taxiing and towing

2.3.1 Radio guidance to aircraft is provided by the Air Traffic Control unit of Austro-Control at the airport.

2.3.2 Aircraft may only be taxied under their own power by persons authorised to do so.

2.3.3 In the apron area, aircraft may only be taxied with the absolutely essential minimum engine speed.

2.3.4 Aircraft may be towed when required. Aircraft may only be towed by authorised, trained personnel. The aircraft operator must provide the personnel needed to secure the aircraft. The airport operator shall provide the necessary towing instructions to personnel carrying out the towing operation. Towing operations are not permitted when a loading/cargo hatch is open. In individual cases, the aircraft operator must follow all instructions issued by the airport operator relating to the towing operation. The aircraft cockpit must be occupied by a pilot or suitably competent person during towing operations.

2.3.5 Exceptions are permissible when towing by hand or using hand-operated motorised towing equipment if the size and weight make this possible and an immediate stop is possible at all times.

2.3.6 The rules and procedures for towing and taxiing, as published in the Aeronautical Information Publication (AIP) for Germany ("Luftfahrthandbuch Deutschland") apply. Proof that personnel deployed for aircraft towing are authorised to do so shall be provided to the airport operator on request. The airport operator can, where necessary, require further training, the completion of which must also be documented and proven on request.

In particular, the provisions of Art. 64 Para. 2 of DGUV Regulation 27 Implementation Directive for Aviation apply.

2.3.7 The aircraft operator must ensure that a tow bar suitable for its aircraft is available at the airport. The tow bar must meet the generally recognised technical regulations, be suitable for the weight class of the aircraft, and be demonstrably regularly maintained.



2.4 Handling aprons, Refuelling Zone

2.4.1 Ground handling aprons serve to facilitate ground handling of aircraft. Any other use, e.g. for parking aircraft, conducting major service work, engine tests and run-up tests, is only permitted with the consent of the airport operator.

2.4.2 Ground handling positions will be assigned by the airport operator on the basis of operational necessity.

2.4.3 The provision of fuel by the Air BP agency for Jet A1 may take place in the authorised Refuelling Zone using a tanker vehicle, or on the main apron. Refuelling with AvGas 100LL and UL 91 is only possible in the Refuelling Zone. Refuelling is to be carried out by trained airport personnel. Self-service operation is only permitted for the Avgas / UL91 fuel station.

Refuelling an aircraft by the aircraft operator or pilot using fuel brought to the airport by the aircraft operator or pilot is as a matter of principle prohibited.

2.5 Ground handling services

2.5.1 The airport operator is entitled to carry out ground handling services for a fee, pursuant to the catalogue in the Regulations for Ground Handling Services (BADV).

Self-handling carriers and service providers are also entitled to carry out these services to the extent authorised.

Authorised self-handling carriers and service providers must store their ground handling equipment exclusively in the places assigned for the purpose by the airport operator.

The airport operator levies an extra charge for special usage and parking, beyond the scope of the Schedule of Fees & Charges.

Parking and storage of ground handling equipment are subject to the legal provisions relating to rent (BGB Art. 535ff). An obligation on the part of the airport operator to provide storage facilities exists only where a special written agreement on this matter has been reached.

2.5.2 The airport operator is entitled to levy a charge on authorised self-handling carriers and service providers for the authorisation to carry out ground handling services.



2.5.3 The following facilities are central infrastructural facilities in the sense BADV Article 6.

- Ground handling aprons/positions
- Check-in counters
- Surface electricity supply
- Facilities for aircraft guidance and marshalling
- Waste disposal system
- Faeces disposal system
- Aircraft de-icing system
- Passenger information system
- Baggage transportation system
- Tank farm including fuel supply facilities
- Supply system for fresh and industrial water

The central infrastructural facilities are provided, maintained and operated exclusively by the airport operator or its designated agents. Usage of these central infrastructural facilities is subject to a fee.

2.5.4 In such cases where the operational processes at the aerodrome are endangered or interrupted by behaviour imputable to a service provider or self-handling carrier, or where the requirements of Art. 8 of BADV are not fulfilled, the Airport Operator is entitled to take whatever actions are necessary. The service provider or self-handling carrier involved in the situation shall be given the opportunity to make a statement in advance.

2.6 Parking and storage

2.6.1 Parking and storage positions are assigned by the airport operator. Should an aircraft be at the airport for longer than the usual time (e.g. 2 hours for passenger aircraft), the aircraft operator may be required by the airport operator to reposition the aircraft at a newly assigned parking position.

For safety or operational reasons, the airport operator may require the aircraft to be moved to a different parking position. If the aircraft operator cannot be reached, or does not cooperate with the request within a reasonable timeframe, the airport operator may deploy trained personnel to move the aircraft, for which a charge will be levied.

2.6.2 The securing of a parked aircraft is the responsibility of the aircraft operator and/or the aircraft operator's ground handling service provider. In the hours of darkness and during poor visibility, the aircraft operator must ensure that the aircraft is sufficiently visible. The wings, nose, tail and wing-mounted engines must be marked with traffic cones or warning lights.

2.6.3 Parking and storage of aircraft are subject to the statutory provisions relating to rent (Art. 535ff. of the German Civil Code).

An obligation on the part of the airport operator to provide storage facilities exists only where a special agreement on this matter has been reached.

2.6.4 Technical facilities, installations and equipment belonging to the airport operator, in particular facilities for the provision of electricity and water, may only be used with the agreement of the airport operator.



2.7 Noise protection

2.7.1 Aircraft operators must restrict noise pollution arising from aircraft engines at the airport and in its vicinity to the unavoidable minimum.

2.7.2 Reverse thrust may only be used in the landing process to the extent necessitated by air safety considerations. This rule does not apply to placing the aircraft's engine lever in the "idle reverse thrust" position.

2.7.3 Aircraft operators are required to comply with orders issued by the airport operator relating to the conduct of aircraft engine test runs, as described in Part I No. 1.6.3.

2.7.4 The supply of electricity to aircraft on the aprons is only permissible with mobile supply units. The supply of electricity by means of auxiliary power unit operation is only permitted when the supply units fail. Reference here is made to LuftVG Art. 29b.

2.8 Provision of fuels and machine fluids

Companies providing machine fluids must be authorised by the airport operator. These companies and the aircraft operators must comply with pertinent safety regulations.

Furthermore, they are required to ensure that personnel working at or on the aircraft during the provision of fuels and machine fluids are instructed in fire reporting options, emergency stopping facilities and fire-fighting, participating in training at least once a year. Documentary proof of this is to be provided to the airport operator on request.

2.9 Service and cleaning of aircraft type

Major service work on aircraft, along with the washing and spraying of aircraft, may only be carried out at positions assigned by the airport operator.

In order to avoid problems with the waste water treatment facilities, substances to be used (in particular washing and de-icing agents) are to be agreed with the airport operator (see also Part II No. 7, Environmental protection).

The washing system provided for this purpose by the airport operator is to be used and is subject to an extra charge.

2.10. Immobile aircraft

2.10.1 Should an aircraft remain immobile at the airport, the airport operator may, without request from the aircraft operator, remove it from the Flight Operations Areas if this is necessary for air traffic purposes. The aircraft operator shall be liable for the costs of this operation.

The airport operator shall only be liable for damages where it has caused these deliberately or through gross negligence; this shall also apply when the aircraft operator has requested the airport operator to remove an immobile aircraft from the operational area or to assist in said removal.

2.10.2 Should the airport operator incur financial or other damages as a result of the above, compensation may be required from the aircraft operator, except when the latter is not responsible or is only responsible to the extent of slight negligence.



2.11 Glider zone

The glider zone is only authorised for air traffic with gliders in winch operation. The glider zone is surrounded by a red and white ridging. At any time, only one glider may be located within this zone. Vehicles must not be parked in this zone.

Use of the glider zone is subject to the user ensuring that he/she is aware of the condition of the surface, where necessary by means of visual inspection. Should defects be identified, or should it be apparent that care of the grass is overdue, the shift supervisor on duty, the head of ground handling or the traffic manager must be informed without delay. (Reference is made here to the Operating Rules for the Glider Zone.)

Details may be found in Annex E.



3. Entry to and traversal of the airport premises

3.1 Non-generally accessible areas and facilities

3.1.1 General

3.1.1.1 Facilities within the enclosed airport premises not authorised for general traffic may only be entered or traversed, whether on foot or with a vehicle, with the consent of the airport operator. Proof of consent shall take the form of Airport ID Passes and Entitlement Passes for vehicles.

These facilities include in particular:

- the Manoeuvring Area (with the runways and taxiways assigned for take-off, landing and taxiing, including strips, navigation facilities and protective areas)
- the ground handling apron and other aprons
- the departures hall with the individual gates
- hangars and their aprons
- waiting rooms behind hangars
- garages and workshops
- the work and maintenance yards behind garages and workshops
- other rooms and areas used for ground handling purposes
- baggage halls
- building sites
- service roads
- service rooms for technical facilities and equipment
- the fire brigade hangars

This section shall also apply as appropriate to airport land and facilities outside the enclosed airport premises, in particular to fixed facilities for air traffic control (e.g. Outer Marker and Middle Marker beacons).

3.1.1.2 The use of non-generally accessible facilities outside of opening hours is categorically prohibited.

3.1.1.3 The airport operator may grant and, for important reasons, revoke consent according to No. 3.1.1.1 either in general or for a specific situation.

3.1.1.4 Non-generally accessible facilities may only be inspected or visited in the responsible accompaniment of a representative of the airport operator. Independently moving from the apron to the Manoeuvring Area is prohibited.



3.1.1.5 Officers of the aviation authorities, customs, passport control, police and health authorities, German Air Traffic Control, the German Meteorological Service and law enforcement are entitled to enter the non-generally accessible areas by foot or with their work vehicles in the exercise of their official duties: they should inform the airport operator of such action in advance. This rule does not impact the existing rights of entry of aviation safety authorities.

3.1.1.6 Aircraft may only be entered with the consent of the aircraft operator and/or the responsible pilot, except in cases covered by the last sentence of No. 2.6.1 and the first sentence of No. 2.10.1.

3.1.1.7 Persons active in the Flight Operations Areas, i.e. Manoeuvring Area, ground handling apron and other aprons, along with the ground handling facilities accessible from these areas, are subject to an absolute ban on alcohol. These persons are forbidden from consuming alcohol, drugs or medication which could influence their fitness to drive during working hours and for an appropriate period of time before commencing work. The airport operator is entitled to verify and enforce this ban at any time by means of checks, including breath testing, and, in the event that an affected person is found to have violated the ban or refuses a test, to suspend this person from entering these areas, either temporarily or permanently (see Annex B).

It is the duty of the employers of these persons to contribute to the efficacy of the absolute ban on alcohol and addictive substances in Flight Operations Areas with appropriate measures. Documentary proof of such measures is to be provided to the airport operator on request.

3.1.2 Manoeuvring area

3.1.2.1 Authorisation to enter or transit the Manoeuvring Area on foot or with a vehicle, as required in No. 3.1.1.1, is issued by the airport operator in consultation with the Air Traffic Control unit Any person entering the Manoeuvring Area must restrict movement to that instructed by the Air Traffic Control unit (see also the Traffic Regulations) and, in particular, must pay attention to the latter's radio messages, light signals and other signals, making sure s/he is familiar with the meaning of all such signals. The Traffic Regulations issued by the airport operator for Lübeck Airport as valid at the time are binding. Any vehicle operator whose vehicle enters or traverses the Manoeuvring Area must be in possession of a current Overview Site Map of the Airport with Quadrants (Annex D).

3.1.2.2 An officer or representative of one of the services listed in No. 3.1.1.4 wishing to enter the Manoeuvring Area, whether on foot or in a vehicle, must, in addition to informing the airport operator, obtain permission from the Air Traffic Control unit and follow the stipulations of the second sentence of No. 3.1.2.1.

3.1.2.3 Vehicles traversing the Manoeuvring Area in the dark must be illuminated in such a way that their movements can be followed from the Air Traffic Control unit.



3.1.2.3 During times of poor visibility, the Manoeuvring Area may only be traversed by vehicles which:

- are in constant radio contact with the Air Traffic Control unit and are fitted with approved warning lights, or
- are being led by a leader vehicle satisfying the aforementioned requirements.

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

3.1.3 Aprons

3.1.3.1 Any person entering the Flight Operations Areas, i.e. Manoeuvring Area, ground handling apron and other aprons, along with the ground handling facilities accessible from these areas, on foot must be wearing high-visibility protective clothing compliant with the European norm DIN EN ISO 20471 Class 2 .

3.1.3.2 Passengers may only traverse Flight Operations Areas on foot in order to board or leave an aircraft.

3.1.3.3 Vehicular traffic on the aprons is bound by the “Traffic Regulations for Non-Public Areas of the Premises of Lübeck Airport”, published by the airport operator, as valid at the time.

3.1.3.4 The maximum speed permitted for vehicles on the aprons is 30 km/h. This speed limit does not apply to emergency and service vehicles with blue warning lights activated or to Follow-Me and winter surface clearance vehicles in operation with yellow warning lights activated.

The maximum speed permitted for vehicles in the immediate vicinity of an aircraft is limited to a walking pace.

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

3.2 Security pass regulations

3.2.1 The Security Pass Regulations as valid at the time are binding.

3.2.2 Persons entering the non-generally accessible facilities in the sense of Part II No. 3.1, whether on foot or with a vehicle, must therefore be carrying a clearly visible and current Airport ID Pass. Entitlement Passes for vehicles (see Part II, No. 3.5.2) are to be placed in a clearly visible position behind the windscreen.

The airport operator is entitled to monitor and inspect access to the non-generally accessible areas at any time. Specifically, the airport operator can subject all persons to identity checks (comparing ID), and search all persons, all items in their possession and all vehicles including their cargo, before granting access to the non-generally accessible area.



3.3 Roads, paved areas and entrances in non-generally accessible area of the airport

3.3.1 The roads and paved areas in the non-generally accessible area of the airport are not intended for general traffic. The airport operator may restrict or block traffic on these roads and paved areas for operational reasons. Users are bound by the “Traffic Regulations for Non-Public Areas of the Premises of Lübeck Airport”, published by the airport operator, as valid at the time.

3.3.2 A minimum safety distance of 3 metres on both sides of the airport security fence is to be maintained in the parking and storage of vehicles, equipment and other objects. Violation will result in the vehicle, equipment or object being removed, with the cost and risk of removal to be borne by the operator or owner.

3.3.3 The airport may only be entered via the entrances which the airport operator has designated for this purpose.

3.3.4 Any person removing freight from the airport by land, or making it available for further transport by air, when such freight did not reach the airport by air, is required to inform the airport operator as requested of flight data and/or load value.



3.4 Vehicular traffic (general)

3.4.1 Persons charged with the responsibility of operating vehicles and equipment in the non-public area of the airport must be in possession of the necessary official driving or operating permits or have reached a special agreement with the airport operator recognising their expertise in operating the vehicles and/or equipment in question. A valid car driving license is required in all cases. Regardless of any agreements or arrangements, the AUR and the Traffic Regulations for Non-Public Areas of the Premises of Lübeck Airport shall apply.

3.4.2 Where vehicles and/or equipment are operated on the airport premises, the operator and/or driver is responsible for the operational and traffic safety of such. The operator must ensure appropriate insurance cover. The operation of vehicles and/or equipment in the non-generally accessible area of the airport is subject to prior approval of the airport operator. A prerequisite for such approval is that the vehicle, insofar as it is subject to the Road Traffic Licensing Regulations (StVZO), has a valid inspection tag in accordance with Art. 29 of StVZO or that there is no reason to believe that the requirements for the issuance of such an inspection tag would not be fulfilled. For vehicles and/or equipment not subject to the Road Traffic Licensing Regulations, approval will only be issued when a technical inspection has been carried out to determine that the vehicle and/or equipment satisfies the requirements of Annex 1 to the EC Directive for Machinery 2006/42/EC.

For vehicles and equipment operated in an aircraft ground handling area, this inspection must be repeated annually pursuant to European Norm EN 1915 Parts 1-4 and EN 12312 Parts 1-20. For vehicles and equipment used for purposes other than aircraft ground handling, the operator must fulfil the requirements of DGUV Regulation 70 and UVV "Vehicles" from the Traffic BG as valid at the time.

Warning lights may only be fitted to vehicles entitled to have them according to the provisions of the Road Traffic Licensing Regulations, subject further to the approval of the airport operator. For vehicles operating in the non-generally accessible area of the airport premises, the airport operator may also issue further entitlements for vehicles which, according to DGUV Regulation 70, UVV "Vehicles", EN1915, EN12312 and the more specific requirements of BG Traffic, require such equipment, e.g. aircraft towing trucks.

Approval is also issued to winter surface clearance vehicles, Follow-Me vehicles and special airport service vehicles used for particular purposes. For any vehicle or equipment not licensed for general road traffic, an inspection badge issued by the airport operator, confirming approval, must be affixed to the vehicle and clearly visible. Inspection and approval pursuant to the requirements of DGUV Regulation 70, EN 1915 and EN12312 must be carried out by competent personnel.

3.4.3 Small vehicles (e.g. mopeds, bicycles) must not be parked on forecourts, stairs or walkways.

3.5 Animals

Accompanying animals must be secured. Permission must be obtained before an accompanying animal may be taken onto the premises, except where the animal is necessary to the performance of the person's duties.

3.6 Inline skating, roller skating, skateboarding

Inline skates, roller skates, skateboards and similar sporting equipment must not be used within the enclosed airport premises or any airport buildings.



4. Other activities

Persons performing activities listed in Part II Nos. 4.1, 4.2 and 4.4 must carry an Airport ID Pass as specified in Part II No. 3.1.

4.1 Commercial activities excluding ground handling services

Commercial activities other than ground handling services in accordance with No. 2.5 are only permitted on the basis of an agreement with the airport operator; such agreement is as a matter of principle dependent on the payment of a fee. This also applies to audio and visual recording and broadcasting.

4.2 Collecting money, advertising, distributing printed material

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

4.3 Storage

4.3.1 Hazardous goods in the sense of LuftVG Art. 21 Para. 1, in conjunction with associated regulations, in particular nuclear fuels and other radioactive substances, may only be stored with the consent of the airport operator.

4.3.2 The secure storage of baggage and freight may only take place in area specially identified and allocated by the airport operator for the purpose.

4.3.3 Vehicles, freight, boxes, building material, equipment, etc. may only be stored outside spaces and rooms rented for the purpose with the consent of the airport operator.

4.4 Construction work

Construction work in restricted construction areas is subject to the approval issued by the responsible aviation authority and/or building authority. Construction work on the airport premises is further subject to approval of the airport operator.



5. Safety and Security Regulations/Safety Management System (SMS)

5.1

The Safety and Security Regulations as shown in Annex A based on law and/or other statutory provisions must be observed at all times.

5.2

The airport operator is responsible for operating and maintaining the airport in accordance with regulatory requirements and the principles of technical safety. The airport operator therefore operates Aviation Licensing Regulations a Safety Management System (SMS) in line with the provisions of ICAO Annex 14 and LuftVZO Art. 45b. Within this framework, companies and authorities operating at Lübeck Airport are required to observe the relevant regulations and guidelines of Lübeck Airport in all processes and activities which they carry out or for which they are responsible, and to collaborate in the SMS.

6. Lost property

Items found on the airport premises must be handed in to the airport operator (Airport Service) without delay. The provisions of Articles 978 - Code 981 of the German Civil Code (BGB) apply. AUR Part II No. 4.3 must be observed.

7. Environmental protection

7.1 Pollution/contamination

Pollution and contamination of airport facilities must be prevented. Where necessary, appropriate facilities are to be used to avoid pollution and contamination. The person responsible for causing pollution or contamination must notify the airport operator (Airport Service / OPS) without delay. This also applies when a person becomes aware of pollution or contamination. The airport operator shall decide on the nature and scope of response. Any costs incurred shall be borne by the person causing the pollution or contamination.

7.2 Waste water

7.2.1 All discharges into the airport's sewer system are subject to written approval from the airport operator.

Drainage of drinking water and industrial water from aircraft onto the apron is prohibited. The vehicles and equipment provided by the airport operator for this purpose are to be used.

7.2.2 Waste water is disposed of by the airport operator for a fee.

7.2.3 The user must take suitable measures to ensure that no waste water discharged into the airport's sewer system is prohibited by the pertinent regulations, in particular the Waste Water Regulations of the Hanseatic City of Lübeck (EWS-HL, "Entwässerungssatzung") and the Schleswig-Holstein Water Law (LWG, "Landeswassergesetz"), as valid at the time. The user shall be liable for damages in the event of violation of these discharge rules.



7.2.4 Intentional major cleaning is subject to the prior agreement and approval of the airport operator. In the event of damage, airport information (tel. ext. 22) is to be informed immediately; where evidence needs to be secured, this is to be done in collaboration with the airport's engineering team.

7.2.5 Only CFC-free and chlorocarbon-free detergents, cleaning agents and lubricants may be used.

7.2.6 Representatives of the airport operator are to be granted access to operational rooms at any time during normal working hours for the purpose of inspection and to eliminate incorrect discharges. In cases of imminent danger, representatives of the airport operator are entitled to gain or force access to operational rooms outside of normal working hours.

7.2.7 All new connections and alterations to existing waste water facilities are subject to the written approval of the airport operator.

7.3 De-icing agents

De-icing agents may only be used with the prior permission of the airport operator and only in the areas designated for the purpose. The airport operator shall be informed of the chemical composition of the de-icing agent when permission is applied for. This information shall take the form of an expert's report in accordance with the document, "Guidelines for de-icing agents in waste water from airports", produced by the Federal-State Management Group in line with the provisions of Art. 7a of the Water Resources Act (WHG, "Wasserhaushaltsgesetz"), Annex 6.

7.4 Waste

The production of waste is to be kept to a minimum. Pollutants in waste shall be reduced as far as possible or avoided completely. Recyclable materials such as glass, paper, metal and plastics, along with construction waste and compostable materials, are to be separated from general waste.

8. Consent and authorisation

8.1 General

Any authorisation, permission or consent required by these Usage Regulations must be obtained prior to the action for which it is required.

The conditions, stipulations and instructions of the airport operator in the situation in question are to be obeyed.

8.2 Photography and filming

Commercial audio and video recordings and/or broadcasts are subject to prior consent of the airport operator (Marketing & PR Department).

In general, recording, photographing and filming of security-relevant areas is not permitted.



9. Violation of Airport Usage Regulations

Any person or persons violating these Usage Regulations and Annexes or going against the instructions of the airport operator issued on the basis of these Usage Regulations may be expelled from the airport by the airport operator. An overview of measures (Annex B) governs the procedures to be followed in the case of violations of the Usage Regulations in the non-generally accessible area of the airport. Violations of the binding traffic regulations pursuant to AUR No. 3.3.1 in the non-public area of the airport premises may result in revocation of the Airport ID Pass, as stipulated in the measures listed in Annex B. This has no bearing on proceedings under criminal and civil law.

10. Place of fulfilment and competent jurisdiction

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

11. Person Authorised to Accept Service of Documents

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



Annex A

Safety and Security Regulations (extending Part II No. 5 of AUR)

1. FOD

Any person entering the Movement Area on foot or in a vehicle must collect any object (FOD) which may cause damage to an aircraft, e.g. screws, glass, paper or any other objects, immediately, and dispose of them in the appropriate FOD containers. Furthermore, any person expecting an aircraft to taxi in or out of a ground handling position must ensure, in good time, that the area is free of FOD.

2. Fuel handling

2.1 Aircraft may not be refuelled or defuelled whilst the engines are running.

2.2 Aircraft may not be refuelled or defuelled in a hangar or any other enclosed space. Refuelling and defuelling may only be carried out in locations assigned for the purpose by the airport operator. In the exceptional event that, for compelling operational reasons, an aircraft must be defuelled in an enclosed space, this may only be carried out with special fire protection provision by the Airport Fire Brigade.

2.3 During refuelling and defuelling operations, an aircraft must be connected and earthed by an electrical connection with the fuel delivery facilities.

2.4 During the refuelling and defuelling of an aircraft, no electricity sources may be connected or disconnected and no switching devices for electric current may be activated within a safety distance of 6 metres from tank openings; this does not apply to those circuits necessary for refuelling and defuelling, nor does it apply to switching devices of explosion-proof construction. When refuelling with fuels having a flashpoint below 0 degrees Celsius, the required safety distance shall be 10 metres for fill rates above 100 litres per minute, and 20 metres for fill rates above 600 litres per minute.

2.5 Steps must be taken to avoid the overflow and/or spillage of machine fluids. Should there be an overflow or spillage of fuel, a safety distance of 15 metres shall apply into the overflow or spillage evaporates or is cleared. The airport fire brigade and Traffic Management are to be informed without delay.

2.6 Fuel and machine fluid delivery vehicles must be equipped with regulation fire extinguishers.



2.7 It is prohibited to refuel aircraft with passengers on board. This is subject to appropriate agreements between the oil company and the airline. Furthermore, the requirements of the regulations applying to airlines and fuel services must be observed.
It is prohibited to defuel aircraft with passengers on board.

3. Operation of aircraft engines

3.1 Aircraft engines must not be operated inside hangars.

3.2 Before engines are started, the aircraft running gear must be adequately secured with chocks or brakes.

3.3 As a warning of the danger created by running engines, the aircraft's collision warning lights must be activated immediately before the engines are started and may only be deactivated after the engines have returned to a standstill. This procedure shall apply to all engine test operations at all times of day and night.

3.4 An aircraft's engines may only be started and/or operated when the cockpit of the aircraft is occupied by a pilot or other authorised personnel.

3.5 Any person starting an aircraft engine, or controlling its operations whilst it is running, is responsible to ensure that the propellers along with any airflows generated by the engines cannot endanger any person or cause damage to any property. During the starting procedure, the area in front of and behind the engine is to be checked to ensure it is clear and, specifically, free from obstacles, objects and parked or moving aircraft and vehicles.

3.6 In the ground-handling apron areas, aircraft engines may not be operated at a higher speed than is absolutely necessary under the circumstances.

4. Smoking ban & naked flame

In non-public areas of the airport, particularly on the aprons and in hangars, smoking and naked flame are generally prohibited.

Fire-hazardous work and work with naked flame may only be carried out in rooms equipped according to fire protection regulations and approved by the airport operator. The carrying out of the abovementioned work outside of such rooms is subject to appropriate approval ("Heissschein"). Furthermore, the provisions of the Fire Protection Regulations of Lübeck Airport as valid at the time shall apply.

5. Vehicles and equipment with internal combustion engines

Vehicles and equipment fitted with internal combustion engines deployed on the aprons or in aircraft hangars must be equipped with standard, commercially available safety fittings such as exhaust mufflers which prevent the emission of burning exhaust gases.



6. Work carried out in hangars and workshops

6.1 Group A, Danger Class I inflammable liquids, as defined by the regulations relating to inflammable liquids, may not be used to clean aircraft in hangars and workshops. The use of Group A Danger Class I inflammable liquids to clean dismantled aircraft parts may only take place within well-ventilated, separate facilities.

6.2 Inflammable, volatile substances (lacquers incl. nitrocellulose lacquer, etc.) may only be used in hangars and workshops which fulfil the fire protection and health & safety regulations and the special conditions for aircraft operators imposed by the health and safety authorities.

6.3 The applicable regulations (DIN, EU Norms) and specific conditions from the relevant building permits must as a matter of principle be observed when working in hangars and workshops.

7. Storage of machine fluids, equipment and waste

7.1 Machine fluids, equipment and waste are to be stored in such a way as not to create danger of fire or explosion. The Fire Protection Regulations as valid at the time are to be observed.

7.2 Machine fluids are to be stored in suitable fixed or mobile containers with regulation nozzles. Tank filling facilities for tank vehicles must be provided with sufficient quantities of oil binders at all times.

7.3 Empty fuel and lubricant containers, empty high-pressure containers for dangerous goods may not be stored in hangars and workshops. Containers are to be treated in the same way whether full or empty.

7.4 Inflammable waste materials (lubricant residue, used cleaning material, etc.) must be placed in metal containers with sealing lids assigned, appropriate for the purpose and suitably labelled. Oil catchpans and similar containers must be emptied and cleaned after use in accordance with regulations.

7.5 When storing, filling and moving water-hazardous substances, the pertinent regulations must be obeyed. The user must advise the airport operator in advance before dealing or working in any way with water-hazardous substances. The user is responsible for the fulfilment of approval and notification requirements in relation to the responsible authorities. The airport operator is to be notified of any permits in this regard.



8. Fire extinguishing and rescue service

8.1 Immediately at the outbreak of fire,

- fire alarms must be activated, and
- the city fire brigade is to be alerted, tel. 112, and
- the airport fire brigade, tel. ext. 22 is to be notified.

Until the fire brigade arrives, the fire is to be fought with the fire extinguishing equipment and materials available, insofar as this can be done without endangering oneself or others.

8.2 Immediately in the event that a person dies or is injured,

- the city fire brigade is to be alerted, tel. 112, and
- the airport fire brigade, tel. ext. 22 is to be notified.

8.3 Lübeck Airport has prepared a "Crisis and Emergency Handbook", governing procedures in the event of

- aircraft distress calls and accidents,
- illegal interference in air traffic or in the operation of aviation facilities,
- fire and
- other emergency situations within the area of Lübeck Airport.

In an emergency, instructions issued by airport personnel, the fire brigade and rescue services are to be obeyed.



Annex B

Violations of AUR (extending Part II No. 9 of AUR)

Measures to be taken in the event of violations of the AUR and of the Traffic Regulations for Non-generally Accessible Area of Lübeck Airport

In accordance with Art. 45 of the Aviation Licensing Regulations (LuftVZO), the airport operator is responsible for operating and maintaining the airport in accordance with regulatory requirements and the principles of technical safety. As such, the airport operator is responsible for safety, security and order. The airport operator is required to do whatever is necessary to prevent occurrences which could impair the orderly, safe and secure operation of the airport.

1. Purpose

The following measures are designed to support compliance with the AUR and the Traffic Regulations for Non-generally Accessible Area of Lübeck Airport and to prescribe the procedures to be followed in the event of violations of the AUR and of traffic safety in the non-generally accessible area of the airport premises. This annex provides information on sanctions, persons involved and documentation.

2. Scope

These measures apply to all persons with an Airport ID Pass who are in the non-generally accessible area of the airport premises and/or conduct themselves or operate vehicles there.

3. Monitoring of regulations

For the purpose of safety and security, all persons are required to notify Traffic Management of violations of the AUR and of the Traffic Regulations for Non-generally Accessible Area of Lübeck Airport. The Traffic Manager, the Airport Security Service (Station A) and SFG's training officers are responsible for traffic supervision. They are authorised to decide upon and implement the measures necessary to ensure compliance with the regulations and rules.

4. Measures to be taken in the case of violation

The Airport Security Service is authorised to revoke an Airport ID Pass issued by the airport operator if the road user has not complied with requirements. This is especially the case when a road user has ignored statutory regulations and/or internal regulations or official orders in a particularly dangerous way. Optional measures allowed by the AUR are not affected by these provisions. In the event of any violation, a verbal warning shall be issued by the Traffic Manager, the Airport Security Service or an SFG training officer.

The nature of the violation shall be explained to the road user, along with any further measures that may ensue:

- personal details will be recorded by the Airport Security Service
- in the event of a severe violation, the line manager or direct superior of the road user will be informed in writing



The road user has the right to make a statement regarding the alleged violation to SFG Traffic Management within one week. The road user is to be informed of this right in the course of the verbal warning. The deadline for making a statement begins with the issuance of the verbal warning. The person issuing the warning shall document the warning.

The right of the road user to make a statement on the allegation does not lead to a suspension of measures already instigated.

5. Measures / sanctions

5.1 The airport operator decides in each individual case on the basis of the severity and frequency of the violation. As legal owner of the site, the airport operator has the right to revoke permits and authorisations and to issue a ban on entering the premises.

Charges will, as a matter of principle, be laid in the event of acts in violation of criminal law. A violation of the provisions of the Airport Usage Regulations may constitute a misdemeanour pursuant to LuftVO Art. 22 Para. 1 No. 2.

Possible sanctions include:

- a warning
- temporary or permanent revocation of permission to operate a vehicle in the non-generally accessible area
- temporary suspension of the Airport ID Pass
- revocation of Airport ID Pass

5.2 The following violations will result in the immediate revocation of the Vehicle Airport ID Pass and the permit to operate a vehicle in the non-generally accessible area of the airport and/or a ban on entering the airside area of the airport.

- driving on the aprons or taxilanes in conjunction with impeding or endangering an aircraft
- driving on the Manoeuvring Area without the permission of Air Traffic Control
- disregard for clearance issued by Air Traffic Control when this results in a specific endangerment of air traffic
- operating a vehicle under the influence of alcohol or drugs
- driving in the non-generally accessible area of the airport without an official driving or operating license or a special agreement with the airport operator recognising the competence to operate the vehicle in question
- leaving the scene of an accident without notifying the airport operator despite possibly being involved in the accident
- cutting off a leader vehicle or aircraft
- disregarding the existing special rights for emergency or special vehicles
- exceeding the maximum permissible speed by more than 20 km/h

5.3 Re-issue of the Vehicle Airport ID Pass is subject to a new application, for which a fee is charged. The airport operator reserves the right, in the case of gross negligence or deliberate violation, to refuse an application or to impose a waiting period.



6. Data collection

Data are collected for a specific purpose and are used for monitoring operational and traffic safety. Statistical analysis of data and incidents is carried out. Data protection regulations are complied with. All personal data are deleted three years after the last entry is made. All affected persons have the right to inspect their own personal data records. This is done by lodging an application at the Airport Security Pass Office (“Ausweisstelle”), supported by a form of personal identification.



Annex C – Rules of Conduct

Welcome to Lübeck Airport

In order to ensure that you feel comfortable, safe and well cared for, we ask you to comply with the following rules throughout the entire airport premises, including terminals and forecourts.

The following is not permitted:

- Leaving baggage unattended. The cost of measures initiated as a result and for any subsequent damage may be passed on to you.
- Spraying, painting, writing, besmearing, damaging or misusing fittings, surfaces, ceilings or walls.
- Misuse of emergency alarm facilities.
- Blocking rescue and emergency routes.
- Parking bicycles, other vehicles or objects less than 3 metres from the airport security fence or outside of areas designated for the purpose.
- Using a bicycle, scooter, kickboard, skateboard, inline skates or comparable device within the airport buildings or on the forecourts.
- Playing with a ball.
- Sitting or lying on the floor, on stairs or in entrances.
- Disposal of waste, cigarette butts or chewing gum other than in containers designated for the purpose.
- Rummaging through waste containers.
- Smoking in buildings.
- Begging or creating a nuisance for other persons.
- Excessive alcohol consumption.
- Relieving oneself outside the hygiene facilities designated for the purpose.
- Trading with or consuming drugs or narcotics.
- Playing music loudly.
- Feeding birds.
- Taking luggage trolleys out of the airport premises.
- Having a dog not on a leash.
- Having a dangerous or aggressive dog without a muzzle.

The following is subject to permission from airport management:

- Distribution of flyers, leaflets and handbills.
- Putting up posters and notices.
- Parking vehicles and trailers with advertising displays.
- Selling or distributing goods, samples or similar items.
- Live music, performances, events and demonstrations.
- Commercial photographic, film and television recordings.
- Carrying out surveys, collecting money and collecting signatures for petitions.

Please pay particular attention to the needs of children and of older and/or disabled persons.

These Rules of Conduct apply throughout the entire premises of Lübeck Airport.



Violation of these Rules of Conduct may result in expulsion from the site, a ban on entering the site, criminal charges and/or claims for damages.

Instructions issued by our employees and by any company engaged by us for the purpose of enforcing our rights must be obeyed.

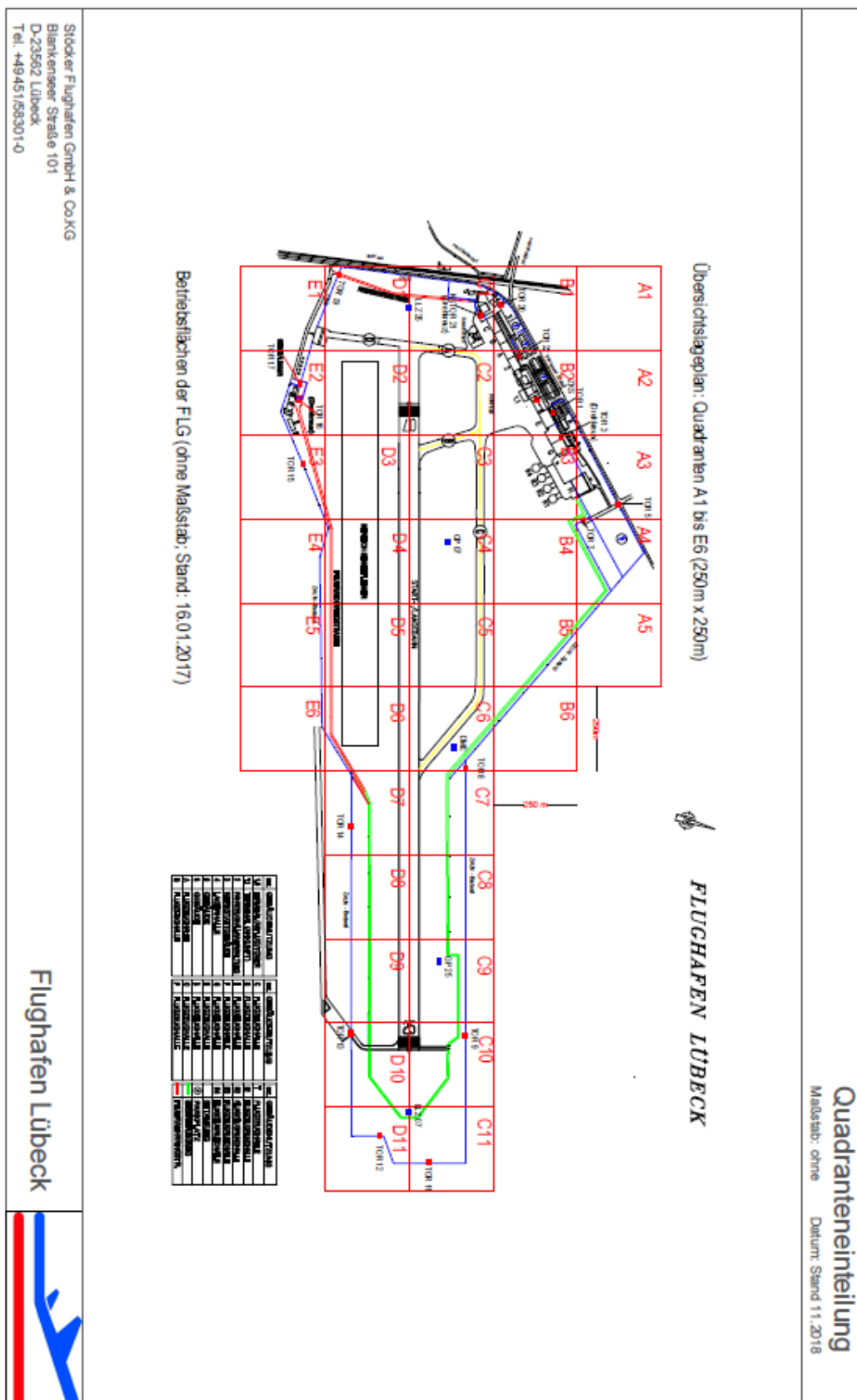
For deliberate soiling of the site we will charge you for the cleaning and administrative costs incurred (minimum €20). This also applies to soiling caused by dogs.

We hope you have a pleasant stay and an enjoyable journey.

The Airport Management

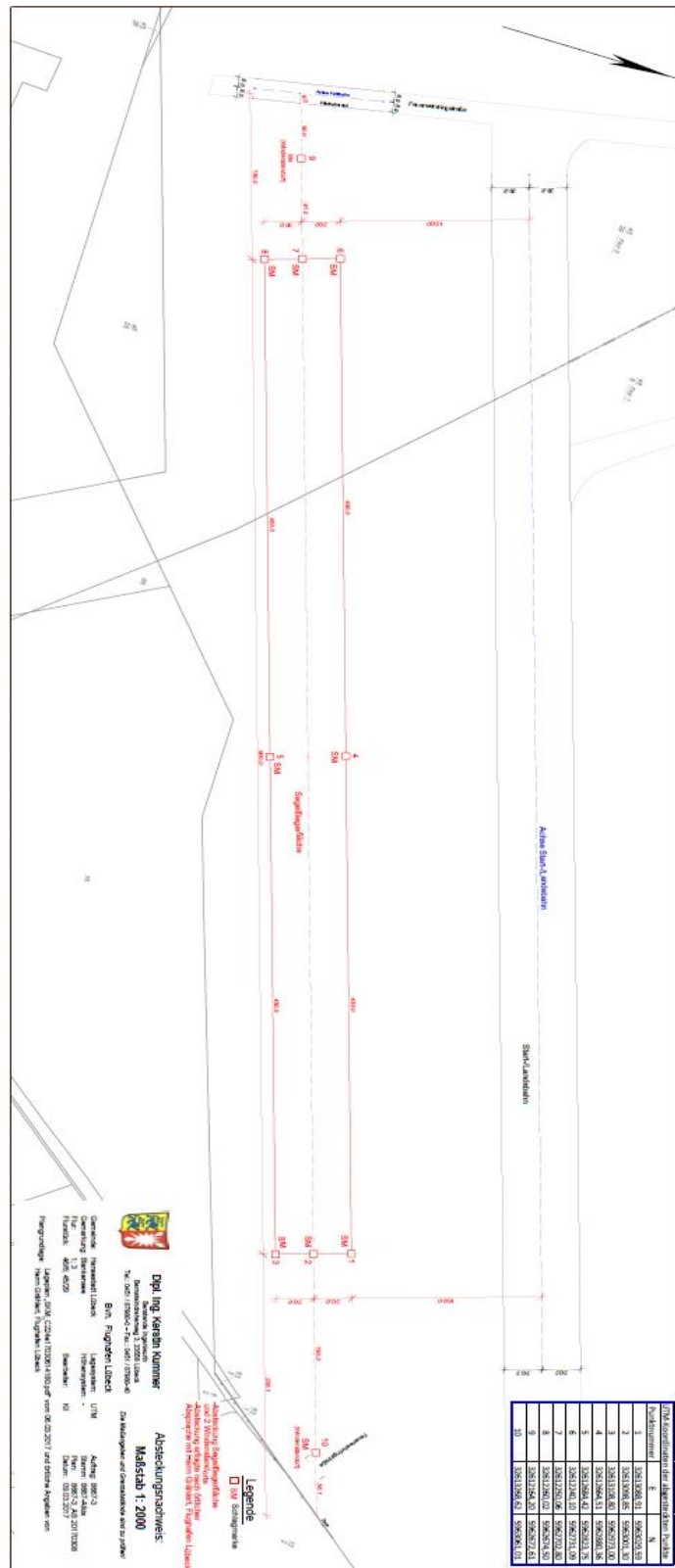


Annex D – Overview Site Map of the Airport with Quadrants





Annex E – Glider Operational Areas





Annex F – LVP (Low Visibility Procedures) – Cat. II

LVP - Low visibility procedures

LVP (Low Visibility Procedures) – Cat. II

LVP CAT II operation means that approach and landing may take place during low visibility; as such, a special procedure must be followed on the airport premises.

Tower personnel decide on LVP CAT II operations!

- During LVP CAT II, operations on the airport premises and apron are to be reduced to a minimum. All movements of vehicles and people are to be agreed and coordinated with the shift manager.
- Instructions issued by airport personnel are to be obeyed.
- The apron area may only be entered on foot in the company of, or in agreement with, Station A shift management.
- It is not permitted to leave allocated areas independently.
- You will be accompanied to the required hall/hangar/aircraft by airport personnel.
- If you wish to leave the relevant hall/hangar/aircraft, contact the shift manager by radio or by telephone on **+49 451 583 0160 or +49 451 583 0113**.
- Expect to have to wait.
- Any person inside a hangar or building who does not respond to calls or shouts from personnel should reckon with consequences from the airport operator.