

Airport User Manual for Nuremberg Airport

Table of contents

Part I

Description of the Airport

	Page
1. General Figures	3
2. Meteorological Figures	4
3. Figures regarding Flight-Operation-Systems	4

Part II

Terms of Use

1. Applicability of the Airport User Manual	6
2. Use of Aircraft	6
2.1 Authorization for Take off and Landing	6
2.2 Take off and Landing Facilities	6
2.3 Taxiing and Towing	6
2.4 Clearance Apron	7
2.5 Ground Transportation Services and Central Infrastructure Facilities	7
2.6 Parking and Keeping	7
2.7 Noise Prevention	8
2.8 Fuel Supply	9
2.9 Maintenance	9
2.10. Disabled Aircraft	9
3. Access	9
3.1 Roads, Places and Entrances	9
3.2 Vehicular Traffic (in general)	10
3.3 Restricted Areas	10
3.3.1 General Information	10
3.3.2 Taxiway	11
3.3.3 Aprons	11
3.4 Buildings	11
4. Other Activity	12
4.1 Commercial Activity	12
4.2 Collections, Advertisements, Distribution of Printed Material	12
4.3 Storage	12
4.4 Construction Work	12
4.5 Facilities of Information- and Communication-Technology	12

5.	Safety Regulations	13
6.	Lost and Found	13
7.	Environmental Protection	13
7.1	Pollution	13
7.2	Sewage	13
7.3	Detergents, Disinfectants, Lubricants	14
7.4	De-Icing/Anti-Icing-Agents	14
7.5	Waste	14
7.6	Air Pollution	15
8.	Agreements and Permissions	15
9.	Violations against the Regulations of the Airport User Manual	15
10.	Place of Performance and Legal Jurisdiction	15
11.	Authorized Representative	15
Attachment 1:	Operational Safety Regulations	
Attachment 2:	Central Infrastructural Facilities according to Ground Handling Agreement (BADV = Bodenabfertigungsdienstverordnung)	
Attachment 3:	Traffic Rules	
Attachment 4:	Legal Regulations regarding Air Safety	
Attachment 5:	Waste- and Environment-Regulations	
Attachment 6:	House Rules	

Part I

Description of the Airport

1. General Figures

- 1.1 Name: Flughafen Nürnberg, ICAO-Abbreviation: EDDN
- 1.2 Airport Reference Point:
 Geographical Degree of Latitude: 49° 29' 59" North
 Geographical Degree of Longitude: 11° 04' 45" East
 Position: 1320 m (4330 ft) West of Threshold 28
- 1.3 Distance and Direction to the City: 5 km (2,7 NM) to the North of Nuremberg Downtown
- 1.4 Elevation:
 Airport Reference Point =
 Runway reference point:
 310,0 m (1017 ft) above sea level
 East Threshold 28:
 318,7 m (1045 ft) above sea level
 West Threshold 10:
 311,4 m (1021 ft) above sea level
- 1.5 Declination: 0° 14' E (1992.10)
- 1.6 Operating Hours: 24 hours, restrictions according to Aviation Manual Germany EDDN AD 2.3
- 1.7 Airport Operator: Flughafen Nürnberg GmbH (FNG)
- 1.8 Address: 90411 Nürnberg, Flughafenstr. 100
- 1.9 Telephone: 0911 937-00
 Fax: Managing Directors 0911 937-1881
 Commercial Management 0911 937-1734
 Operations Management 0911-937-1604
 Technical Management 0911 937-1706
- Internet: <http://www.flughafen-nuernberg.de>
<http://www.airport-nuernberg.com>
- 1.10 Accomodations: Available
- 1.11 Public Enterprises/Authorities: Meteorological Service
 DFS (German Flight Safeguarding)
 Government of Middle-Franconia (Air Traffic Authorities Northern Bavaria - Luftamt Nord-bayern)
 Custom
 Police
- 1.12 Restaurants: Available

- 1.13 Medical Services: First Aid Facility
- 1.14 Means of Transportation to the airport and back:
- 1.14.1 Public Transportation: → U2 Subway-Line
→ Public Buses
- 1.14.2 Rail Connection: Main Station Nuremberg 8 km away
- 1.15. Clearance Facilities: The airport has passenger handling terminals which are equipped with all required facilities for air traffic.
- 1.16 Fuel Supply: Tanker (see "Aviation Manual Germany" AD 2.3)
- 1.17 Available Hangars for Aircraft: Hangar A: 75 x 50 m, gate height 14 m; gate width 50 m
Hangar 2: 66 x 23 m gate height 6 m; gate width 21,6 m
Hangar 3: 66 x 23 m gate height 6 m; gate width 18,5 m
Hangar 4: 72 x 27 m gate height 7 m; gate width 23 m
Hangar 5: 66 x 38 m gate height 9 m; gate width 44 m
- 1.18 Repair and Maintenance Facilities: Facilities are provided by the Airlines. Repair and maintenance service for General Aviation Aircraft.
- 1.19 Fire Fighting and Rescue Equipment: Fire trucks and rescue equipment are available according to the ICAO Regulations as well as to the extent of the air traffic.
Available fire protection: category 8
- 1.20 Snow Equipment: According to the annual seasonal snow clearing up plan published by NFL
2. **Meteorological Figures:** According to Aviation Manual EDDN AD 2.11
3. **Figures regarding Flight-Operation-Systems:**
- 3.1 Runway:

		Proportions	Capacity		
Name	True Bearing	(m)	PCN-Value	Individual Wheel Load (t)	Surface
10/28	099/279	2700 x 45	65	45	From W – E 932 m concrete 1768 m asphalt-concrete

3.2	Taxiways:	Taxiway system which connects the runway to the apron; surface: asphalt concrete, width: 22,5 m; capacity: PCN = 65 (45 t Individual wheel load)
3.3	Aprons:	
3.3.1	Clearance Aprons:	175.500 m ²
3.3.2	Main Apron	155.500 m ² , concrete capacity PCN = 65
3.3.3	4 Hangar Aprons (hangar 2 – 5)	20.200 m ² , asphalt-concrete capacity PCN = 20
3.3.4	3 Helicopter Parking Areas	15 x 15 m, concrete

Part II

Terms of Use

1. **Applicability of the Airport User Manual**

- 1.1 These regulations have to be strictly observed by those who enter the airport or use it with aircraft. All instructions issued by the airport operator have to be observed. The regulations also refer to all contractors (tenants, customers, companies) who receive or offer services in the area of Flughafen Nürnberg GmbH.
- 1.2 These regulations and instructions apply to all users, holders and owners of aircraft, as far as concerned.

2. **Use of Aircraft, Ground Handling Services**

2.1 Permission for Take off and Landing

- 2.1.1 The use of the airport is permitted with aircraft up to 45,000 kg isolated individual wheel load as well as with helicopters. Therefore a charge based on the "Landing Charges for Nuremberg Airport" is submitted. The operation of airships, gliders, free and captive balloons, hang-gliders, flight models and other equipment meant for use in the air-space, is only allowed with special permission of the airport operator and only in agreement with the responsible air traffic control. Use restrictions as well as other flight operational regulations are published in the Aviation Manual Germany.
- 2.1.2 On demand the holder of the aircraft has to supply the airport operator with the data necessary for re-checking the authorization and for calculating the charges. These are for example: nationality- and entry-sign of the aircraft, aircraft pattern, number of passengers, type of the flight, start and destination-airport (only cross country flights), noise report.

2.2 Take off and Landing Facilities

For take off and landing as well as for taxiing, the runway, the taxiways or the other indicated areas are to be used. Captains are bound to the instructions of the air traffic checkpoint.

2.3 Taxiing and Towing

- 2.3.1 In principle, every taxiing- and towing-process requires a previous release of the airport operator's apron control representative.
- 2.3.2 The procedure of aircraft taxiing may only be performed by authorized persons. Taxiing into or out of hangars or workshops with engines running, is prohibited.
- 2.3.3 Aircraft may only move at the absolute minimum speed and power in the ramp area.
- 2.3.4 When required, aircraft may be towed by the airport operator or by the holder of the aircraft - after arrangement. Aircraft may only be towed by trained staff. The holder of the aircraft has to supply the staff required for safe towing. In case of towing the airport operator has to be given the necessary instructions by the holder of the aircraft.

2.4 Clearance Apron

- 2.4.1 The clearance apron serves the traffic clearance of the aircraft and is exclusively managed and operated by the airport operator or by an assigned representative. Another use – e.g. for parking of aircraft, for large maintenance jobs, for stand- and test-runs – is only permitted with consent of the airport operator or his representatives.

2.5 Ground Transportation Services and Central Infrastructure Facilities

- 2.5.1 The airport operator is authorized to carry out ground handling services in accordance with attachment 1 of the “Ground Handling Agreement” (BADV).

To a limited extent, ground handling and service providers are also authorized to carry out these services.

The authorized handling contractors must leave their handling equipment only at the places assigned by the airport operator. Fees apply.

For storage of handling equipment the legal regulations regarding the rent apply (Article 535 pp of BGB - Civil Code)

- 2.5.2 In accordance with Article 9 Para. 3 BADV = Ground Handling Agreement, the airport operator may require payment from authorized ground handling and service providers, for allowing ground handling services or for using airport facilities and traffic areas.

- 2.5.3 The following facilities are central infrastructure facilities according to Article 6 of BADV – Ground Handling Agreement:

- Clearance positions including the facilities for marshalling/docking the aircraft
- Passenger jetways with an integrated stationary ground power supply
- Toilet service disposal system
- Supply system for potable water
- Disposal system for waste
- Baggage conveyor systems
- Airport information system
- Fuel depot
- Store- and filling station of de-icing/anti-icing-fluid for aircraft

According to attachment 2, the central infrastructure facilities are managed and operated exclusively by the airport operator or by an authorized representative.

The use of these central infrastructure facilities has to be paid for.

2.6 Parking and Keeping

- 2.6.1 If an aircraft is kept on the airport longer than an hour, the holder of the aircraft has to park the aircraft on demand of the airport operator on an assigned area or in a hangar for payment. Parking - and keeping-spaces are assigned by the airport operator. For safety- and operation-reasons, the airport operator can insist on transferring the aircraft to a different parking- or keeping-place. If the holder of the aircraft is absent or doesn't comply with the request on time, the aircraft can be taxied or towed without running engine by trained staff.

On insistence of the airport operator, aircraft which are at the passenger loading area longer than STD (planned aircraft departure time) plus 10 minutes, may be towed to another ramp position at the owner's expense.

- 2.6.2 The safeguarding of a parked or kept aircraft is the aircraft holder's responsibility. The safeguarding duty of parked or kept aircraft may be transferred to the airport operator or his representatives by a written agreement from the aircraft holder against payment. In case of danger the airport operator or his representative takes the safeguarding, for which payment has to be made, of the parked or kept aircraft by trained staff without a previous written agreement. The same applies if the aircraft holder is absent.
- 2.6.3 For parking and keeping of an aircraft the legal regulations regarding the rent apply (Article 535 pp of BGB - Civil Code). There is only a keeping duty for the airport operator when a special written agreement on it is reached.
- 2.6.4 Users have to treat the aircraft hangars and the facilities with care. The following regulations need to be adhered to:
- Technical systems, facilities and equipment belonging to the airport operator, particularly energy systems, cranes and assembly stage, may only be used with the airport operator's agreement.
 - Only persons authorized by the airport operator may operate the hangar gates.
 - All work on aircraft within the hangar, or in a radius of 50 m around the hangar, requires a fire extinguisher be kept available in sufficient number and within reach.
 - Aircraft may not be washed in the hangar.
 - The space in front of the hangar gates has to be kept free.
 - Parking and maintenance of motor vehicles, other ground vehicles and equipment, require the consent of the airport operator.

2.7 Noise Prevention

It is particularly referred to the specifications of the operating permission dated 31.03.1997 for the traffic of Nuremberg Airport, especially with regard to the night air traffic (24 hour operation for take off and landing of aircraft patterns which are listed in the effective bonus list). Local flight restrictions have to be followed in accordance with the Aviation Manual Germany EDDN AD 2.20.

- 2.7.1 The aircraft holders have to restrict noise annoyances, caused by aircraft engines, at the airport and in its proximity to an inevitable minimum.

The holders of the aircraft have to follow order, given by the operations management, about the execution of test runs of the aircraft engines, as well as the instructions for reduction of the aircraft noise.

This way, eventual claims of the residents for inadmissible noise annoyance against the airport operator, are not to be considered.

- 2.7.2 For landings at the time from 10 p.m. till 6 a.m. local time, thrust turning back may be used only on the scale as required for safety reasons. The position – Neutral - of the engine levers in the aircraft isn't included by this regulation.

- 2.7.3 Engine test runs of aircraft may be carried out only in the sequences specified by the airport operator.

In principle, test runs of aircraft engines must not be carried out on Sundays and legal holidays from 0 a.m. till 0 p.m. local time and on weekdays from 10 p.m. till 6 a.m.

In special situations, exceptional approval can be assigned by the airport operator's operations manager at service.

2.8 Fuel Supply

Enterprises which provide aircraft with fuels must be authorized by the airport operator. These enterprises and the holders of the aircraft have to observe the safety regulations and the respectively valid legal regulations for handling fuels.

Furthermore they have the obligation to take precautions regarding the personnel working at the aircraft during the fuelling-procedure. Personnel should be in regular exercise and trained in fire reporting possibilities, emergency-turn-off possibilities and fire fighting as well as the behaviour in case of fuel leakage. On demand of the airport operator, proof has to be furnished of this.

2.9 Maintenance, Washing and Spraying

Large maintenance work on aircraft, as well as the washing and spraying of an aircraft may be carried out only on the places assigned by the airport operator. For this, the airport operator's permission is always necessary in advance. Instructions given by the airport operator have to be followed.

2.10 Disabled Aircraft

In case of a disabled aircraft, the aircraft holders have to take measures to remove the aircraft from the traffic area as quickly as possible.

- 2.10.1 If an aircraft breaks down at the airport and the holder of the aircraft isn't able to remove the aircraft in a timely manner, the airport operator may remove it at the aircraft holder's expense without further notice, as necessary for continued air traffic. The airport operator is only liable for damages caused with intent or by culpable negligence. The same applies if the aircraft holder gives the instructions to remove or to assist with the removal of a disabled aircraft from the traffic area.

- 2.10.2 If the break down of an aircraft results in capital damage for the airport operator, the operator may claim compensation from the aircraft holder unless no fault or limited negligence can be proven.

3. **Access**

3.1 Roads, Places and Entrances

- 3.1.1 Roads and areas at the airport are not meant to be for public traffic. The airport operator may restrict or close the traffic for operational reasons. Users have to observe the Highway Code as well as the traffic regulations passed by the airport operator (see attachment 3). This also applies to that part of the airport which is not accessible to the public traffic.

- 3.1.2 The airport may only be entered at the designated entrances assigned by the airport operator. According to EN 471 it is recommended to wear a fluorescent safety vest on all open parts of the clearance areas.
- 3.1.3 Whoever removes freight, that hasn't arrived at the airport by aircraft, is obliged to inform the airport operator after instruction about flight data and/or loading value of this freight.
- 3.2 Vehicular Traffic (in general)
- 3.2.1 Personnel driving a motor vehicle on the ramp without being conducted by a follow-me-car have to be in the possession of a driver's license, valid within the working area, issued by the airport operator.
- 3.2.2 If vehicles are used in the airport area, the owner is responsible for traffic safety. Ground handling and service providers have to recheck annually the traffic safety of all vehicles put into service at the airport. Proof of the performed check-up has to be presented to the airport operator once a year.
- 3.2.3 Passengers and baggage may only be loaded and unloaded into vehicles on that side of the road where the main building is, as well as on the assigned parking- or keeping areas. Freight may only be loaded or unloaded at the freight-station.
- 3.2.4 Motor vehicles may only be parked in the assigned parking lots. Vehicles which have been parked contrary to road traffic regulations or remain parked after expiration of the maximum permissible parking duration, may be removed on the owner's expense and own risk.
- 3.2.5 Small vehicles (e.g. mopeds, bicycles) may not be parked on forecourts, stairs and passages.
- 3.3 Restricted Areas
- 3.3.1 General Information
- 3.3.1.1 Facilities which aren't released for general traffic within the enclosed airport-area may only be entered through the assigned entrances, with a valid airport identification card. This refers to the following facilities in particular:
- a) The taxiway (including the ways and areas for take off, landing and taxiing)
 - b) The clearance ramp and other ramps
 - c) Gates
 - d) Aircraft hangars
 - e) Maintenance facilities
 - f) Transit area
 - g) Other spaces and traffic areas for internal purpose
 - h) Baggage area and freight-station
 - i) Garages and workshops
 - j) Operation stations
 - k) Construction sites
- First sentence applies to the airport-properties and –facilities, especially to those facilities of the air traffic control, which are located beyond the airport-area.
- On principle passenger-transportation is carried out for payment with motor vehicles owned by the airport operator.
- 3.3.1.2 As for important reason the airport operator may withdraw the consent according to paragraph 3.3.1.1 generally or individually.

- 3.3.1.3 Restricted areas may only be entered with a responsible representative assigned by the airport operator. In this case aircraft may not be touched and one cannot leave the apron going towards the taxiway.
- 3.3.1.4 The representatives of aviation-, customs-, passport- and health-authority, German meteorological service, as well as the police, are authorized to enter the above mentioned facilities as part of their service only after appropriate safety- and driving instructions have been given by one of the airport operator's trainers. The airport operator has to be notified in advance.
- 3.3.1.5 On request of the airport operator, vehicles which run in the restricted areas, have to be specially marked and provided with safety equipment.
- 3.3.1.6 Aircraft may only be entered with the aircraft holder's approval.
- 3.3.2 Taxiway
- 3.3.2.1 The necessary permission according to paragraph 3.3.1.1a for entering the taxiway is granted by the airport operator in agreement with the air traffic control. Those who enter the taxiway may only move according to the air traffic control's instructions. Radio control messages, light signals and signs must be followed closely. Informations about the signals' meaning have to be obtained in advance.
- 3.3.2.2 If a representative of the authorities mentioned in paragraph 3.3.1.4 intends to enter or drive on the taxiway, the air traffic control's permission – apart from the airport operator's notification – must be received and the instructions followed according to paragraph 3.3.2.1 sentence 2.
- 3.3.2.3 Vehicles which enter the taxiway without escort of a conducting vehicle (follow-me-car) have to keep permanently in touch via radio control with the air traffic control. They also have to be equipped with an operating all around flashing light. The airport operator may allow exceptions in agreement with the air traffic control.
- 3.3.3 Aprons
- 3.3.3.1 For vehicles the maximum speed on the aprons is limited to 30 km/h. Within the aircraft's clearance area only slow speed is permitted. If required, vehicles with a yellow flashing light (winter road clearance) and conducting vehicles (Follow-ME, Lima1) as well as fire engines, police cars and ambulance with flashing blue light on, aren't bound to the speed-limit.
- 3.3.3.2 The traffic regulations passed by the airport operator, are required for all vehicular traffic on the aprons (see attachment 3).
- 3.3.3.3 The clearance apron may only be entered with the vehicles permitted by the airport operator for aircraft handling. These are: fire engines and ambulance, as well as the vehicles of the responsible authorities. An airport operator's special agreement is required for other vehicles.
- 3.4 Buildings
- In addition to the Airport User Manual, the house rules issued by the airport operator apply to all buildings (see attachment 7).

4. Other Activity

4.1 Commercial Activity (beyond the Ground Clearance Services)

Commercial activity is only permitted by agreement with the airport operator. This may include a charge payable to the airport operator. Same applies to the recording onto picture- and sound-discs as well as to picture- and sound-transmissions.

4.2 Collections, Advertisements, Distribution of Printed Material

Collections, advertisements as well as the distribution of flyers and other printed material require the consent of the airport operator. This also applies to the distribution of advertising articles and merchandise samples (see attachment 6 House Rules).

4.3 Storage

4.3.1 Dangerous goods may only be stored with the airport operator's consent and under compliance with the legal regulations in specially provided storerooms. This applies according to article 27 para 1 LuftVG (air traffic regulations) as well as to article 2 para 1 and 2 GGG (dangerous goods regulations) to IATA DGR and its legal regulations, in particular to nuclear fuel and other radioactive substances.

For the time of dangerous goods turnover and storage, a contact person assigned by the airline or by the forwarding agent (dangerous goods or radiation protection representative) who can give all required information about the dangerous goods, must be present for the fire department. In the case of an accident with dangerous goods, the fire department has to be alerted. The fire department is responsible for the operation and completion of the clean up. Those who have caused an accident with dangerous goods have to bear all costs involved.

4.3.2 Freight, boxes, building material, equipment etc., may be stored outside the rented areas or rooms only with consent of the airport operator.

4.4 Construction Work

The airport operator has to be informed in time before the beginning of construction work. Coordination and safeguarding duties imposed have to be maintained by those carrying out construction work. The regulations covering safety and protection on building sites, according to the building site agreement (Baustellenverordnung), must be observed.

4.5 Facilities for Information- and Communication Technology

The facilities for information- and communication technology are managed and operated exclusively by the airport operator or an assigned representative. These facilities are among other things: the wired and/or wireless connections with the respective language- and/or data-transmission.

The airport operator may found a cooperation with third parties. These third parties are also authorized to use the network for the marketing of services. For the internal local business the airport operator may also offer services, not for public use, to resident airport enterprises in the context of the infrastructure equipment at the airport.

The use of facilities for information- and communication-technology owned by the customer requires the consent of the airport operator. Therefore a charge is payable to the airport operator.

- 4.5 In case of defects caused by the user within the facilities for information- and communication-technology, the airport operator may request to switch off the devices as well as a refund of the costs spent for repair.

A charge is payable for the use of these facilities.

5. Operational Safety Regulations

The safety regulations which are based on law or other legal regulations have to be followed as well as those regulations described in attachment 1 and 4. This also applies to working safety- and environmental protection-regulations, which also have to be observed by resident businesses at the airport.

6. Lost and Found

Things which are found on the premises of the airport have to be handed over immediately to the airport operator (information desks). Articles 978 – 981 Civil Code apply.

7. Environmental Protection

7.1 Pollution

Pollution of the airport facilities needs to be avoided. Airlines and the ramp agents in charge are responsible for keeping the clearance position clean.

Chemicals endangering the environment have to be caught up. Wastes of any kind on the ramp have to be gathered. According to the valid legal regulations contaminations have to be removed by the cause. Otherwise, the airport operator may carry out cleaning at the expense of the cause. Should the cause not be able to catch up the running liquids immediately and completely, the airport operator (fire department) has to be informed at once. The release of hazardous materials/dangerous goods always has to be reported to the airport operator (fire department) immediately.

The regulation for handling water endangering substances (VAwS), applies to those facilities which are used for storing, filling and transferring water endangering substances.

The airport operator has to be informed about the storage of water endangering substances. Further detailed instructions may be given by the airport operator.

7.2 Sewage

7.2.1 Terms

Sewage: domestic, commercial and industrial waste water as well as rain water.

Waste water: water changed in its quality by domestic, commercial or other use.

Rain water: water draining from soft or sealed areas.

7.2.2 Drainage

The drainage of the airport area takes place in a separating system. Waste- or rain-water only may be discharged into the systems provided. The waste water is fed to a public purification plant. In winter operation, the surface water is also fed to the purification plant whereas in summer operation the surface water is discharged into the drainage system – the “Bucher Landgraben”.

7.2.2 Only the rainwater may be discharged into the surface water drainage system. No pollutants, such as cleaning water, detergents, fuels, sewage or similar, may be fed into the system. Only exception: De-icing/Anti-icing fluids during winter operation (see regulation 7.4)

According to the respectively valid sewage statutes of the city of Nuremberg (sewage rules), only ordinary sewage may be fed to the drainage system, as far as the airport operator doesn't decide anything else. The limiting values stipulated in the sewage rules have to be adhered. The substances listed in the sewage rules may not be discharged or fed into the drainage system.

Discharges which are according to sewage rules no ordinary sewage or rainwater, require without exception, the written consent of the airport operator as well as the official approval.

If there is the suspicion that water is contaminated radioactively or with other substances, e.g. by fuels, or oil, it has to be treated according to the airport operator's special instructions.

To ensure a proper sewage disposal, the airport operator may also make further arrangements, especially by regulating with individual orders the type and amount of sewage of each user.

For control purposes resp. for the disposal of improper discharges access must be granted to the airport operator's employees into the operating rooms at any time.

No claims can be asserted against the airport operator by the offender or a third party.

7.3 Detergents, Disinfectants, Lubricants

Only those detergents, disinfectants as well as lubricants may be used, which do not contain any organically united halogen compound and are free of PCB, PCP, PCDD/PCDF and CFC.

7.4 De-Icing-Agents

Aircraft de-icing/anti-icing-agents may only be used after previous approval of the airport operator and on the areas provided. With the approval application the airport operator gets the information about the chemical compound of the de-icing-agent and according to the certificate (see appendix 1 the document "de-icing-sewage at airports" issued by the federation/countries-conducting group Article 7 a "Wasserhaushaltsgesetz (WHG)" – water budget regulation -) the compound is to be detected. The cause (de-icer) has to refund the costs which result from discharging aircraft de-icing-agents into the public purification plant to the airport operator.

7.5 Waste

The amount of waste has to be kept as low as possible. If possible waste pollutants have to be reduced or completely avoided. Recycling material, such as glass, paper, metal, plastics as well as rubble and degradable substances have to be separated from the waste.

In their respectively current issue (attachment 5), the airport operator's waste- and environmental regulations show the details.

7.6 Air Pollution

The running of the engines has to be limited to an absolutely necessary extent (see attachment 3, No. 1.7).

8. Agreements and Permissions

The agreements and permissions necessary according to the Airport User Manual have to be asked for in advance.

9. Violations against the Regulations of the Airport User Manual

Whoever violates the regulations of the Airport User Manual or the airport operator's instructions, may be banned from the airport by the airport operator.

10. Place of Performance and Legal Jurisdiction

The place of performance is Nuremberg. The court of Nuremberg has jurisdiction over matters concerning obligations and legal issues as a result of the airport regulations.

11. Authorised Representative

On the airport operator's demand, aircraft owners without residence or registered office in Germany have to name a domestic authorised representative.

The regulations of the Airport User Manual including the attachments are effective on 01.01.2004. With this, the issue from 08.12.1997 is replaced. NFL I-7/98 is hereby cancelled.

Nuremberg, 17.12.2003

Flughafen Nürnberg GmbH

signed Karl-Heinz Krüger

signed Harry Marx

Munich, 19.12.2003

Approved according to Article 43 paragraph 1 LuftVZO:
Bavarian State Ministry for economy, infrastructure,
traffic and technology

file number. 8436 – VII/7e – 35 779

signed Göttler