

# Order about Traffic Regulations

## For the security area of the airport premises for the Leipzig/Halle Airport GmbH (FLHG)

Short Title: Traffic Regulations

## **Airport Leipzig/Halle GmbH Important Telephone Numbers (H24)**

### **Fire Department Emergency**

With airport facilities	<b>112</b>
By mobile telephones	0341/224 -112

### **Airport Control Centre**

Within airport facilities	1130
By mobile telephones	0341/224 -1130

### **Security Control Centre**

Within airport facilities	1474
By mobile telephones	0341/224 -1474

## Basic Guidelines

For all those underway in the security area of the airport premises, the following regulations apply:

- The Airport Rules of Use (FBO)
- The Traffic Laws (StVO)
- The Accident Prevention Laws of the Employer's Liability Insurance Association

These are valid in their respective forms and in the following traffic regulations. These take effect as of **1 February 2025** and replace the traffic rules of **1 November 2022**.

Leipzig, **January 2022**

Leipzig/Halle Airport



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## Index of Changes

Changes from the previous edition are to be indicated by a vertical line on the right margin.

revision number	date of revision	made by (name, division)
01	19.12.2011	Mr. Brunzel, LEJ-V
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10	01.11.2022	Mr. Brunzel, LEJ-OZ
11	01.02.2025	Mr. Brunzel, MF-AVL

## Index of Abbreviations

AMTES	Aircraft Maintenance and Engineering Service GmbH
BGV	Employer's Liability Insurance Association Regulations
CAT	Category
DFS	German Air Traffic Control
DHL	DHL Hub Leipzig GmbH (Adrian <u>D</u> alsey, Larry <u>H</u> illblom, Robert <u>L</u> ynn)
DP	Deicing Pad
DV	Implementing Rule
EAT	European Air Transport Leipzig GmbH
FBO	Airport Rules of Use
FLF	Fire Engine
FLHG	Leipzig/Halle Airport GmbH
FOD	Foreign Object Debris/Damage
KFZ	Vehicle
NOTAM	<u>n</u> otice to <u>a</u> ir <u>m</u> en
StVO	Traffic Laws
StVZO	Road Traffic Licensing Regulation
TORA	<u>T</u> ake <u>O</u> ff <u>R</u> unway <u>A</u> vailable
UVV	Accident Prevention Regulations

## Part A General Principles

### A 1. Definitions

#### A 1.1 Airfield Ring Streets

Airfield ring streets run around the airfield as a system of streets and as connecting streets between the areas of operations on the airport grounds.

For the most part this system functions as a normal road. Yet one must remember that operations apron streets and taxi area streets can also be a part of the airfield ring streets (see attachment A).

#### A 1.2 Aprons

Aprons are predetermined areas of the airport which are set apart for accommodating aircraft for boarding and de-boarding of passengers, loading and unloading of freight and mail, fueling, parking or maintenance.

#### A 1.3 Taxiway

A taxiway is the part of the airport used for take-off, landing, and ground movements of aircraft associated with these. A taxiway includes the runway approaches and the runways.

The aprons are not included in this.

For driving on or entering the taxiway, a special permission for the apron is needed. This is connected with special instruction especially concerning radio communication with the tower.

The borders of the taxiway are presented in attachment B as per the defined driving areas.

Exceptions:

Employees who are in possession of a valid runway authorization can drive on the following TWY without radio communication with the tower if the work task requires it:

- runways L and M in the area of apron 1
- runway V in the area of apron 2
- runway F in the area of apron 3
- runway K up to the holding position for runway W1
- runways Z1 to Z5 in the apron 4 area

Furthermore, driving into these areas is permitted by vehicles of the winter service in use and in exceptional cases as part of the handling if there is no other possibility of safely bypassing aircraft (procedure for towing aircraft, see point C 2.2).

A minimum distance of 7.5 m to the stop bar is required!



## A 2. Permission

### A 2.1 Driver Identification for the Airport Areas

Persons who are delegated to drive vehicles and equipment in the security area of the Leipzig/Halle Airport have to

a) have the necessary official driver's or user's license or a special agreement with the airport management concerning the recognition of the training and ability to drive the respective vehicle, at least however a current car driver's license for Germany.

and concurrently

b) who hold the airport operator's permit to drive the respective vehicle or operate the device in the non-public area of Leipzig/Halle airport, the "driving permit for the airport grounds" or the driving permit on the DHL ID card.

The driving permit for the airport grounds or the driving authorization has to be carried at all times and presented to the representatives of FLHG (airport security service or holders of the airport ID with the label "SECURITY", the traffic manager on duty, the FLHG training representative, the traffic controller/flight controller) upon request or handed over to them for checking.

The official driver's license or permission to drive must also be demonstrable with ID.

The taxiway may only be used with the corresponding permission indicated in the „Driver Identification for the Airport Areas“. Furthermore a current airport map/Rollfeld (appendix A) must be present in every vehicle permitted to drive on the taxiway.

Permission to use or drive on the taxiway is obtained from the airport operator in agreement with the air traffic control division of the DFS.

Whoever enters the taxiway may only move as advised by the air traffic control division of the DFS and must pay special attention to radio, light, and signal contact from the DFS. The meaning of these acts of communication must be perfectly clear before entering the taxiway (see part C of the traffic regulations). Furthermore, persons entering or driving on the runway while simultaneously communicating with DFS "Tower Leipzig" must have German language skills equivalent to at least level 4. Appropriate proof must be presented to the airport operator.

Exceptions apply to those in possession of a driver identification with the designation "DP". These people may drive to the deicing pads without tower communication to deice aircraft. Further independent drives in the taxiway area are prohibited for this group of people unless they are accompanied by an employee with permission for the taxiway.

Anyone who does not have a driving permit for the airport grounds or a DHL driving authorization must be accompanied/guided by a person who holds such a driving authorization.

The guide is responsible for the vehicle he accompanies and must verify that the vehicles coming later can be seen at all times. With convoys on the taxiway, he assumes communication with the air traffic control division of the DFS. Logging in and out and registering availability must be valid for vehicles driving in the convoy.

Convoy movements in bad weather and vision conditions (strong rain, snow, fog) and in darkness should be avoided if at all possible.

For the area under the charge of DHL/EAT, a DHL ID can be obtained for driving vehicles. This driver's license is indicated on the DHL ID with the designation „F“. To obtain this designation, it is required to have completed instruction verified by the FLHG from an approved instructor.

## A 2.2 Permission to Drive a Vehicle

Any vehicle driving under its own power needs a permit by the airport operator, the motor vehicle driving authorization or a motor vehicle day permit or DHL motor vehicle day permit for driving in the non-public area of the airport grounds of Leipzig/Halle Airport.

### A 2.2.1

The „Vehicle Driving Permission“ must be affixed on the windshield so that it is clearly visible.

In vehicles with an open operator's stand, this authorization has to be displayed in the area of the operating elements so as to ensure that it is easily visible.

On the „Vehicle Driving Permission“ there is color-coding which indicates the areas in which the designated vehicle may be driven (see attachment A).

### A 2.2.2

The prerequisite for this permission is a valid test sticker according to § 29 StVZO, inasmuch as the vehicle is subject to the StVZO.

For vehicles and equipment not subject to the StVZO, permission is given only after proof has been given to the airport operator that the vehicle/equipment fulfills the requirements of the UVV air traffic, BGV C10. This proof must be shown annually. The test sticker must be affixed to the vehicle.

## A 3. Basic Regulations

### A 3.1

Every traffic participant must conduct himself in such a way that no others are harmed, endangered or compromised in any way beyond those demanded by the situation.

### A 3.2

Traffic participants are not allowed to consume alcoholic beverages or be under such influence while participating in or in a reasonable time period before participation in driving. This also includes other mood-altering substances or medicines which could compromise one's ability to drive – traffic participants may not be under their influence in any form or fashion while driving in the security area of the airport.

### A 3.3

The use of vehicles must be kept to an absolute minimum. Engines must not be allowed to run unnecessarily.

#### A 3.4

Each driver must determine the that vehicle it fit for traffic when he takes the vehicle into his care. Vehicles not fit for traffic may not be operated.

#### A 3.5

When driving on the apron and operating areas, every driver must comply with the traffic rules if points A.6 or B 3.4 apply.

#### A 3.6

Aircraft taxiing has priority in every case. Aircraft in tow are considered as aircraft moving under their own power.

#### A 3.7

Changes in direction of movement, especially on aprons, must be indicated in a timely manner by blinking.

#### A 3.8

If physical restrictions make it too narrow, or to keep areas free of blockage, or if based on other reasons, there should be no traffic signs, signage affixed to the driving surface are equally valid.

#### A 3.9

In vehicles equipped with seat belts, there is a compulsory seat belt requirement according to the road traffic regulations.

#### A 3.10

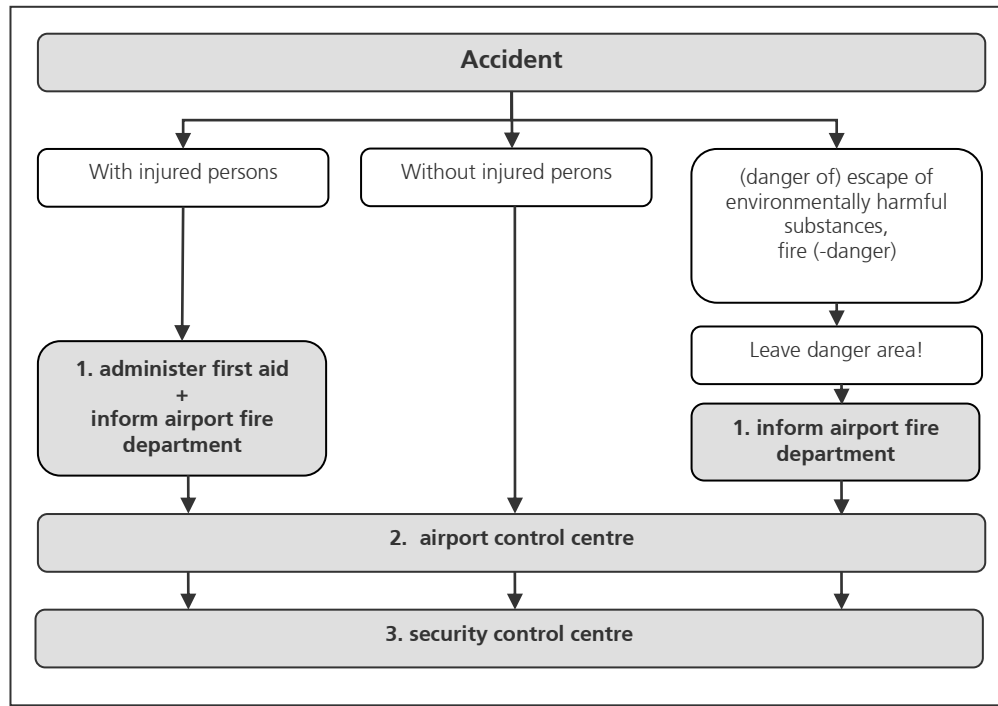
The driver may not use a mobile or vehicle telephone if he has to hold the phone or receiver in his hand. This does not apply if the vehicle is not moving and if the motor is turned off on motorized vehicles, or if the vehicle is equipped with a hands-free telephoning device.

When driving around aircraft parked in the security zone (see point B 4.2.1), any use of mobile or automobile telephones is prohibited.

#### A 3.11

Driving backwards or repositioning motorized vehicles is only allowed if the local conditions do not permit driving forwards. When driving backwards, the driver must verify that his vehicle is free of any obstacles. If the driver cannot see behind the vehicle due to any reason, the driver must use someone to guide him driving backwards.

#### A 4. What to do when accidents occur



##### A 4.1

The **airport control centre and the security control centre** must be immediately informed if any accidents or occurrences happen.

##### A 4.2

When persons are injured, first aid must be administered, and the **airport fire department** must be immediately informed.

##### A 4.3

When environmentally harmful substances (could) escape with accidents or occurrences, or if there is danger of fire or fire has started, the airport fire department must be immediately informed.

##### A 4.4

The accident scene must be described as accurately as possible. The location of the accident or damage must be sectioned off and left unaltered.

##### A 4.5

Accidents are registered by the **airport security service**.

Those involved in the accident and witnesses must remain at the scene until the airport security service arrives, and these persons must identify themselves as witnesses or those involved in the accident to the person(s) registering the accident.

If fulfilling other essential tasks makes it impossible to remain at the scene, such persons can leave the accident scene, if the person registering the accident agrees. As soon as possible though, they must report to the airport security service.

#### A 4.6

The procedure for recording accidents in the DHL area is described in the implementing provision regarding reporting of incidents, accidents and cases of damage.

## A 5. Right of Way

#### A 5.1

Aircraft moving under their own power have priority over all other traffic.

In special cases, for example, with disasters or emergencies or catastrophes, the air traffic control (tower) can stop aircraft by radio and give right of way to vehicles in emergency service.

#### A 5.2

Aircraft being directed by guiding vehicles, in tow, on platforms, or moving by hand, have right of way before other vehicles. The vehicle used for guiding or towing belongs to the aircraft, as far as right of way regulations are concerned.

Driving between the guiding vehicle and the aircraft is prohibited.

#### A 5.3

Passengers walking to or from an aircraft have priority over all vehicles. They are exempt from wearing high-visibility clothing in the apron area (→ ADR.OPS.B.033).

#### A 5.4

Vehicles driving on marked streets have right of way before vehicles entering such streets, regardless of where the marked streets are located (apron, taxiway).

Traffic signs can change the right of way.

#### A 5.5

In addition, vehicles approaching from the right have the right of way inasmuch as the right of way has not been altered by traffic signs.

#### A 5.6

Special consideration must be given to passenger buses.

#### A 5.7

Priority must be given to vehicles with special rights (see point A 6).

### A 6. Special Conditions

#### A 6.1

Emergency vehicles with flashing blue lights and vehicles with flashing yellow lights are not bound by speed limits and may leave streets as needed for their emergency tasks.

#### A 6.2

The use of a flashing blue light and an acoustic signal is only allowed for such vehicles which have been confirmed (according to StVZO and other legal regulations) as emergency vehicles.

#### A 6.3

Vehicles with flashing lights have priority before other vehicles according to the following paragraph.

Vehicles with flashing lights have the following priority, going from highest to lowest priority:

1. Vehicles with flashing blue light and concurrent siren.
2. „Follow-me“-vehicles with flashing yellow light;
3. Vehicles with flashing light (e.g. winter service, airport security service SECURITY, airport control centre, airport security, etc.)

Note:

- „Follow-me“-vehicles are designated by a black-yellow checkered paint, an illuminated „follow me“ sign, and yellow flashing light.
- Winter service vehicles are special vehicles with orange color and additional designation.

#### A 6.4

These vehicles mentioned must be provided free movement by stopping, driving slowly, relinquishing right of way, driving to the right, or other measures.

#### A 6.5

These special rights are not valid with aircraft taxiing or in tow.

## A 6.6

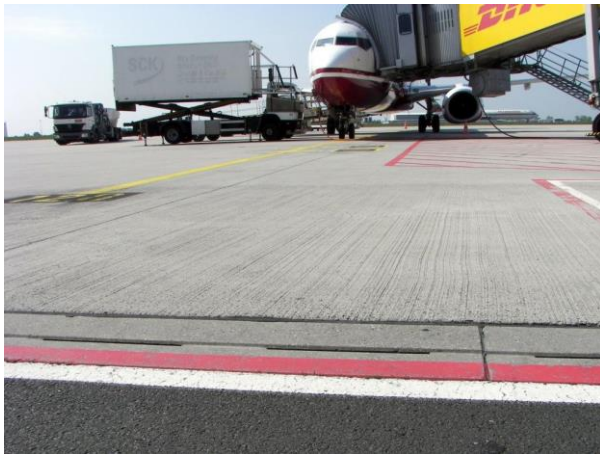
The use of blue or yellow flashing light does not release the driver from the obligation to observe traffic safety.

## A 7. Markings and Signs

Street markings and signs correspond essentially to the StVO. If space constraints or reasons of free access making signs impractical, markings on the driving surface of the street have equal validity. During heavy rain or winter operations special caution is required.

Airport-specific markings and signs are explained in the following.

### A 7.1 Delineation of Driving Areas



Here: apron 1

#### Stand Safety Line

The white-red Stand Safety Line indicates the apron border. Here the red line is on the apron side and the white line on the street side.

#### Alternative Stand Safety Lines



Attention: the red stand safety line in the area of the apron 2 extension is also the border between the apron and the runway area!



Double White Line (here: apron 2)

The double white line indicates the border with the taxiway for aircraft (runways).



## A 7.2 Airport-Specific Signs



here: entrance to localizer for runway 08R

### Sign Airport Operation Area

At the entrances leading from airfield ring streets to the **runway**, there are warning signs to prevent unintentional driving on the runway.



here: apron 1 (west), exit fire station west

### Warning Sign JET BLAST

The sign „JET BLAST“ is at those streets where the street might during its course cause vehicles to be effected by exhaust blasts from jet engines.

### Note: What to do in the vicinity of the Hush House (Jet Blast)

If jet engine tests are being conducted in the hush house, then the designated area in and around the facility is restricted to personnel involved with these tests. Other persons or vehicles must avoid this area with wide-ranging detours. Running tests are indicated by lights on the hush house and on the blast fence at the taxiway ring street. Furthermore, an aircraft is easy to spot in the position in the hush house.

In addition, it must be noted that during test runs the operations street around the hush house is blocked by the towing vehicle at gate 7.





here: apron 4, northern operation street (taxi street)



### Warning Sign „STOP for taxiing“

When nearing an aircraft, it is necessary to stop and give the aircraft right of way. The runway may no longer be crossed or driven on. This is valid both for aircraft moving under their own power and for those moving any other way (e.g. towing). Special caution is needed if vision is restricted.

## A 7.3 Marking of Streets

Vehicles must generally use the marked streets. If the destination is beyond a street, the marked street must be used as long as possible. Choose the shortest and safest way to drive to the street.

Streets are distinguished as:

- Driving streets
- Operational streets - apron (Service Roads)
- Manoeuvring Area streets

### A 7.3.1 Driving Streets

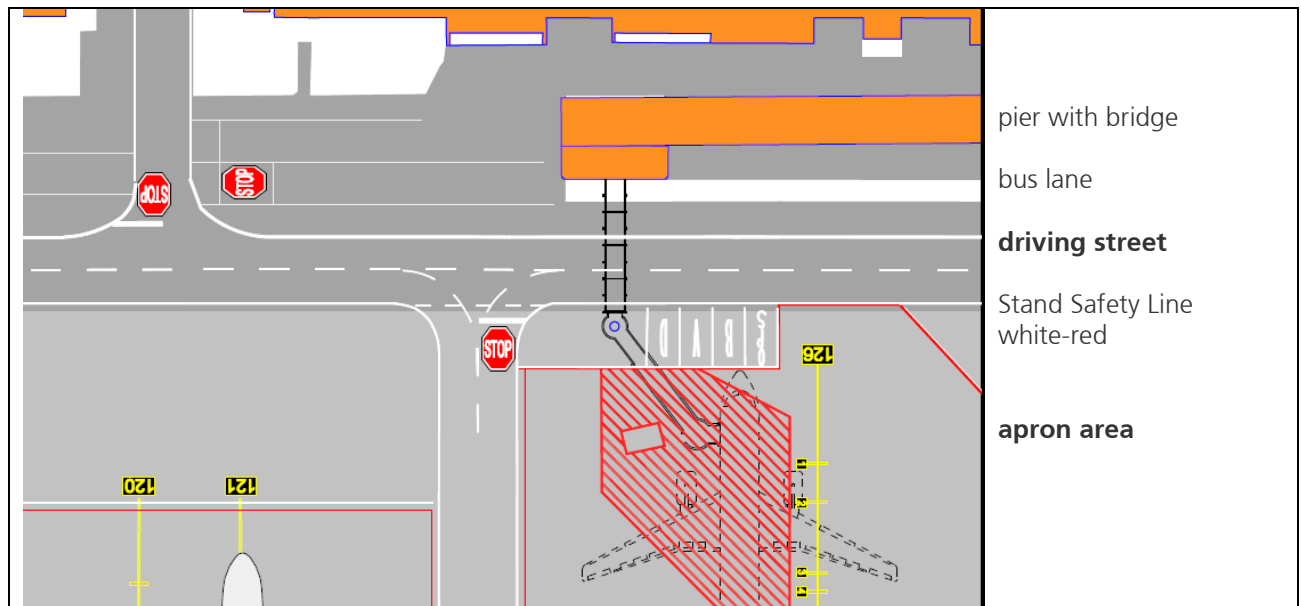
Driving streets run outside of the area in which aircraft movement takes place.

Exceptions:

- Street in the apron 3 area in front of AMTES hangar
- Street in front of small aircraft hangar
- Operational street south and north in the apron 5 area

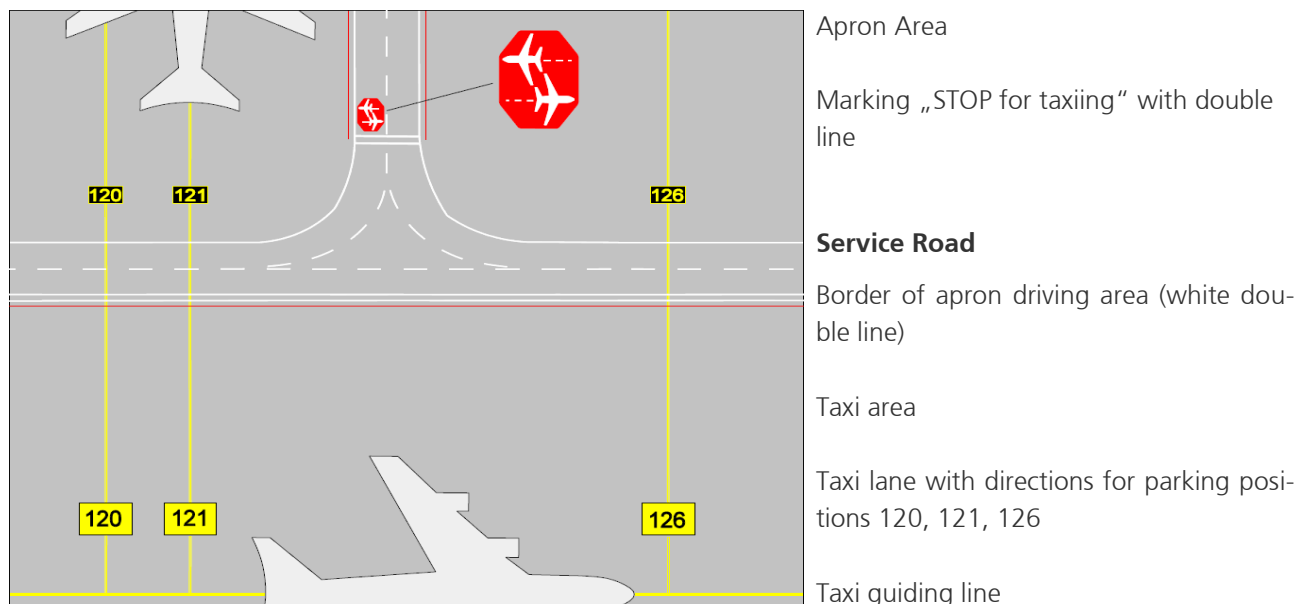
The streets are marked with curbs or solid white lines. The marking – also for entrances – corresponds to the traffic regulations (StVO).

All marked streets are no parking zones.



### A 7.3.2 Service Roads

Service roads are in the apron area. They are also indicated by solid white lines. They differ in the kind of marking for stop lines (double and going over both lanes). The border to the taxi area for aircraft (taxi lane) is indicated by a white double line. All service streets are no parking zones. Special caution is needed in the areas where aircraft are taxiing.

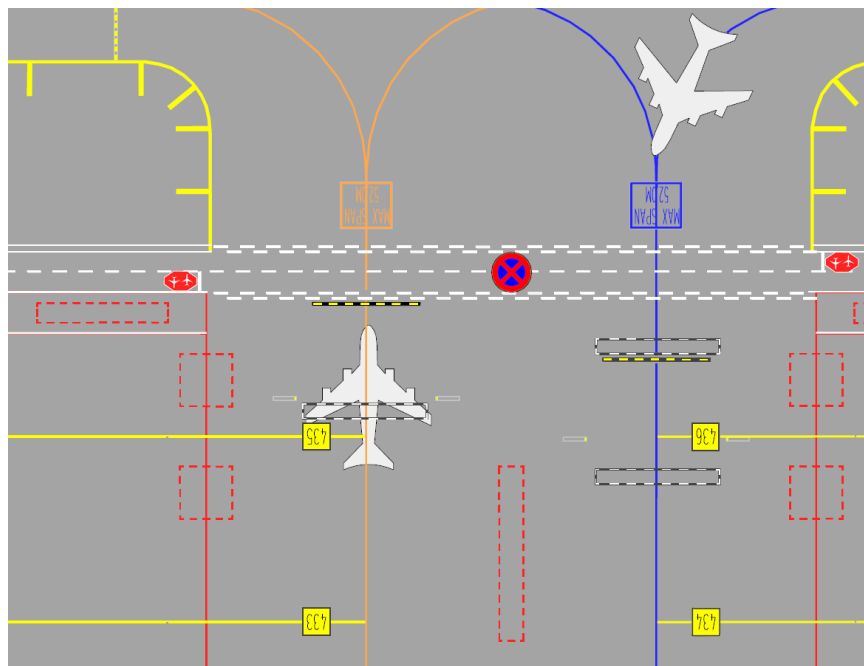


### A 7.3.3 Manoeuvring Area Streets

Manoeuvring area streets cross the runways or run through their areas. They are bordered by the sign „STOP for taxiing“ and by a zig-zag dotted lane marking. The beginning of the manoeuvring area street is indicated by a stop line (double line perpendicular to direction of driving).

Manoeuvring area streets are no parking zones (Exception: Removal of FOD).

When an aircraft nears, the runway may not be crossed or driven on if it is possible that the manoeuvring area street cannot be vacated in a timely way for the aircraft. This is valid both for aircraft moving under their own power and for those being towed.



## A 8. Speed Limits

### A 8.1

The maximum speed in non-public parts of the airport is 30 km/h for vehicles, and in the close proximity of aircraft it is walking speed. Traffic signs can change the speed limit.

### A 8.2

The speed limit is not valid for the following vehicles: catastrophe, police, fire department extinguishing, ambulance, winter service, airport control centre, airport security, air traffic control, follow-me and other vehicles with flashing blue or yellow light.

## A 9. Stopping and Parking

### A 9.1

Parked vehicles and equipment must be secured to prevent any movement.

### A 9.2

All taxiing surfaces are no parking zones, as well as the area around the fire department exits and on all designated driving surfaces (Exception: Removal of FOD).

### A 9.3

Stopping, parking, or working behind vehicles that can drive in reverse is not allowed.

### A 9.4

The escape route for tank trucks must be kept free for forward and backward driving vehicles. If technical reasons make it impossible to keep the escape route for tank trucks free during handling, it must be possible to immediately remove corresponding equipment in the case of an emergency.

### A 9.5

When parking vehicles or stowing equipment, a minimum distance of 3 meters must be kept to the airport security fence.

### A 9.6

In front of garage and warehouse gates there is a permanent no parking zone.

## A 10. Lighting

### A 10.1

When it is dark or vision is impaired during the day (e.g. dense fog, heavy rain or snowfall), vehicle headlights – dimmed headlights – must be used.

### A 10.2

Driving with parking lights is not allowed.

## A 11. Transporting Passengers and Loading

### A 11.1

Passengers may only be transported with vehicles approved for those purposes.

### A 11.2

Cargo must be stored safely away from traffic by cargo personnel and secured against falling. The driver must verify this before driving the vehicle.

## A 12. Pedestrians, Bicyclists

### A 12.1

Pedestrians must use available pedestrian walkways.

### A 12.2

On streets without walkways, pedestrians may walk next to the street border outside of the driving lane in the direction opposed to the vehicles. If conditions make it necessary to use the driving lane, pedestrians must walk in a single file line next to the street border.

### A 12.3

To reach the workplace, bicyclists must use the shortest connection between the entrance gate and the workplace. Bicyclists must wear a reflective vest or a reflective belt.

### A 12.4

Bicycles may only be used in the apron areas for work-related purposes. Riding on the taxiway is not allowed. Riding on the airfield ring street by night requires reflective clothing – at the least a reflective vest.

### A 12.5

Carrying electric scooters (e-scooters) is generally prohibited.

## A 13. Obstacles / Contamination / FOD

### A 13.1

Each person who passes on to surfaces of movement is required to pick up and dispose of objects (FOD – Foreign Object Debris/Damage) that could cause damage to aircraft (e.g. screws, lugs, baggage rings, paper, foil) – these are to be placed into the FOD containers (yellow bin with the writing FOD).

Additionally, each person on a handling position waiting for an aircraft to taxi has to determine that the area is free of FOD.

### A 13.2

If one suspects that these are aircraft parts, the airport control centre must be immediately informed.

### A 13.3

Contamination of airport facilities must be avoided. Contamination must be reported to the airport control centre immediately by those causing them. The same is valid when a contamination is noticed. The airport contractor makes the decision concerning removal of the contamination. The related costs are borne by the party causing the contamination.

### A 13.4

Traffic obstructions or contamination in the taxi area for aircraft must also be immediately reported to the air traffic control (TOWER).

## A 14. What to do in special weather and street conditions (Flying in weather conditions category II/III – CAT II/III)

### A 14.1

During darkness, bad weather conditions, as well as impaired daytime vision (e.g. fog, heavy rain or snowfall):

- Driving on movement surfaces (apron and taxiway) must be kept to a minimum;
- Vehicle lights – dimmed headlights – must be turned on;
- The speed and manner of driving and all reactions must be adjusted to the current conditions;



#### A 14.2



If street markings (traffic signs, stop- and driving lines etc.) cannot be seen, drive very carefully.

#### A 14.3



The display of the operating stage Cat II / III is on the access roads to the runway! Announcements via radio are to be considered!

#### A 14.4

A switched on stop bar may not be driven over unless clearance has been expressly given by the tower (see point C 5.1.3).

The same is valid for stop signs „CAT II/III“.



On taxi perimeter streets special attention must be paid to taxiing and towed aircraft.

#### A 14.5

The protection areas of the runways for CAT II/III operation have to be left. These include the protection zones of the instrument landing zones (red and white chain/post demarcation).

The position and size of the protection areas and zones are described in Appendix B.

## A 15. Monitoring of Regulations

#### A 15.1

The monitoring of regulations is the task of the management of traffic department (airport control centre, traffic administrator), the trainers of the FLHG and the airport security service (SECURITY). They are charged to execute patrols and verify that measures are taken to assure that rules and regulations are kept.

#### A 15.2

The airport security service is authorized to confiscate the driving license from an airport contractor, if the driver has violated his obligations. This is especially the case if a driver has ignored laws or operational regulations in a dangerous way.

#### A 15.3

The FLHG has the right, in agreement with the airport rules of use (FBO), to nullify the agreement for entering and driving in the secured areas of the airport grounds and facilities. This is particularly the case for violations against the airport rules of use or against current traffic laws.

**Appendix D of the airport rules of use has a catalog of point for violations and the corresponding measures to be taken.**

#### A 15.4

Tasks and authorization of the German Air Authority as well as the German Air Traffic Control GmbH Leipzig branch are not affected by these regulations.

## Part B Aprons

**Aprons are the predetermined surfaces of an airport set aside for accepting aircraft for boarding and de-boarding of passengers, loading and unloading of cargo and mail, fueling, parking, or maintenance.**

### B 1 General Safety Regulations

#### B.1.1

Whoever enters an apron must wear reflective clothing according to the European standards EN ISO 20471. This does not apply to passengers in walkboarding (→ ADR.OPS.B.033).

#### B 1.2

Smoking (including e-cigarettes) and the use of fire and open flames is prohibited in all buildings and on the entire site of Leipzig/Halle Airport, including in the vehicles. Exceptions are specially equipped smoking areas and barbecue areas.

#### B 1.3

Working with an open flame must be registered with the airport fire department and approved by them, with the exception of approved construction areas (e.g. if heating equipment is used on runways).

#### B 1.4

During fueling or changing of oxygen canisters at the aircraft, only crew and maintenance staff engaged by the respective air carrier or operator may be present in a radius of 15 meters around the fueling port, and no vehicles may drive in this area.

#### B 1.5

Driving and parking vehicles or equipment under the fuselage or the wings is not allowed. Driving or parking vehicles or equipment under parts of the fuselage or wings is allowed if this is necessary for reaching connection ports or service points on the aircraft. Here the lowest possible driving speed must be employed. If the vision of the driver is restricted, he must have help also for driving forward.

#### B 1.6

During fueling of aircraft, the relevant safety procedures must be adhered to. While fuel is being transferred to or from aircraft, no vehicles (except fuel trucks) may drive in the fuel ventilation area. Beginning with the tank ventilation opening, the tank ventilation area under the wing corresponds to a circular area on the ground with a radius of 4 meters.

A fire-extinguishing vehicle (FLF) for protection during fueling may not be obstructed by other vehicles. The free movement of the FLF forward and backward must be guaranteed.



#### B 1.7

The cable or hose connection to the aircraft must not be driven over.

#### B 1.8

In weather warnings (e.g. strong ground wind – storm warning), equipment and vehicles must be specially secured. The safety instructions (Safety Bulletin) must be followed absolutely.

#### B 1.9

Parking and supply surfaces are marked white and may only be occupied by vehicles and equipment needed for handling. Handling equipment may not protrude into the street. The border to the aircraft is indicated by a white/red or red stand safety line, where the red line is on the side of the aircraft (**see point B 6**).



## B 2. What to do when fuel spills

If fuel has run over or spilled, no vehicles may drive within a safety distance of 15 meters until the fuel has been removed or until it has vaporized. People are also not allowed to enter this area. Excluded from this are the emergency services of the fire brigade. Vehicles parked in fuel puddles may not be started or driven out with any kind of motorization. The **airport fire department** must be immediately informed by telephone or radio; the same applies for the **airport control centre**, so that necessary measures can be taken.

## B 3. Aircraft Parking Positions

### B 3.1

The aircraft parking positions are determined in the Luftfahrthandbuch Deutschland (German Aviation Handbook), IFR-part, or in the DV stand occupancy.

### B 3.2

**The taxiing area of the aircraft must be kept free during the taxiing process.**

Loading and handling equipment as well as vehicles may only be driven up to the aircraft when the engines have come to a standstill, the aircraft has been secured against rolling away and the anti-collision lights have been switched off and the prescribed safeguarding by means of traffic cones has taken place.

Exceptions to this are, if necessary, the air starter and the GPU.

Special care is needed when aircraft taxi in and out of parking positions. Aircraft that want to taxi away from a position or are ready for pushback may be recognized by the blinking anti-collision lights and the removed wheel chocks. In addition, the red rotating light of the pushback vehicle is turned on.

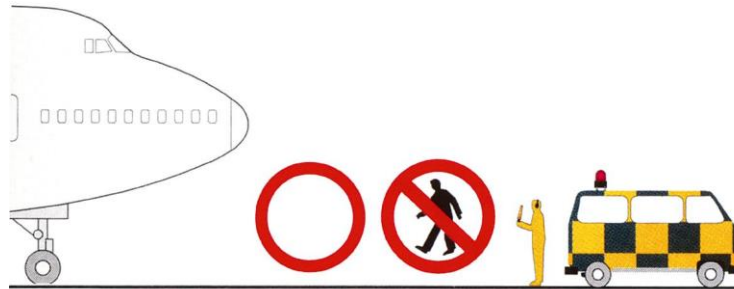
Once the anti-collision warning lights are in operation, vehicles are either not to be driven in front of or behind the aircraft, depending on how the park position is exited. Particular caution is required when moving aircraft parked ready for towing. In this case, only the collision warning lights of the towing vehicle are sometimes in operation.



### B 3.3

As long as the follow-me vehicle has the rotating red lights turned on while guiding an aircraft, there is a complete ban of all traffic between the aircraft and the guide. This is also valid for pedestrians and vehicles while the aircraft is being guided by hand signals from the guide.

### Complete traffic ban



#### B 3.4

If it is necessary to travel between aircraft parking positions for handling, it is not necessary to use the apron operations street. Here one must take great care that obstacles may be present (such as other handling equipment).

In the safety zone around a parked aircraft (see **point B 4.2**) only walking speed may be used when driving.

#### B 3.5

Special care is needed when driving up to aircraft and when driving in reverse. If vision is obstructed, the driver must use someone as a guide.



## B 4. Safety Zones When Engines are Running

### B 4.1

When engines are running, safety distances must be kept both in front of (danger of being sucked in) and behind (danger: jet blast) the engines.

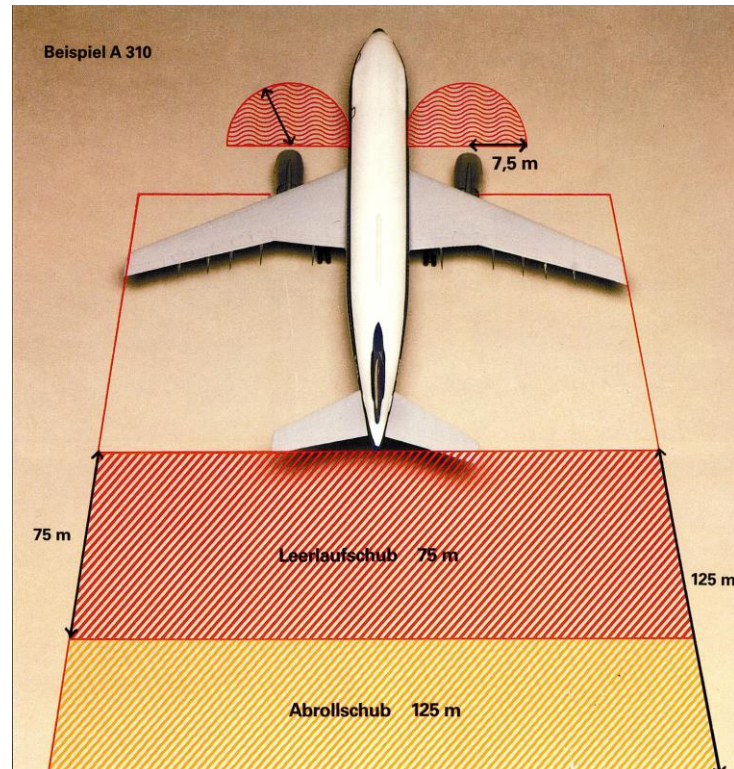
The following safety zones depicted may at no time be walked or driven onto:

#### a) Running Jet Engine

In front of running jet engines (idle) a safety distance of at least 7.5 meters in front of the engine intakes must be observed. Behind aircraft with running engines (idle), a safety distance of at least 50 meter – with wide-bodied aircraft (e.g. A300, A310, B747, B767) at least 75 meters must be observed. Behind aircraft taxiing under their own power or behind approaching aircraft, a safety distance of at least 75 meters – with wide-bodied aircraft 125 meters – must be observed.

Note: the safety zones differ according to the aircraft or jet engine type. In principle, the bigger the aircraft, the greater is the safety zone to be observed. In uncertain cases, the greatest distance possible must be held to the jet engine.

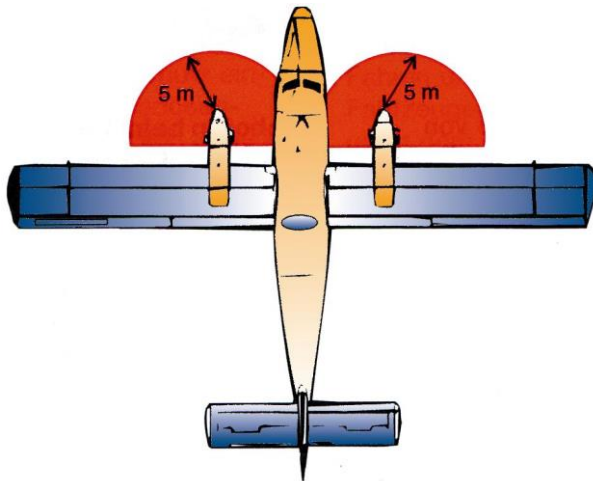
The handling of an aircraft may begin only when it has been determined that the jet engines have been turned off and the wheel chocks are on the landing gear.



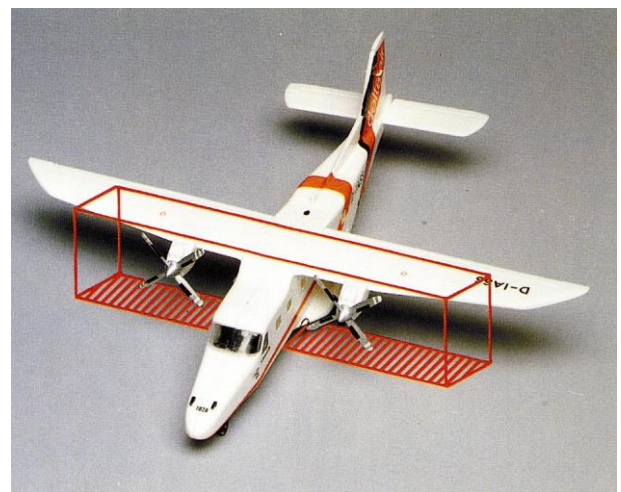


**b) Running Propeller Engines (marked areas):**

The rotation area of propellers may not be entered at any time. Exceptions are for maintenance and repair work.



Exhaust danger zone  
(idle / taxi thrust)  
20 m



Turning propellers by hand is not allowed. Special care must be taken when taxiing backwards with reverse thrust.

**c) Running Rotors of Rotary Winged Aircraft**

A safety distance of one rotor radius, at least 20 meters in any case, must be observed.



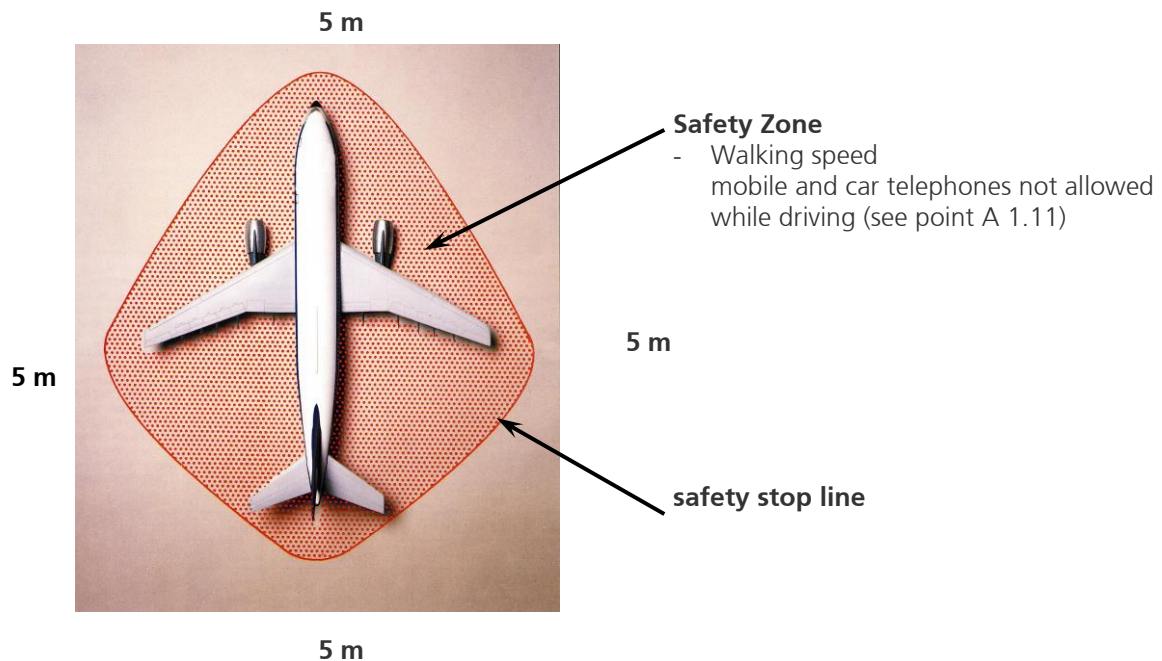


Special care is needed for helicopters with free tail rotors.

## B 5. Safety Zones Around Parked Aircraft

### B 5.1

The safety zone is bordered by an imaginary line, the safety stop line, which runs a distance of 5 meters from wing, nose and rear around the aircraft (image). In addition, the aircraft must be secured by traffic cones, at least one cone each at the nose, tail and wing tips and in front of the engines if they are mounted below the wings.



### B 5.2

Walking or driving in this zone is only allowed if needed for aircraft handling. Yet if operations still require vehicles and equipment only needed for handling to be parked in this zone, care must be taken that neither the handling nor the handling equipment is obstructed.

Maneuvering of vehicles and equipment must be done with greatest care.

### B 5.3

Charging and handling devices as well as vehicles may only be approached to the aircraft when the engines have come to a standstill, the parking brakes have been applied or brake pads have been applied and the anti-collision lights have been switched off. **The roll-in area of the aircraft must be kept clear.** Vehicle movements should occur as parallel as possible to the aircraft axis.

#### B 5.4

When positioning vehicles and equipment, pay attention that the height of the aircraft above ground changes during loading or unloading. This means the appropriate distance between equipment and vehicles must be observed.

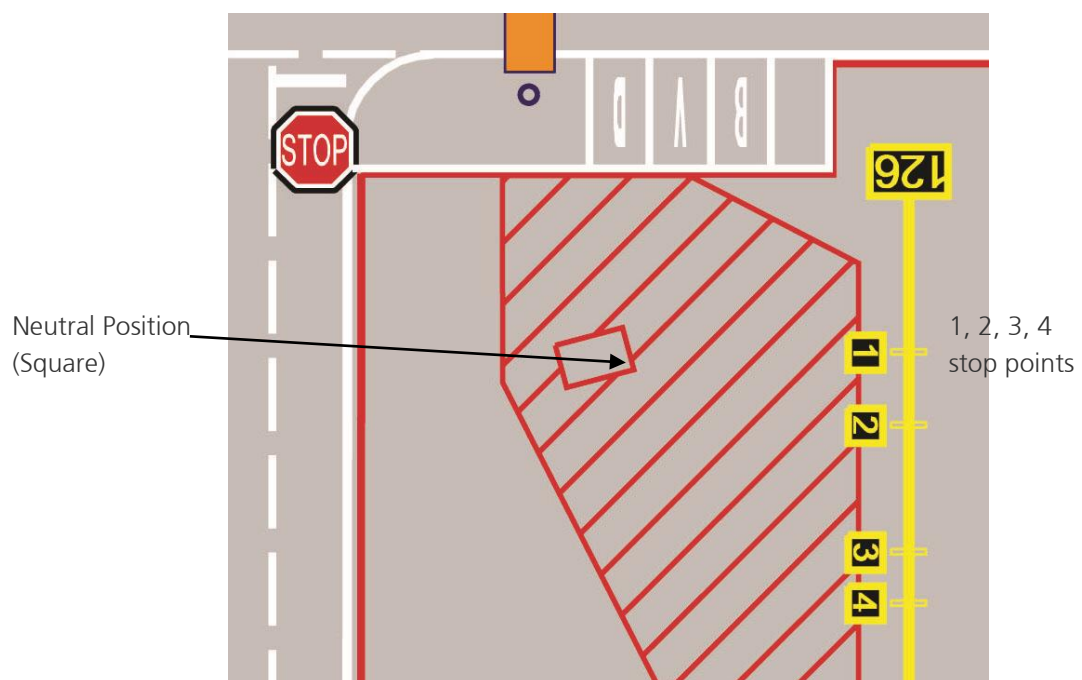
#### B 5.5

Before the engines are started, no vehicles or equipment may remain in the area of the emergency exits after the passenger stairs have been removed. This makes unobstructed deployment of emergency slides possible in the event of an emergency.

### B 6. Passenger Bridge

#### B 6.1

The operational range of a passenger bridge is indicated by a red striped safety area. On such designated areas a no parking zone is always in effect. These areas must always be kept free of equipment or any obstacles.



#### B 6.2

The hub and the wheels of the passenger bridge are positioned in the red marked area provided for this in the neutral position.

#### B 6.3

**Note:**



If an acoustic warning signal follows (shrill whistle) and a yellow rotating light blinks under the rotating cabin of the passenger bridge, the bridge is ready for operation. Docking or undocking begins. During these procedures, no one is permitted – neither driving nor walking – on the entire motion area (red striped safety zone), and the use of the service stairs is not allowed.

#### B 6.4

The driver of the passenger bridge must be certain that the motion area of the bridge is free of any and all obstacles.

#### B 6.5

Driving under the passenger bridge is absolutely prohibited. If handling or winter maintenance measures absolutely require driving under the bridge, attention must be paid to the varying clearance under the individual passenger bridges – these are not indicated in any way. It may be necessary to use someone as a guide for driving underneath.

**Note:** The clearance of the rigid part of the 136 passenger boarding bridge is only 3.80 m in contrast to the 126-134 passenger bridges!



## Part C The Manoeuvring Area

The manoeuvring area may only be driven on for purposes of inspections, maintenance, and upkeep (e.g. winter service), for guiding and towing of aircraft and for construction sites. All other uses require use of the airfield ring street. The visitor service is excepted from this. The use of the manoeuvring area should be kept to an absolute minimum.

### C 1. Borders

#### C 1.1

The manoeuvring area is the part of the airport used for take off, landing (runways) and the ground movements related to these (taxiways), the aprons not being a part of this.

The borders of the manoeuvring area are in appendix A.

Whoever intends to drive on the manoeuvring area has to be familiar with its borders, especially in the area of the bordering aprons.

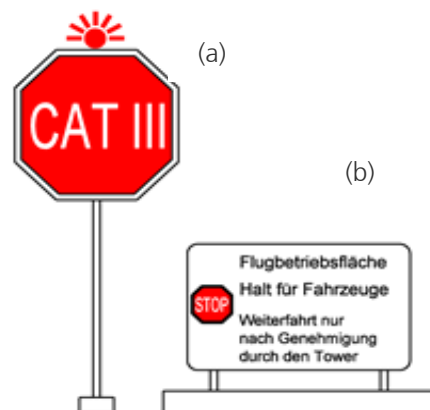
#### C 1.2

At the entrances from the airfield ring streets to the runways there are additional warning signs to prevent unintentional driving onto the runways.

These warning signs are complimented by an additional warning sign (a) showing weather flying conditions according to operational level III (CAT III).

„CAT II/III“ – signs are valid only when switched on; the red blinking light is also concurrently turned on. Then traffic regulations for weather flying conditions II/III (CAT II/III) must be observed (see point A 14.).

The signs (a) and (b) are usually next to each other, but they can stand separately.



## C 2. Entering and Driving

### C 2.1

Persons who want to enter or drive on the manoeuvring area must have exact knowledge of the area. In addition, they must be able to engage in radio communication (point C 3.). Furthermore, persons entering or driving on the runway while simultaneously communicating with DFS "Tower Leipzig" must have German language skills equivalent to at least level 4. Appropriate proof must be presented to the airport operator. They must be familiar with the meanings of the markings, signs, and navigation lights. If someone loses their way, the tower must be informed immediately.

### C 2.2

The manoeuvring area may only be entered or driven on with the permission of the airport operator in agreement with the air traffic control office (designated in the following as the **tower**).

Exceptions are runway „V“ in the area of apron 2, the runways „L“ and „M“ in the area of apron 1, the runway „F“ in the area of apron 3, the runways „Z1“ to „Z5“ in the area of apron 4, as well as the runway „K“ at the hush house. These areas may be entered/driven on without permission from the tower by employees who have a valid runway authorization as well as of winter service vehicles in use (for exceptions, see point A 1.3). However, special attention must be paid and priority must be given to aircraft taxiing. Aircraft tows are generally to be reported to the DFS – Tower Leipzig.

### C 2.3

Whoever enters or drives on the manoeuvring area is allowed to move only according to instructions from the TOWER and must observe the tower's radio contact, light signals and other signs, and must be thoroughly instructed in their meanings.

The signals of the airfield control of the German air traffic control have the following meaning:

light signal	meaning
Flashing green	Permission to enter the runway or to continue driving!
Steady red	Stop, wait for further sign!
Flashing red	Immediately clear or leave the runway or taxiway, establish a safe distance and watch out for aircraft!
Flashing white Return to apron immediately!	Return to apron immediately! (in accordance with local instructions)
Switching on and off the start and landing lights runway area immediately clear make or leave	runway area immediately clear make or leave

### C 2.4

It shall be ensured that vehicles and other moving objects, with the exception of aircraft, are marked conspicuously, in particular on the runway of the airport, and are in principle equipped with low-intensity obstacle lights

(in accordance with EASA-CS-ADR-DSN) type C (yellow or on fire brigade vehicles blue flashing / strobe lights) or type D (yellow flashing / strobe lights on follow-me vehicles). Lamps used comply with the European directive for beacons ECE-R65 and StVZO.

Otherwise, the hazard warning lights are to be used. It is necessary to maintain a permanent radio connection with the air traffic control of DFS. Otherwise, vehicles should be guided by a Leader Vehicle that meets these requirements.

#### C 2.5

Vehicles driving on the runway without a follow-up vehicle must also be equipped with a transponder approved by the airport operator. The airport operator can allow exceptions in agreement with the air traffic control unit.



## C 3. Basics of Radio Communication with the Tower

### C 3.1

Everyone participating in radio communication must be familiar with the basics of this. The following regulations are generally valid and are expanded in „Attachment A – Airport Overview Map/Airfield“ to include using radio equipment.

### C 3.2

Reporting entering or driving on the manoeuvring area is accomplished on the TOWER channel with the call numbers assigned to the individual radio (see Appendix D). In addition, the transponder of the vehicle must be switched on before driving onto the maneuvering area. Furthermore, it is possible to assign a call number (e. g. for construction companies). If several vehicles are in a convoy, radio communication is led by the leading vehicle, which is responsible for all following convoy vehicles. If the registration is made on an aeronautical radio frequency (tower or ground), a valid aeronautical radio certificate (at least BZF II) is required. The provisions for aeronautical radio apply.

### C 3.3

The location, the intended destination of the vehicle, and the radio call numbers must be communicated to the TOWER as quickly and precisely as possible. If special parts of the manoeuvring area must be driven on (e.g. for inspection purposes), the intended route must also be described.

*In general, if the driver does not specify a special route, the tower will assign the route to be driven.*

### C 3.4

When establishing radio contact, the following order must be kept:

Help:		
1. Own Call Number	WHO	(am I)
2. Own Position	WHERE	(am I located)
3. Destination	GOING WHERE	(am I going)
[4. Route to destination	HOW	(am I getting to destination)]
		(e. g. with inspections)

The shortest possible route to the destination should be specified.

#### Example 1 (with no route indicated):

Situation: Airport 1 is on apron 2 and wants to drive to apron 1.

1. Press the call button on the tower channel and wait for availability

2. Answer: Airport 1 - location apron 2, wants to drive to apron 1.
3. Wait for tower to answer  
Understood – from apron 2 to apron 1 over „S1“ – cross south runway – „H1“ – „N“ approved for Airport 1
4. Answer from Airport 1  
Understood – from apron 2 to apron 1 over „S1“ – cross south runway – „H1“ – „N“ approved for Airport 1

Example 2 (with route given):

Situation: Airport 1 is on apron 2 and wants to drive to apron 1 via runway „S1“, crossing south runway, over „H1“ and „N“.

1. Press the call button on the tower channel and wait for availability
2. Airport 1 – location apron 2, wants to drive to apron 1 over „S1“, cross south runway, „H1“, „N“.
3. Wait for tower to answer  
Understood – from apron 2 to apron 1 over „S1“ – cross south runway – „H1“ – „N“ approved for Airport 1
4. answer from Airport 1  
Understood – from apron 2 to apron 1 over „S1“ – cross south runway – „H1“ – „N“ approved for Airport 1

One must pay special attention to repeating one's own call number at the end of the answer.

### C 3.5

Requesting permission to drive on the manoeuvring area

- (a) without a route, the tower issues the route.
- (b) With a route, the tower either gives clearance, a different clearance, or denies permission.

### C 3.6

In each case, the answer from the TOWER must be repeated analogous to the examples above to avoid misunderstandings.

### C 3.7

The route cannot be begun until the (altered) clearance is given by the TOWER.

#### C 3.8

The participant must remain signed on with radio contact on the TOWER channel to be able to react to instructions from the TOWER (e.g. to immediately vacate the manoeuvring area). Here one must note that runway signs is posted according to the direction for use by aircraft.

#### C 3.9

Radio communication among participants on the TOWER channel is not allowed. Additional radio equipment must be used for these purposes.

#### C 3.10

After leaving the manoeuvring area, the participant must inform the tower immediately.

#### C 3.11

If **radio contact ceases** or **disturbances in radio contact** occur, the manoeuvring area must be vacated immediately. The TOWER must be informed in the best way (e.g. via other participants or telephone in the traffic center).

### C 4. Closing Parts of the Manoeuvring Area

#### C 4.1

Closed parts of the manoeuvring area are given over to the responsibility of the FLHG.

#### C 4.2

Opening them for air traffic occurs via the FLHG (airport control centre) contacting the TOWER.

#### C 4.3

When construction occurs on closed parts of the manoeuvring area, clearance for entering or driving of the construction area is given by the FLHG to the construction company; if needed, in writing.  
Signing off occurs via the construction company to the FLHG.

#### C 4.4

If several construction companies are working at the same time, a coordinator must be named who is the go-between responsible between the FLHG and the construction companies working there.

#### C 4.5

Construction sites on the manoeuvring area lasting more than two hours are published by the airport control centre using NOTAM.

**Times published through NOTAM for closing parts of the manoeuvring area are only general times and do not serve as clearance for entering the areas.**

Note:




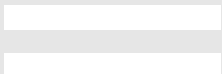




NOTAM (**notice to airmen**) is a message concerning erection, condition, or change of air traffic facilities of all kinds as well as concerning services, procedures or dangers, whose timely dispersal is important for air traffic and air security staff.

## C 5. Markings and Signs on the Manoeuvring Area

The markings and signs serve to orient aircraft pilots and drivers at the airport.

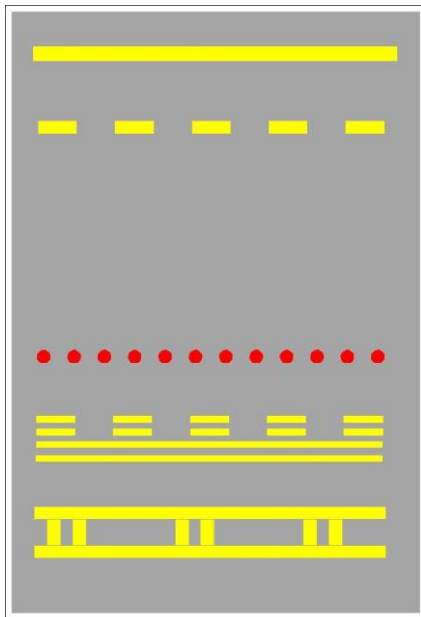
For all traffic participants on the manoeuvring area, knowledge of the following points C 5.1 und C 5.2 is not less important, for they serve to orient and help observe safety rules on the manoeuvring area.

### C 5.1 Markings on Runways (see figures)

color	use	view
Simple yellow	regulating, orienting and leading air traffic around taxiways and the apron	
Double yellow	Border between operating areas with high or low load limit, e.g. edge of taxiway	
Simple white	regulating, orienting and leading air traffic around runways. Round runways and aprons this marking is used to lead and delineate ground-related traffic (e.g. marking of operational streets).	
Double white	Ground-related traffic may not drive over this line. It is used for side borders of operational streets.	
red	Generally indicates surfaces with higher potential danger.	
blue	Blue lines indicate subordinated taxi guiding lines. They indicate a deviation from standard taxi guide lines (yellow).	
orange	Orange lines indicate subordinated taxi guide lines. They indicate a deviation from standard taxi guide lines (yellow).	
green	Indicates further airfield markings not found in above mentioned aspects and which have to be held due to local conditions. <i>Not present at Leipzig/Halle Airport</i>	

Markings on taxiways are yellow for taxi guiding lines, intermediate holding positions at crossings and entrances of taxiways, and for CAT I - und CAT II/III-stop lines at stop locations or at stop locations for CAT II/III.

At night, yellow guiding lines are illuminated by green lights, while orange and blue guiding lines are illuminated in line with their colour.



**Taxi guide line** (point 5.1.1)

**Intermediate holding positions** (point 5.1.2) at crossings and entrances and in the course of taxiways  
- usually in connection with stop bar

switched on **stop bar** (point 5.1.3)

**CAT I-stop line** (at taxi stop) (point 5.1.4)

**CAT II/III-stop line** (at taxi stop CAT II/III) (point 5.1.5)

#### C 5.1.1

Taxi guide lines are continuous lines on which the aircraft moves. These are largely marked in yellow. Alternative guiding lines are marked in orange or blue (apron 1, 2, 4 and DP6).

#### C 5.1.2

The intermediate holding position at crossings and entrances to taxiways (or in the course of taxiways) are perpendicular to the direction of taxiing and are normally solid with a stop bar (street surface lighting red).

- **For radio use:** **INTERMEDIATE HOLDING POSITION indicating the taxiway**

#### C 5.1.3

**Stop bar** (street surface lighting red) lie perpendicular to the direction of taxiing and are found at intermediate holding positions as described under point C 5.1.2., at CAT II/III- stop lines and also at entrances to the runway, for example on the disaster streets northwest, fire station north and northeast.

**Engaged stop bars may not be driven over.**

**Exception:** **Only after explicit clearance from the tower.**  
**When in doubt, ask again.**

#### C 5.1.4

The CAT I-stop line (in connection with a CAT I- stop sign) is perpendicular to the direction of taxiing and designates the safety distance required for air traffic under weather conditions operational level I for the respective runways, in order to avoid obstacles. The CAT I- stop line in the north area is a distance of 107,50 meters from the center line of the north runway. Exceptions here are the TWY A1 (151 m), A2 (166.50 m) and A9 (151 m). The CAT I- stop line in the south area is a distance of 107.50 meters from the center line of the south runway (exception TWY H1 with 250.50m).

In addition, there are runway guard lights at the CAT I- stop line which blink in alternation.



- **On radio use:** **taxi stop with the corresponding taxiway**

If clearance from the TOWER to drive on the manoeuvring area has instructions like „keep safety stripes of the runway free “, this means that one may only drive up to the CAT I stop line, thus up to the taxi stop.

For construction work during airport operation, special rules apply to the safety distances to the runways.

#### C 5.1.5

For weather flying conditions in operation levels II or III, the **CAT II/III- stop line** (in connection with CAT II/III- stop sign and stop bar) marks the safety distance to the respective runway. This is also perpendicular to the direction of taxiing. The CAT II/III- stop line in the north area is 150 meters from the middle line of the north runway. Exceptions are the TWY A1 (169m), A2 (185.50m), A5 (153.50m), A6 (154m), A8 (153m) and A9 (189m). The CAT II/III- stop line in the south area is 120 meters from the middle line of the south runway (exception is TWY H1 with 319m).

- **On radio use:** **taxi stop CAT II/III**

### C 5.2 Signs on Taxiways and Runways (see figures)

Signs in the area of runways and bordering taxiways serve as additional orientation for taxiing aircraft, in addition to illuminating and marking. Here mandatory instruction signs differ from information and alert signs.

Mandatory Instruction Signs designate an area of the airport manoeuvring area which may not be driven on without prior permission of the TOWERS. In principle, all entrances of taxiways to runways or crossings are designated by mandatory instruction signs.

They generally consist of white print (letters, numbers, arrows etc.) with a red background.



**NO ENTRY**

**08R-26L**

**CAT I – stop sign indicating runway**  
(at the taxi stop)

**08R - 26L CAT II / III**

**CAT II/III- stop sign** (in connection with stop bar and CAT II/III-  
stop line, at taxi stop CAT II/III)

**Instruction signs** serve primarily to orient pilots of aircraft and instruct them concerning their current position or the location and direction of certain facilities of the airport.

**↖ 2450 m**

**A1**

**B→**

The signs should be positioned such that aircraft can recognize it easily.

The color system differentiates according to:

- Yellow print on black background: Position
- Black print on yellow background: Instruction sign (direction or other information like available runway)
- White print on red background: mandatory signs

#### C 5.2.1

Position signs are to the left in the direction of taxiing. They are usually combined with a direction sign. On longer taxiway stretches without forking, they may stand alone.

(Example for point C 5.2: the position is „taxiway A1“)

#### C 5.2.2

Direction signs on taxiways are to the left in the direction of taxiing. They are usually combined with a position sign.

(Example for point C 5.2: to „taxiway B“ turn right)

On the runways there are directional signs on the left in the direction of taxiing or on the right, depending on which side the runway being used runs.  
(see point C 5.3 and C 6.1)



#### C 5.2.3

The sign „NO ENTRY – entry ban for aircraft“ is erected on both sides in the direction of vision. It applies only to aircraft and not for normal vehicle traffic.

#### C 5.2.4

CAT I- stop signs are at the TAXI STOP in the direction of taxiing on both sides in connection with a CAT I- stop line, often also in connection with a TORA-sign.

(Example for point C 5.2: The sign is at a taxiway that leads onto the north runway (on „A3 to A7“))

#### C 5.2.5

CAT II-III – stop signs are at taxi stop CAT II/III in the direction of taxiing on both sides in connection with a CAT II/III- stop line and a stop bar.

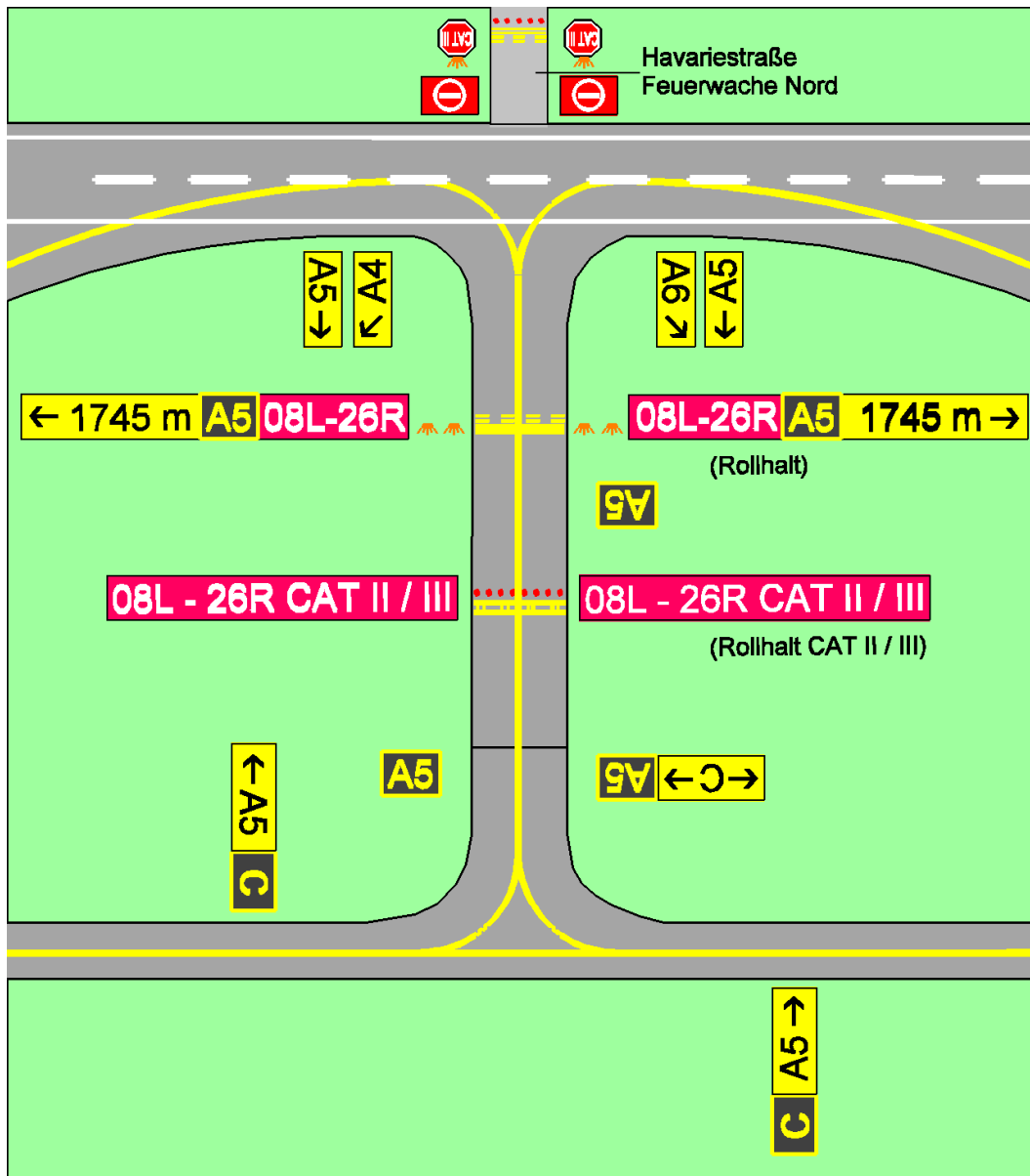
(example for point C 5.2: The sign is at a taxiway that leads into the north runway (on „A3 to A7“)).

#### C 5.2.6

TORA-signs are erected at taxiways that do not lead into the entrance of a runway. They indicate the direction and the available take off length in meters after starting. (TORA – TAKE OFF RUN AVAILABLE).

(Example for point C 5.2: The sign „TORA 2450“ is on the left side of taxiway „A7“ and states that the available length for takeoff is still 2450 meters. The arrow direction pointing half to the left indicates a fast taxiway.)

The example indicates the combination of markings and signage with the practical example on the north runway in the area of taxiway A5/disaster street fire station north (not according to legend).



## C 6. Special Considerations For Driving On the Taxi Bridge

### C 6.1 Taxi Bridges

The taxiways E7 and E8 (taxi bridge east) and W1 (taxi bridge west – southern part) cross the electrified railway track. The safeguard varies from the standards of usual street bridges.

Therefore special regulations must be kept, which have been provided by the Deutsche Bahn (German Railway) AG. Documentation must show that persons driving over this bridge have been instructed in these special regulations. This instruction must be repeated every two years.

## Part D Instruction

### D 1 Instruction

#### D 1.1

Instruction must be given in these current traffic regulations to all persons entering and/or driving on the secured areas of the airport premises of the Airport Leipzig/Halle. This instruction must be confirmed by the leaders of the structural units, offices or companies working at the airport.

#### D 1.2

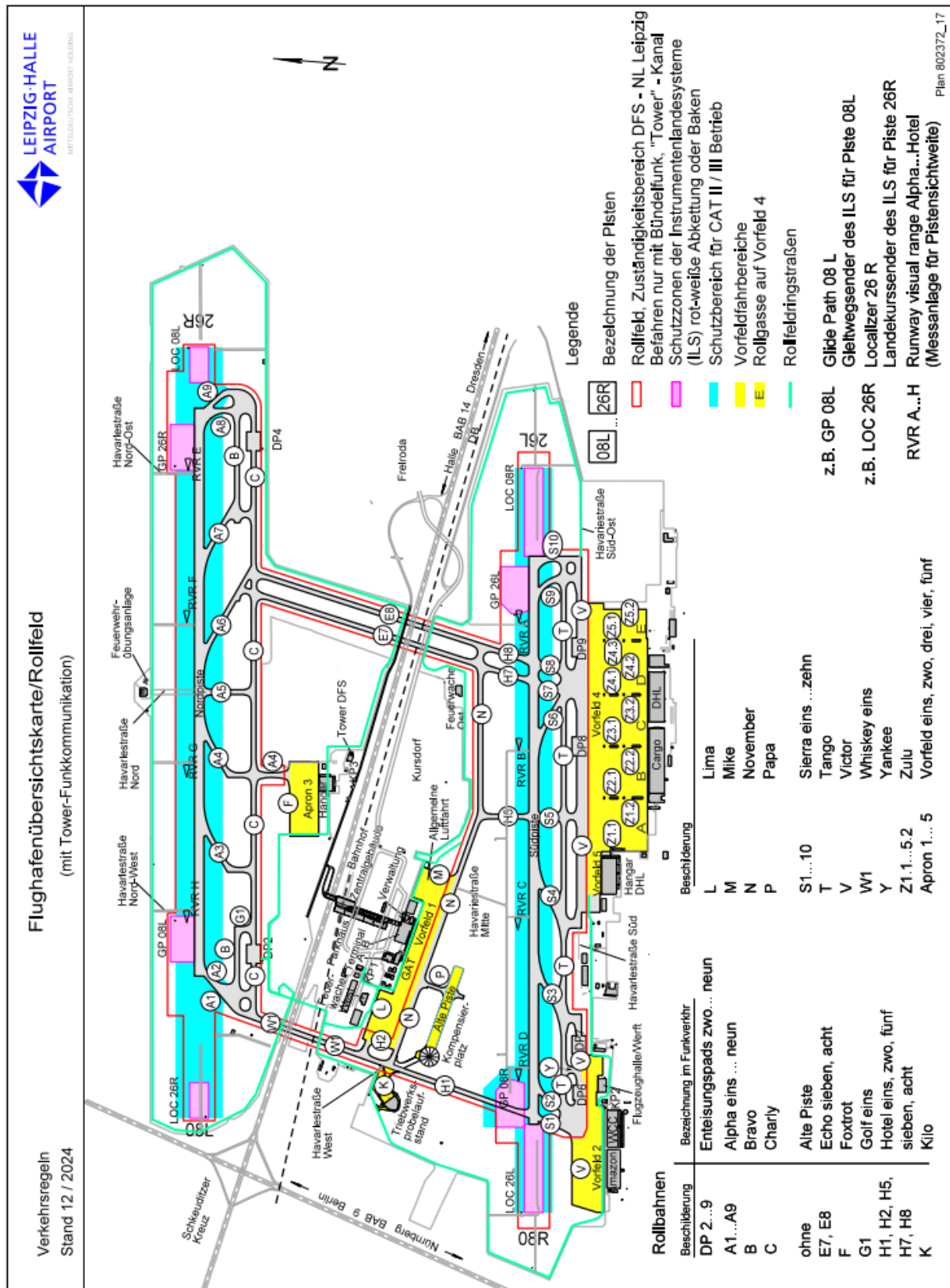
In the context of obtaining the „Driving License for the Airport Area“, instruction concerning the current traffic regulations is given by the FLHG traffic division or by persons commissioned by you.

#### D 1.3

The instruction provided by the FLHG described under D 1.2 must be repeated every two years. This repeat instruction is the prerequisite for extending the temporary validity of the „Driving License for the Airport Area“ (see appendix D FBO).

#### D 1.4

Proven violations of current traffic regulations can cause the FLHG to require additional instruction for a fee.



## to Attachment A – Airport Overview Map/ Manoeuvring Area

(with the sequence of the TOWER-radio communication)

Requesting entering or driving on the manoeuvring area (taxiways and runways)

- Participant dials the group **TOWER** on the radio
- Participant confirms the TOWER-button
- TOWER responds with: „TOWER is listening“ (can take as much as several minutes for response)
- Participant requests from the TOWER clearance as quickly and precisely as possible. If several vehicles are in a convoy, radio transmission is conducted by one leading vehicle responsible for all vehicles in the convoy.

Radio transmission with the TOWER / presence on the manoeuvring area

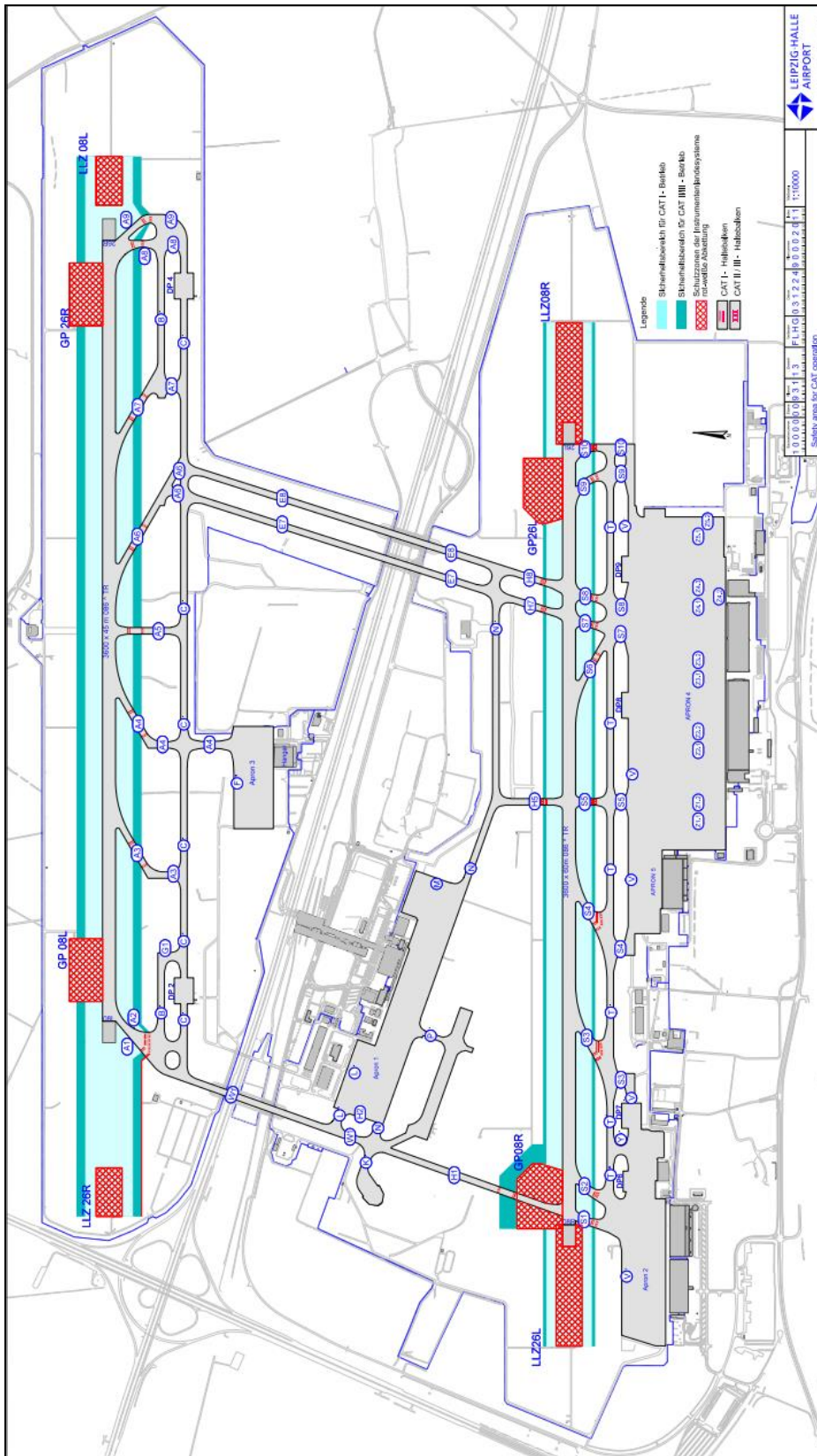
- Participant gives request as follows, after the TOWER has requested the following:  
1. his own call number – 2. His own position – 3. destination – (4. Route to destination)  
e.g. Elektro 11 – in front of de-icing pad 2 – wants to drive to fire station north – via Charly, Alpha5, cross north runway, disaster street fire station north
- The shortest route possible to the destination should be requested, and while driving on longer stretches of the manoeuvring area, attention should be paid to the taxi direction of aircraft.
- The TOWER responds to the request either with CLEARANCE, a MODIFIED CLEARANCE or DENIAL.
- The clearance from the TOWER, or the modified clearance or denial must be repeated by the participant to avoid misunderstandings. Always give one's own call number when repeating.
- Only after clearance from the TOWER and repetition of this by the participant may the described route be initiated. Deviations are not allowed, but must be approved by the TOWER according to the rules given above.
- If while driving on a cleared route the runway must be crossed over or driven on, the TOWER must be notified when the runway is vacated, regardless of whether the participant remains on the manoeuvring area or not.
- If in the course of a cleared route a stop bar (red street surface illumination perpendicular to direction of driving) is switched on, this may not be driven over despite clearance. For this, special permission is needed from the TOWER.
- The participant must always have functioning radio contact with the TOWER-channel, so that instructions from the TOWER can be received.  
Leaving the TOWER-radio group by using the group selector switch is absolutely forbidden while on the manoeuvring area, since the participant would not be in contact with the TOWER at this moment.
- Radio conversations of participants among each other are not allowed on the TOWER channel. Additional radios must be used for this purpose.
- Radio participants on the manoeuvring area are not allowed to initiate conversations in the mode „single call“ and „telephone call“. Radio participants on the manoeuvring area are not allowed to accept incoming conversations in the mode „single call“ and „telephone call“. Such conversations are to be denied by pressing the button „on-off/end/exit mode button“ (button with the red receiver) as soon as a signal is received.

Leaving the Manoeuvring Area / What to do in disturbances of radio transmission

- The participant must follow communication on the TOWER-channel, to be able to vacate the manoeuvring area immediately at request.
- The participant confirms to the TOWER that the manoeuvring area has been vacated, e.g. „Elektro 11 confirms the manoeuvring area is clear“

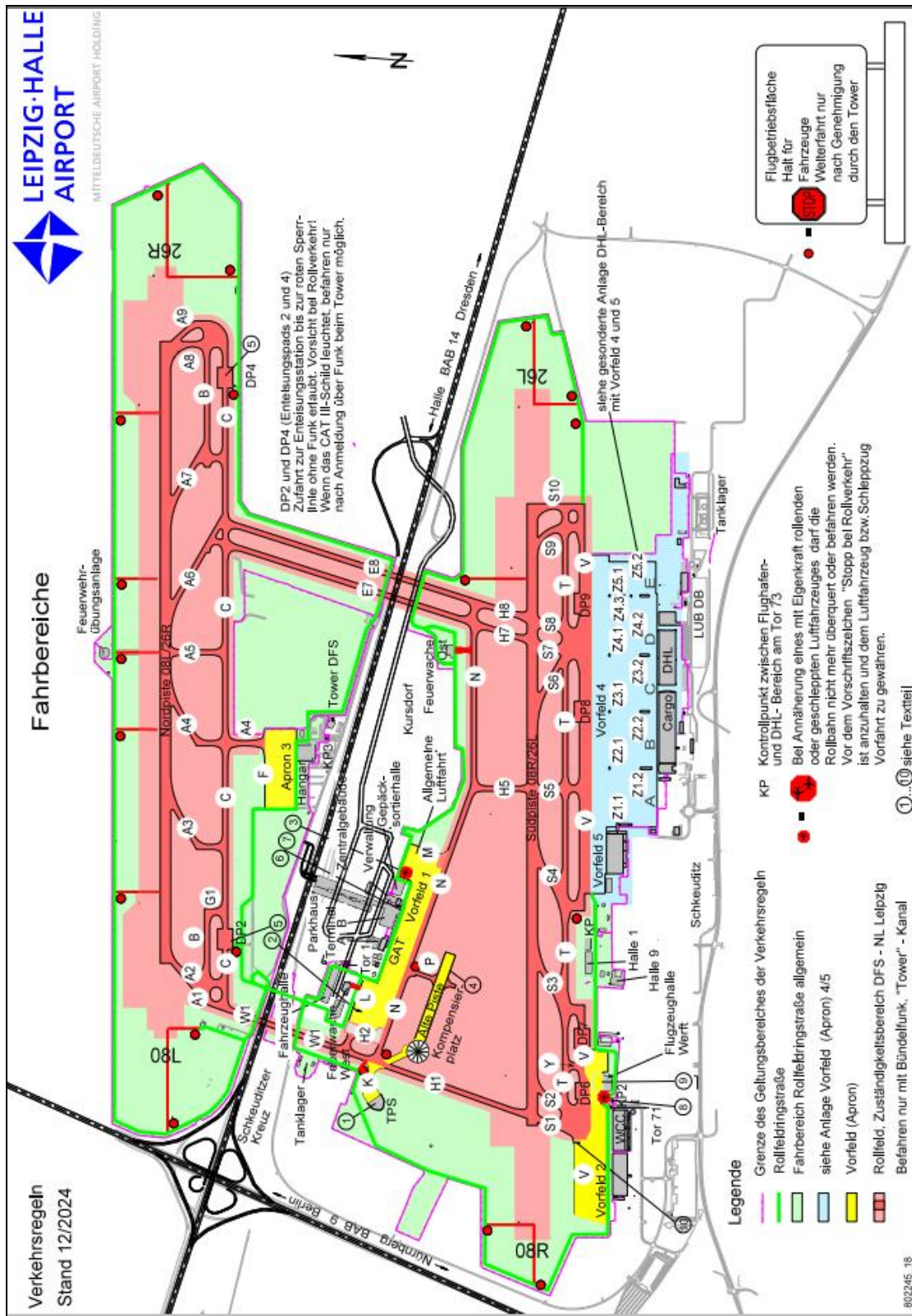
- If disturbances in radio transmission happen, the manoeuvring area must be vacated immediately, and the TOWER is notified of this in the best-suited way (e.g. by telephone at the traffic center or by help from another participant).
- If the street surface illumination switches on and off, that means the runway and the safety area belonging to it must be vacated immediately. This also applies to taxiways.
- Note:  
The security areas of the corresponding level of operation shall apply.

## ILS protection zones and CAT I/II-III areas





## Attachment B



## To Attachment B – Driving Areas

(Description of Special Aspects of Driving Areas)

Driving area red: Manoeuvring Area (see attachment „Airport Overview Map/ Manoeuvring Area “)

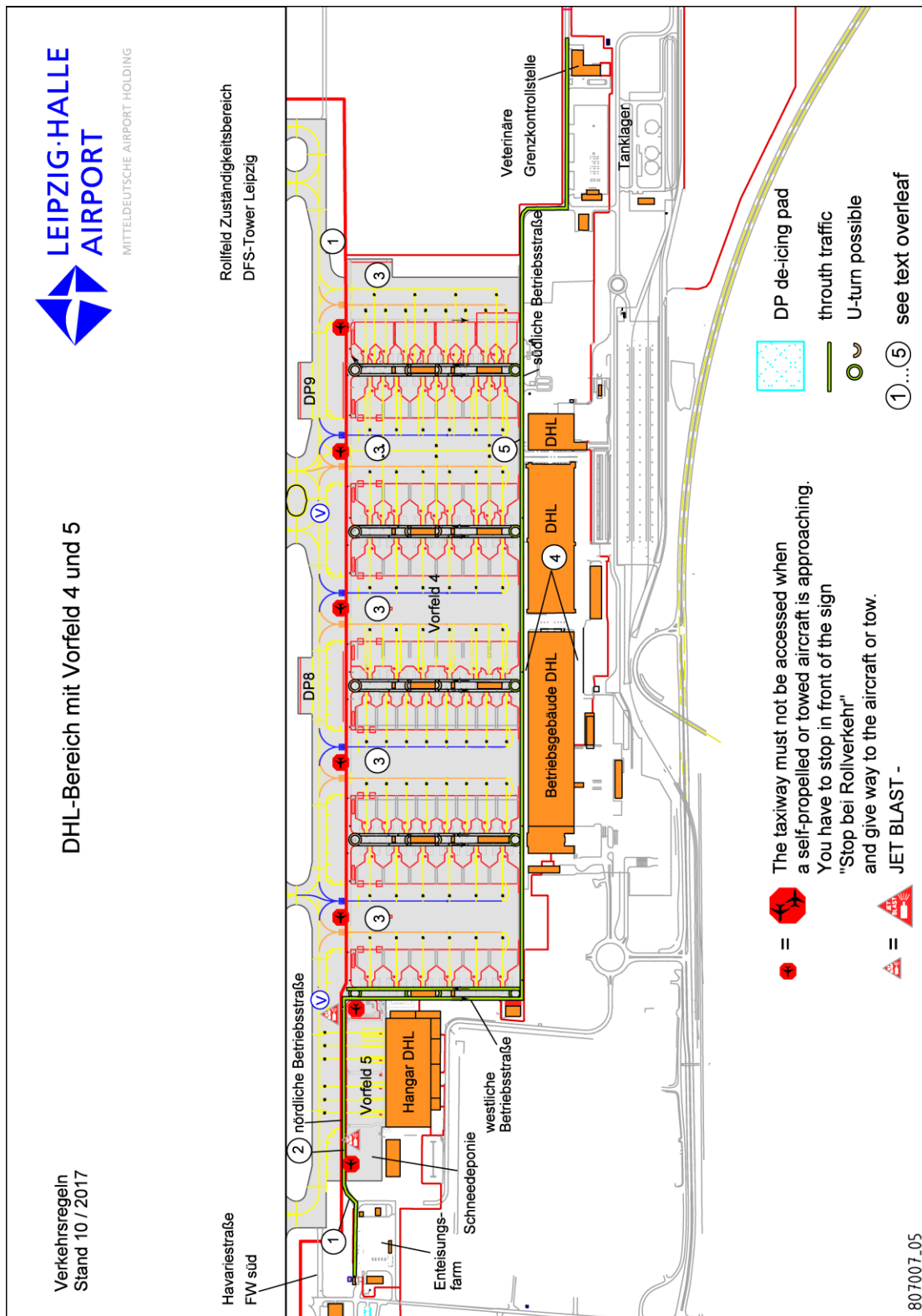
Driving area yellow: aprons 1,2,3,4 and 5, hush house and „old runway“  
(for apron 4 and 5 see attachment „DHL-area with apron 4 and 5“)

- ① The test at the hush house (TPS) is indicated by blinking lights at the TPS and by the blast deflector at the airfield ring street. Attention must be paid to the possible effects of jet blast, especially for bicyclists using the airfield ring street west. When in use, entering and driving on the TPS and taxiway K (KILO) is only allowed for persons involved with the TPS.
- ② Sensor strips on taxiway L (LIMA) may not be driven over if the red stop bar in front of taxiway H2 (HOTEL 2) is in use. The sensor strip is indicated by a dashed white line on a black background. It is located at the taxi entrance leading line for Position 103.
- ③ In the area of positions 140 to 143 and on taxiway M (MIKE), aircraft for general aviation are parked. Here special care is needed when driving, since it is very difficult to know if a small aircraft may begin moving.
- ④ The „old runway“ is only reached by permission from the TOWER and then crossing the manoeuvring area via taxiways N (NOVEMBER) and P (PAPA) or from the west via the die „**Disaster Street West**“ or taxiway K (KILO) and taxiway H1 (HOTEL 1). The regulations for driving on the manoeuvring area must be observed.
- ⑩ The sensor strips on taxiway V (VICTOR) may not be driven over if the red stop bars in the area are switched on. The sensor strips are indicated by a dashed white line on a black background. They are located directly at the stop bar in front of taxiway S1 (SIERRA 1) and about 50 meters further west near the approach taxi leading line for position 209.

### Driving Area Green: General Airfield Ring Streets

- ⑤ The access to the de-icing stations at DP2 and DP4 is allowed without radio contact up to the red solid line. Attention must be paid to taxiing traffic. If the CAT III- sign is illuminated at the access to the de-icing areas, then driving onto de-icing areas is only allowed after permission from the TOWER.
- ⑥ Driving under the overhead crossing between terminals A/B and the apron is not allowed for gangways.
- ⑦ The clearance height at the overhead crossing of pier position 136 is 3.80 meters. Red-white obstruction markings and blinking lights indicate this.
- ⑧ On the street between apron 2 and the aircraft hanger, attention must be paid to towing and taxing traffic with small aircraft and helicopters. Observe priority rules.
- ⑨ **Attention:** Pay attention to aircraft entering and leaving hangers.

## Attachment C



## To Attachment C – DHL-Area with Apron 4 and 5

### (Description of Special Details of the Blue Driving Area)

- ① The north operational street runs in the area between the de-icing farm and apron 5 along taxiway V (VICTOR) in the security area for aircraft of category F (width over 65m, e.g. AN 124, C 5 - Galaxy, A380 B 747-8, B777-8X/9X). This is thus indicated as a taxi-area street. Aircraft of the category F have priority. Additionally, in the area of apron 5 one must expect aircraft towing between taxiway V (VICTOR) and the hanger. Observe priority rules.  
**Attention: for jet engine trial runs in idle (IDLE RUN):  
If the red blinking lights (Anti Collision Lights) are functioning and the aircraft is parked with the jet blast in the direction of the north operations street, the operation street between the aircraft and the hanger must be used.**
- ② Special care is needed at the 5 taxi area streets, which each have 2 taxi channels crossing between taxiway V (VICTOR) and the apron area. During heavy traffic times when DHL aircraft are being handled, this section should be avoided and only used for urgent work matters.
- ③ In the area of the de-icing pads there are sensor strips for the taxi guiding system. The sensor strips have a dashed white line on a black background. They may not be driven over if the red stop bars in the area are visibly switched on. For using the de-icing pads for aircraft de-icing, there are special agreements with the TOWER.
- ④ The Castor Decks at the operational facilities of DHL (Warehouse) may generally only be approached from one direction (on the north side of the building from west to east and on the south side from east to west). Here the middle line of the operations street may not be driven over, and it may be necessary to turn the vehicle at the designated roundabout before approaching the DHL operational facilities.  
  
Towing vehicles may have maximally four trailers plus the engine. When connecting the trailers to approach a castor deck, one must note that these may also only have maximally four trailers plus an engine.
- ⑤ Through traffic between TOR (Gate) 73 and fuel storage/veterinary control point is along the west operations street (here one must observe two-way traffic as with all north-south connecting streets) and the south operations street. During heavy traffic times for handling, special care is needed especially along the operational facilities of DHL.  
**During heavy traffic times of handling of DHL-aircraft, the section of the south operations street in the area of APRON 4 should be avoided, with driving there only under urgent needs.**

Furthermore, the following rules are valid:

- Observe roundabout traffic. Yield to traffic already in the roundabout.
- Fuel trucks should use the north operations street to help alleviate the traffic situation at the operational facilities of DHL during night operations.
- Special consideration should be given to fuel trucks, because they are extra-wide (note this especially in curves), they cannot drive in reverse without help, and their payload makes them especially dangerous.

## Attachment D – Radio call signs "Tower" call group (trunked radio system)

### Vehicles with aircraft radio systems (only listening function)

Ground traffic centre + traffic controllers

### Vehicles with aircraft radio systems

Aircraft de-icing port ground

Aircraft radio frequencies (de-icing frequencies)

as per Appendix G, Standard Deicing Setup

### Trunked radio system user – "Tower" call group

### Call sign

FLHG plant fire department + airport emergency services Call sign command/lead vehicles:	FLORIAN .... (number-number)
FLHG Security Call sign command/lead vehicles: Call sign patrol:	SECURITY 1... STREIFE 01...
FLHG ground traffic centre Call sign vehicles: Call sign mobile devices/desk console:	AIRPORT 01...05 VEKEHRSZENTRALE 1...
FLHG traffic controller (follow-me) Call sign vehicles: GAT Console in GAT	MARSHALLER 02... GAT 01/02
FLHG Electrical installations/navigation lights department Call sign:	ELEKTRO 01...
FLHG Construction department Call sign:	FPA 01...
FLHG Technical systems department Call sign:	WASSER 01...05
FLHG Communications engineering department Call sign:	NACHRICHTEN...
Mowing works by third-party companies Call sign:	GRÜNLAND 01..06
Construction supervision/construction supervisor Call sign:	BAUAUFSICHT 01/02
Construction companies, third-party (general) Call sign:	BAUFIRMA 01...
Construction support by FLHG (construction and VS dep.) Call sign:	BAUFIRMA 01...
Siemens (electrical installations) Call sign:	SIEMENS 01/02
Surveyor (at present: Kessler) Call sign:	VERMESSER 01 / 02
German Meteorological Service Call sign:	WETTER 01
DHL aircraft tugs Call sign:	SCHLEPPER DHL 01 ...
EAT aircraft tugs Call sign:	SCHLEPPER EAT 01 ...
Portground aircraft tugs Call sign:	SCHLEPPER PG 01 ...
FLHG winter service Call sign:	As per table, item 2.3, Winter service regulations
Portground aircraft de-icing Call sign:	LEJ-DEICING...
FLHG visitor service (guided airport tours) Call sign:	BESUCHERDIENST 1...
FLHG safety at work Call sign:	ARBEITSSCHUTZ...
FLHG bird strike officer Call sign:	UMWELT ...
State Directorate for Saxony Call sign: Air Authority 01 Call sign:	Luftaufsicht 01...
Training EAT Call sign:	EAT Training 01
Trainer DHL Call sign:	DHL Training 01...
Trainer Portground call sign:	Portground Training 01...

Technique DFS call sign:	DFS Technik
FLHG Dept. Construction call sign:	Mäher 01...

## Distribution

The traffic regulations for the security area of the airport premises at Leipzig/Halle Airport can be found in the internet using the following link:

<https://www.leipzig-halle-airport.de/en/company/about-us/documents-872.html>