/Correction Sheet

Document (Datum): **Traffic & Safety Rules**
Author: **AOOV**
Published: **Revision 05, 25.09.2026**

Item No.	Page	Area	Correction
1	13	1. Column	• Use of the yellow revolving light is to be limited to the absolute minimum • The use of a yellow rotating beacon is permitted for: — emergency and follow-me vehicles — marshalling vehicles in operation — vehicles operating in taxiway areas — winter service vehicles in operation — vehicles at construction sites — ground handling vehicles and equipment on aircraft stands during handling operations (e. g. while raising/lowering) • Use of the blue or yellow revolving light [...]
2	19	3. Column	<u>Correction:</u> The taxi-in area must be clear of obstacles of all kinds when aircraft are inbound or outbound. All persons engaged on ground-handling operations must stay outside the red line of the aircraft parking position until the engines and the anti-collision lights have been switched of, or the aircraft has left the parking position. <u>Addition:</u> • Special caution must be exercised when taxiing aircraft in and out of positions. • All personnel assigned to ground handling who are not involved in the taxiing process must remain outside the red lines of the aircraft parking position until the engines and the anti-collision light have been switched off. The same applies to taxi-out: as soon as the anti-collision light is switched on, the area must be kept clear. • All personnel who must remain within the hazard zone during critical phases (e.g., during engine start-up with an Air Starter Unit on position or during temporary chocking) must maintain a

Part of the EMS operations manual

			minimum distance of 7.5 meters from running engines. Quelle: SI-2023-03
3	19	1. Column	[...] the anti-collision lights are flashing and/or the yellow/red revolving light on the tug is switched on [...]

4	19	1. Column	• [...]and at walking speed.
			• On GSE areas located at the head of aircraft parking stands, only the following equipment/vehicles may be parked or positioned:
			  ○ Ground handling equipment required or provided for the handling of aircraft at the aircraft parking stand (e.g. passenger stairs, conveyor belts, etc.)
			  ○ Vehicles required for the current ground handling operations at the aircraft parking stand
			  ○ Electric GSE parked for charging purposes.
			• The emergency escape routes [...]

5	34	3. Column	<u>Addition:</u> • Persons who are not required for the taxi-in/taxi-out of the aircraft to/from the aircraft stand must not approach the aircraft when the anti-collision lights are switched on and/or the engines are running. Source: ADR.OPS.D.040(e)
6	10	3. Bullet-Point	Everyone in the airport's non-public outdoor area must wear functional high visibility safety clothing in accordance with EN ISO 20471 Class 2.

Part of the Airport Drone

/Traffic and Safety Rules

for the Secure Area of Munich Airport

Connecting people

Ladies and gentlemen,

What you are holding in your hands right now is the fifth edition of the »Traffic and Safety Rules for the Secure Area of Munich Airport«.

This edition has seen us implement requirements of the European Aviation Safety Agency (EASA), update the rules, and take additional measures to continue to develop the safety culture at the airport.

These rules supplement the regulations governing the use of the airport and contain the provisions and instructions issued by Flughafen München GmbH for entering and using the secure area of Munich Airport.

This edition contains new and amended rules, including in particular a regulation governing radio communications and how to use radios in the airport's non-public area (page 10), the launch of an optical and acoustic system that warns when a storm is approaching the apron (page 21), the re-examinations laid down by EASA for authorizations to drive in the secure area of the airport (pages 8 and 22), the rights of way on roads (pages 12 and 13), the rules and guidelines for passengers, pedestrians, and cyclists (page 17), and the rules for dealing with foreign object debris (FOD) (page 18).

In the seminar on how to obtain the apron driver license, the trainers of the Airport Academy tell you about the latest and most important rules and requirements. Both the Airport Academy and the management of the apron services are at your service if you have any questions or suggestions.

Flughafen München GmbH wishes you a happy and accident-free journey at all times as well as a safe time when visiting Munich Airport.

Jost Lammers
Chief Executive Officer and Chief Human Relations Officer

/Content

7 General

8 Traffic and vehicles

10 Rules of conduct and general safety provisions

11 Road traffic control

12 Rights of way on roads
12 Principles
13 Special rights

14 Roads

16 Fire-fighting and rescue services

17 Passengers, pedestrians, cyclists

18 Foreign object debris (FOD)

19 Aircraft parking positions

20 Docking guidance system

21 Special weather conditions

22 Maneuvering area

23 Personal accident protection and accident prevention

24 Safety Management System (SMS)

Annexes
27 Road and other signs
28 Markings
32 Safety areas
38 Hand signals when marshaling aircraft
44 Safety and health protection signs
50 Catalog of measures of Flughafen München GmbH
52 Information sheet »Exceptions for radio devices in the secure area of Munich Airport«
53 List of abbreviations
54 Other applicable provisions, regulations, and laws

55 Severability clauses, scope, legal notice

/General

Principles

- The traffic and safety rules for the secure area of the airport supplement the regulations governing the use of Munich Airport and are an integral part of the aerodrome manual pursuant to Regulation (EU) 139/2014 ADR.OR.E.005. They are binding on all users upon entering or using the secure area.
- The instructions of the traffic supervision service of Flughafen München GmbH (FMG) and of authorized agencies have to be complied with. Authorized agencies include in particular the federal and state police, the Southern Bavaria Aviation Office, customs, and other authorities performing their statutory duties.
- FMG can restrict or block access to and traffic in the secure area for operational reasons. Airport Operations reserves the right to issue special regulations in particular cases (e.g. road clearance in winter or construction work).
- The premises of the airport are private property. The Straßenverkehrsordnung (StVO – German Road Traffic Regulations) has to be adhered to in the area of the airport that is open to the public insofar as the aerodrome operator permits public transport. The »Traffic and Safety Rules for the Secure Area of Munich Airport« as currently amended apply in the secure area of the airport.

Definitions

The maneuvering area means that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons (see page 22).

The apron means a defined area intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fueling, parking, or maintenance.

Service roads means all areas intended for moving vehicular traffic.

Perimeter service roads means roads in the maneuvering area. They may be used only with special approval (see page 9).

Parking areas means areas in the apron area that are intended for stationary traffic (parking lots, parking areas).

Emergency numbers

	Internal network (FMG)	Public landline network and mobile network
Fire department	112	089-975-112
Police	110	089-975-110
Medical Services*	112	089-975-112
Airport Operations	111	089-975-111
Group security	113	089-975-113

Important: When calling 110 or 112 on the public landline network or mobile network, you will be forwarded to external control centers! Please therefore always input 089 975 before dialing 110 or 112!

* Medical Services are alerted via the fire services.

/Traffic and vehicles

- Driving authorization is required to drive unescorted in the secure area (apron driving license). Drivers must always carry their apron driving license with them. Apron Control carries out spot checks regularly.

- The training for the apron driving license is carried out and the license is issued exclusively by the Airport Academy of FMG. It also conducts recurrent training courses.

- The initial training as well as refresher and recurrent training are carried out in accordance with the provisions of EASA as well as separate requirements of the aerodrome operator relating to the apron and maneuvering area driving authorizations.

- If a vehicle driver is absent for three to a maximum of twelve consecutive months, they must undergo refresher training before resuming driving operations.

- If a vehicle driver has not driven a vehicle on the apron or in the maneuvering area for more than twelve months, they must obtain a new apron/maneuvering area license.

- Recurrent training is to be carried out at intervals of a maximum of 24 months after initial training has been completed.

- The vehicle driver must hold a valid official Class B driver's license as a minimum. Drivers of passenger buses must hold a valid official Class D driver's license.

- The vehicle driver must be qualified to drive vehicles, have been verifiably instructed or trained in the relevant vehicle type, and be familiar with how to drive and operate the vehicle type. In addition to the vehicle driver, the vehicle owner is also responsible for ensuring compliance with these provisions.

- The vehicle owner and the vehicle driver are responsible for ensuring that vehicles that are not licensed for general use on public roads (vehicles that do not have a license plate) are also roadworthy and safe to operate in the same way as is stipulated for registered vehicles.

- Each driver takes own responsibility that the vehicle is in a roadworthy condition and safe to operate when they take over the vehicle.

- The use of vehicles must be restricted to the scope that is strictly necessary.

- Every driver must keep to the roads when driving in the secure area (see pages 14-15).

- Unless otherwise regulated, the maximum speed limit is 30 km/h. Walking speed (maximum 6 km/h) must be observed in the safety area around parked aircraft and in buildings. Vehicles must be driven more slowly if necessary!

- The minimum lateral clearance when driving past pedestrians, vehicles, and equipment should not be less than 1.5 meters. The vehicle's speed must be adjusted here.

  Particular care must be taken when driving past or overtaking luggage or cargo trailers. The maximum permitted speed of 30 km/h is also mandatory during overtaking maneuvers.

- A signal must be given in good time when changing direction.

- Restraint systems must be used (requirement to wear a seatbelt).

- Vehicles must be secured against unauthorized use. Motors must be switched off when the vehicle is parked. Keys must be removed where appropriate.

- The motor must be switched off when vehicles stop or are parked in the area of PCA units (preconditioned air).

- If the driver does not have an adequate view to be able to maneuver safely, they must get help and be directed. This applies when driving forward and reversing.

- Parking and stopping vehicles, objects, and equipment and allowing people to stay behind vehicles that can only reverse out is prohibited.

- Cable and hose connections, especially supply connections to aircraft, may not be driven over in any circumstances.

- Special regulations apply to certain vehicles. These regulations are binding for the operation and use of these vehicles.

- Cargo must be loaded in such a way that it can be safely transported. The driver has to satisfy themselves that the cargo is secured properly before starting to drive.

- Persons who perform marshaling work must have authorization to carry out this work in the secure area of the airport.

- Persons may be conveyed only in vehicles licensed for this purpose.

- The permitted trailer loads of the tractors may not be exceeded. They are regulated by the vehicle owner on a case-by-case basis as appropriate.

- Driving on the perimeter roads north and south of the apron areas requires special approval from Airport Operations in the form of a sticker to be affixed to the vehicle's windshield (see page 27).

/Rules of conduct and general safety provisions

- Any person who enters or uses the secure area of the airport has to conduct themselves in such a way that no other person is harmed, put at risk, or obstructed or inconvenienced more than can be avoided in the given circumstances.
- Safety training (basic SMS training) must be undergone in order to enter or use the secure area unattended. These and the regular recurrent training courses are offered by the Airport Academy of FMG.
- Everyone in flight operation areas must wear high visibility safety clothes.
- Stopping and parking vehicles and equipment under the fuselage or the wings of aircraft is prohibited, unless it is absolutely necessary in order to reach connections or operating controls on the aircraft. The vehicle must be driven at the slowest possible speed here.
- Persons who supervise construction works in the secure area of the airport on the aprons, in the position areas and in the maneuvering area must have received appropriate instruction.
- Objects that obstruct the traffic must not be parked and left unattended. Situations where traffic is obstructed must be remedied or arrangements must be made to have them remedied. If this is not possible immediately, arrangements must be made for safeguards to be put in place. Airport Operations (tel. 111) must be informed.

Voice radio communications and how to handle radio equipment in the secure area of the airport

- Section 23(1a) StVO (transmitting and telephoning when driving) also applies in the part of Munich Airport that is not open to the public.
- FMG can permit divergences from Section 23(1a) StVO in the case of radio equipment that is used for operational communications. FMG will permit an exemption of this kind after the owner or driver of the vehicle submits a risk assessment to it that demonstrates that retrofitting the radio equipment in question so that it is in conformity with the StVO is not technically possible or is disproportionate and other effective measures have been instituted and their continued use in the secure area of the airport does not represent an unjustifiable risk. The approval is issued by FMG in writing and is effective exclusively for the vehicles that are the subject of the application and the equipment that is used. The details of this are regulated in the information sheet »Exemptions for radio equipment in the secure area of Munich Airport« (see page 52).

What to do in the event of an accident

All accidents and events involving damage must be reported immediately to

- Airport Operations (tel. 111) and the Group Security control center (tel. 113) for the accident to be recorded (see page 7).
- The fire services (tel 112) and the police (tel. 110) additionally have to be informed in the case of accidents involving personal injuries (see page 7).

Important: When calling 110 or 112 on the public landline network or mobile network, you will automatically be forwarded to external control centers! Please therefore always input 089 975 before dialing 110 or 112!

People involved in the accident and witnesses must remain at the scene of the accident in order for the accident to be recorded.

The scene of the accident must not be altered and must be secured.

Alcohol and drugs

Attending work while inebriated or otherwise intoxicated is prohibited, as is bringing and consuming alcoholic beverages or intoxicating substances to and on the work premises. This applies in particular to persons who work in the flight operations area, i.e. in the secure area of the airport on the aprons, in the position areas, and in the maneuvering area, as well as with equipment and systems accessible from this area that used for handling aircraft. The aerodrome operator is entitled to carry out controls to check that this prohibition is enforced and to expel any person who breaches the prohibition or refuses to undergo the control from this area temporarily or permanently.

Medicines

Medicines that are likely to impair operational safety (for example reactions or the ability to drive) may be taken only following consultation with a physician or pharmacist, and the employer must be informed of this. If necessary, the in-house medical service (for employees of FMG and AeroGround) must be consulted!

Smoking

Smoking and handling naked flames – also in vehicles and driver's cabs of equipment – is prohibited in the secure area. The use of e-cigarettes is also prohibited here. Smoking and the use of e-cigarettes are permitted exclusively in the areas designated for this.

/Road traffic control

- Controlling compliance with traffic and general safety provisions in the secure area of FMG is the responsibility of employees from the Aviation division and from the Group Safety division.
- The group of authorized inspection officers is authorized to stop drivers whose driving behavior may be dangerous (for example driving under the influence of alcohol, breaching regulations, driving a vehicle that is not roadworthy) from continuing to drive. The apron driving license can be confiscated in these cases by the authorized inspection officers.
- In the event of breaches of the traffic and safety rules in the secure area of FMG, the authorized inspection officers are entitled to issue instructions and warnings.
- Breaches of the traffic and safety rules will be punished in accordance with FMG's catalog of measures (see pages 48-49).
- Costs incurred as a result of willful and intentional breaches have to be reimbursed to FMG by the perpetrator. The enforcement of other claims for compensation is not affected by this.
- Furthermore, FMG reserves the right to revoke the permission to enter and use the secure area of the airport in accordance with the regulations governing the use of the airport.

/Rights of way on roads

These rights of way apply to driving on the marked roads of the aprons.

Principles

The following order of precedence applies for the right of way:

- Taxiing, towed, and piloted aircraft have priority over all other vehicles.

- Vehicles used by Airport Operations, ground-handling services, emergency and follow-me vehicles with a yellow or blue revolving light and signal horn, as well as fire department and emergency services vehicles have priority over all other road traffic on roads and in handling areas.
  This also applies to roads in maneuvering areas.

- When the revolving light is switched on, right of way is given in the following order:

  1. Vehicles with a blue revolving light switched on and a signal horn;

  2. Airport Operations or ground-handling services with a yellow revolving light switched on.

Separate rules apply for driving in the apron area outside of roads.

Special rights

- Emergency and follow-me vehicles (fire department and emergency services, Airport Operations and ground-handling services) with a yellow or blue revolving light switched on and a signal horn are not required to keep to the speed limit and can leave the roads when their mission requires this. Other drivers must make way for them by stopping, driving slowly, waiving the right of way, pulling over to the right or in a supportive way.

- Other vehicles with a yellow revolving light switched on can leave the roads when this is required by their mission and they have received clearance for this.

Special feature: Winter road maintenance vehicles have priority over other vehicles on the road when they are deployed.

- All other vehicles with a yellow revolving light switched on signal there is a special traffic situation where no privileges are in force. Special attention is to be paid when encountering them. In particular, driving between vehicles of a follow-me unit is prohibited.

- Use of the yellow revolving light is to be limited to the absolute minimum

- Use of the blue or yellow revolving light does not release the driver from the obligation to observe the safety of the other road users.

- The rules of the StVO, in particular Section 35 (special rights) and Section 38 (flashing blue or yellow light) apply in all other respects.

/Roads

Roads

- Roads are delineated by curbs or by continuous white lines. At maneuvering corridors, they are demarcated by a double white line. Drivers must keep to the roads.

- If a destination is located away from roads (aircraft parking positions, equipment parking areas, halls, etc.), the marked road must be used for as long as possible.

- Road closures and the securing of areas by vehicles with a yellow revolving light switched on must be complied with. The closed area may not be driven round.

Stopping and parking

- Vehicles and equipment may be parked only with the brakes applied and in designated areas.

- Waiting and parking is strictly prohibited on all taxiways (apron stand taxilane), in the area of fire department exits and fire department approach zones, in front of emergency exits, priority bus lanes, emergency gates in security fences, building entrances and exits, in the swiveling and lowering area of passenger boarding bridges, in the areas of the aircraft parking positions used for taxiing in and away, and in the escape routes of fuel trucks and on fuel pits (see pages 28-31).

Apron service roads

- Apron service roads are sections of roads that cross or are adjacent to taxiways.

- Apron service roads are demarcated by the road sign »STOP when aircraft are taxiing« and by road marking in the form of staggered broken lines. They are additionally marked at the beginning and end by a solid red line as well as a white stop line.

- Apron service roads may only be driven on if the aircraft taxiing traffic is not obstructed or endangered. Increased attention must be paid when driving on them. The apron service roads may not be crossed if an aircraft is less than 150 meters from the intersection. All vehicles must then stop at the traffic sign »STOP when aircraft are taxiing« and give right of way to the aircraft. Driving on the apron service roads is permitted only within the marked areas.

  After the aircraft has passed the apron service road, the safety distance of 150 meters must be adhered to before the taxiway may be crossed (see pages 32-36).

- Stopping on apron service roads is not permitted. These must be left promptly at all times while keeping to the speed limit.

Taxiway »R«

- Special care is required on the service road between position 907 and Hall 1, which runs parallel to taxiway »R«, during aircraft movements.

- During aircraft movements on taxiway »R«, this section of the road may not be driven on.

- The signs »STOP when aircraft are taxiing« must be strictly complied with.

- Taxiing aircraft traffic always has priority.

- There are no roads in the area north of taxiway »R« between Hangar 1 and Hangar 4. All vehicular traffic in this area must drive on the marked road provided for this south of the taxiway »R«.

- If necessary, separate procedures are applied for fence patrols.

Taxiways on the aprons

- Taxiways are used for the aircraft ground traffic. They are separated from the other apron areas by one red or two continuous white lines.

- Crossing the taxiways is permitted only on the designated apron service roads.

- Taxiways may be driven on only after clearance has been given by Apron Control.

- Signals in the area of the apron service roads are given when visibility is restricted. This is done using red light stop bars installed in the ground and set up at right angles to the direction of travel. Stop bars that have been switched on may not be driven through.

- Entering the taxiways is permitted for the purpose of escorting an aircraft (walk-out or push-back assistance). The time spent on the taxiway must be kept to a minimum in this process. The taxiway always has to be exited via the shortest route.

Right of way on roads

- Vehicles on roads have right of way over vehicles that want to enter the road. Vehicles with special rights have to be given right of way (see pages 12-13).

- The »right before left« principle (give way to the right) applies at intersections and junctions of roads as well as generally when driving on the airport grounds, unless otherwise regulated by the right of way, for example by road signs.

/Fire-fighting and rescue services

The following has to be observed in the event that the fire or emergency services are deployed:

- Emergency and rescue vehicles have right of way in emergencies. They may not be obstructed. Driving into or through operations stations that have been set up by the fire services during operations is not permitted.
- Drivers must always keep well clear of sites of operations when driving round them. Danger areas or sites of operations that have been closed off by the fire services must be complied with and may not be entered or driven through.
- Work at deployment sites (for example unloading operations at aircraft) may be commended only after they have been cleared by the fire services officer-in-charge in consultation with the other operations managers of FMG.

The stations set up during operations by the fire or emergency services may not be entered or driven through (red hatched area).

/Passengers, pedestrians, cyclists

Passengers

- Passengers on foot on the way to/from the aircraft always have priority over all road traffic.

Walk Boarding

- In this procedure, passengers walk the distance between the terminal and the aircraft on foot (see page 31).
- In areas in which a service road is located between the gate and the aircraft parking position, this road is closed during a walk boarding.
- The road is closed by road marshals. The road is closed to through traffic in this period.
- The instructions of the road marshals must be obeyed.

Pedestrians

- Pedestrians must use the existing sidewalks.
- Crossing taxiways is prohibited. Entering apron service roads is also prohibited.
- Pedestrians may use only the roads in the immediate vicinity of buildings.
- If a taxiway has to be entered (walk-out assistance), this is to be exited immediately by the shortest route after the operation has been completed.

Cyclists

- Cyclists may use only the roads in the immediate vicinity of buildings.
- The use of service bicycles must be approved by the responsible operations manager of Munich Airport.
- Cycling on apron service roads is prohibited.

/Foreign object debris (FOD)

- Anyone who sees foreign object debris (FOD) lying in flight operation areas (screws, eyelets, suitcase handles, trays, etc,) has to pick it up and dispose of it in the waste containers provided for this (yellow FOD bins).

- FOD checks must be carried out constantly:
  - The handling position has to be checked for FOD every time before an aircraft arrives.
  - After handling operations for an aircraft have been completed or after the work has been completed, the ground-handling position or the work area has to be checked once again for foreign object debris (FOD).

- Intentional contamination will be punished.

/Aircraft parking positions

- The position area is demarcated from the taxiway, from the runway, or from the parking areas either by red or red and white boundary lines.

- Driving into the position area is in principle permitted only for the purposes of ground-handling operations and at walking speed.

- The emergency escape routes at the aircraft must be kept clear in principle.

- The emergency escape lanes for fuel trucks must be kept clear in principle.

- Special care is required when aircraft taxi into and out from the positions.

- Aircraft that intend to taxi or are pulled or pushed with tugs from a position can be identified by the fact that the anti-collision lights are flashing and/or the red revolving right on the tug is switched on and the chocks have been removed.

- Markings in the position area have to be adhered to

- The safety zone around a parked aircraft is delimited by an imaginary line that runs at a distance of four meters around the aircraft, measured from the wingtip, nose, and tail. Only vehicles and equipment that are required for ground-handling operations and the technical maintenance of the aircraft may be parked in this area. Other vehicles must be parked outside the safety zone (see pages 32-36).

- Stopping in any areas that are hatched red, for example in the swiveling and lowering area of passenger boarding bridges or in the access routes for the fire services in emergencies (fire-fighting, etc.) is strictly prohibited.
  Passenger boarding bridges may not generally be driven under.

- The taxi-in area must be clear of obstacles of all kinds when aircraft are inbound. All persons engaged on ground-handling operations must stay outside the red line of the aircraft parking position until the engines and the anti-collision lights have been switched off (see pages 28-31 and 32-36). Exceptions:
  - follow-me vehicle drivers (marshalers) during operations;
  - prepositioned passenger boarding bridges;
  - The temporary placement of chocks (temporary chocking) is permitted only at the nose gear and the connection of ground power is permitted only after this.

In all exceptions, the greatest possible distance must always be kept from engines that are still running. These exemptions do not apply when conducting ground-handling operations for propeller-driven aircraft.

/Docking guidance system

Docking guidance system

- The docking guidance system helps the pilot to position the aircraft on the parking area using indicator lights. If the docking guidance system is activated (the existing lighting of the taxi-in lane marking is switched on), the parking position will be occupied within the next few minutes. From this time on, no vehicles may be driven into the position any more.

Release of positions with docking guidance system

- Before an aircraft taxis in, each position that is equipped with a docking guidance system must be released as available via the operator panel.

- The parking positions for the apron control may be released as available only by an authorized and trained person and must be monitored by this person until the aircraft comes to stop.

- The release requires that the position be checked in advance to ensure it is free of obstacles (e.g. prepositioned passenger boarding bridges, no ground-handling equipment in the taxi-in area) and that the area be checked for foreign object debris (see page 18).

- The ground-handling position may no longer be exited after release has been given. Continual monitoring of the taxi-in area and of the taxi-in procedure must be ensured.

- While an aircraft is taxiing in, it must always be ensured that it can taxi in without any obstruction. If necessary, the taxi-in procedure must be suspended immediately by pressing the emergency stop button on the operator panel.

- If the position has not been released or not been released on time by the ground handler or service provider, Apron Control dispatches a follow-me driver (marshaler) to the parking position in question.

/Special weather conditions

- Lighting discharges at the airport represent a significant potential danger for people on the apron. Serious injuries can be caused as a result of electrical discharges especially in the open areas and in the vicinity of conductive materials. The relevant service providers are responsible for the safety of their employees working on the apron and in the open as well as for forwarding information within the relevant business organizations

  Warnings about risks from electrical lightning discharges are issued by Airport Operations / the traffic operations manager on duty using:
  - optical and acoustic warning system
  - trunked radio and »alarm star« (central alarm communication system)
  - telephone and e-mail
  - UDS (Universal Display System) and A.I.S. (Airport Information System)
  - ACA (Airport Community App)

  Warnings are given in two stages.
  If a thunderstorm is approaching the airport, a pre-warning is given to begin with (**Lightning Pre-Warning, first level**).
  If there is a thunderstorm at the airport or in its immediate vicinity, the direct thunderstorm warning is issued (**Lightning Warning Red, second level**).
  People should not stay out in the open while the warning is in force. Suitable shelter must be sought.

  An optical and acoustic warning system is installed on the lighting masts on aprons 1, 2, 3, 5 and 12. When the direct thunderstorm warning is triggered (Lightning Warning Red, second level), an audio warning signal rings out for a short time. In addition, red lights flash while the warning is in force. The flashing lights are identified by an information sign.

The cancellation of the thunderstorm warning is announced by Airport Operations / the operations manager on duty again using the same information channels. The optical and acoustic warning system is switched off at the same time.

- Equipment and vehicles have to secured in accordance with the safety guidelines of the manufacturer/operator when winds are strong. Containers, luggage, cargo, and post as well as awnings and other movable objects must be secured appropriately against wind and precipitation (rain, snow).

- When it is dark, weather and road conditions are poor, or visibility is low during the day / at night (fog, heavy rain or snowfall):
  - the vehicle lighting (dipped beam) must be turned on;
  - the speed and driving behavior must be adjusted to the conditions.

  The greatest attention is required especially at intersections between taxiways and service roads.

/Maneuvering area

- The maneuvering area is the part of an aerodrome that is used for the take-off, landing and taxiing of aircraft (see page 7).

- Access to the maneuvering area is permitted only with a valid maneuvering area driver's license.

- The boundaries of the maneuvering area can be seen in the »Traffic areas layout plan«.

- All vehicles in the maneuvering area must be equipped with a transponder for identification. A mobile device can be borrowed from Airport Operations for vehicles that are not equipped with a fixed built-in transponder.

- Vehicles must have a revolving light switched on.

- Driving into the maneuvering area is permitted only after a request has been made to and clearance has been issued by Airport Operations and the control tower (DFS-TWR). A permanent radio link must be guaranteed. Instruction in communicating by radio is required.

- The approval to obtain the maneuvering area driver's license must be applied for in writing from the responsible operations manager at FMG.

- The training for the maneuvering area driver's license and the instruction for communicating by radio with the control tower is offered and conducted by the Airport Academy of FMG. It also conducts the regular recurrent training courses.

- If the vehicle driver has not driven a vehicle in the maneuvering area for more than twelve months, they must obtain a new maneuvering area driver's license.

/Personal accident protection and accident prevention

The employer has to familiarize its employees with all applicable regulations on accident protection and prevention in the course of regular briefings.

- Compliance with all applicable laws, directives, regulations, rules, and instructions is mandatory. These are, as currently amended, specifically:
  - The Arbeitsschutzgesetz (German Occupational Health and Safety Act);
  - The Arbeitssicherheitsgesetz (German Occupational Safety Act);
  - The Betriebssicherheitsverordnung (Industrial Safety Regulation);
  - The Lärm- und Vibrations-Arbeitsschutzverordnung (Noise and Vibration Protection Regulation);
  - The Arbeitsstättenverordnung (Workplace Regulation);
  - The accident prevention regulations of the statutory accident insurance scheme;
  - The occupational health and safety manual of Munich Airport;
  - The regulations governing the use of the airport;
  - The aerodrome manual.

- Up-to-date risk assessments must be available in the company and employees must be aware of these.

- All employees who work in the secure area of the airport are responsible to the best of their ability for their safety and for protecting their health. They have to support all measures that are implemented for the purposes of occupational health and safety. Before using any equipment, work tools, and work materials, each person has to check whether any safety defects are present and which protective measures are necessary.

- Equipment and machinery may be used exclusively for the intended purpose in accordance with the manufacturer's specifications. An appropriate visual inspection and function test must be carried out each time before equipment and machinery is used.

- Any further use is prohibited if technical defects are identified. Defective devices, equipment and systems must be reported and taken out of operation immediately in accordance with internal procedures.

- Clear agreements with the equipment, vehicle or system operator are absolutely necessary before entering danger areas. Carrying unauthorized passengers on equipment and vehicles is strictly prohibited.

- The personal protective equipment has to be used.

/Safety Management System (SMS)

Definition of the SMS

- The Safety Management System (SMS) at Munich Airport is a company-wide system that handles »Safety in flight operations« at Munich Airport. The objective is to prevent risks that can arise in connection with the operations conducted on aircraft. The intention is to identify »hazards« and »organizational errors« in particular. The SMS focuses on the following issues:
  - Injuries to people caused by an aircraft;
  - Injuries to people in and around an aircraft (in the position area / maneuvering area);
  - Damage to aircraft;
  - Damage to vehicles / equipment / infrastructure caused by an aircraft.

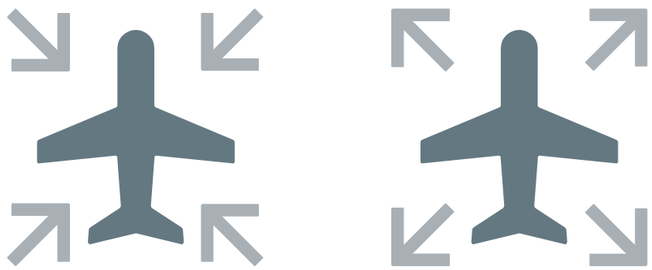
- Using the Safety Management System, operational risks in the flight operations at Munich Airport are recorded and assessed and recommendations are issued in order to reduce the risk in question to an acceptable level. Incidents must be reported for the system to function optimally, and some of this reporting is stipulated by law.

Use of the SMS

- Incidents or situations are significant for safety management when they put the »safety of flight operations« at risk. These include for example:
  - Obstruction of aircraft taxiing (e.g. because of vehicles on the apron);
  - Foreign object debris (FOD) on the flight operations areas (e.g. bolts, eyelets, cords);
  - Operating fluids on the flight operations areas (e.g. jet fuel, engine and hydraulic oils);
  - Impact of the exhaust gas stream (e.g. injuries to passengers from windows shattering);
  - Damage to aircraft;
  - Accidents in the aircraft parking positions.

Structure of the SMS

- The SMS consists of four core modules:
  - Safety principles: the general predefined conditions for an SMS
  - Risk management: the processing and assessment of reports and hazards by the SMS, which sets out to identify systematic errors
  - Safety monitoring: the monitoring and management of the SMS
  - Safety promotion: the training measures and the communication of important information relating to the SMS



Hazards/risks for an aircraft

Hazards/risks caused by an aircraft

Information on the SMS

- Airport Safety provides information about the Safety Management System on the publicly accessible homepage of Munich Airport (www.munich-airport.de/safety).

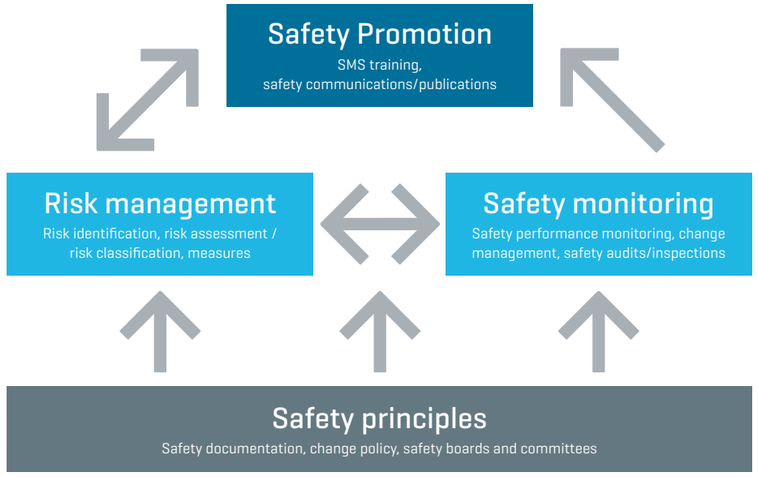
- Documents that relate to the Safety Management System, such as the EASA Compliance and Safety Manual, are made available to companies and employees at Munich Airport (after registration and application) through the Airport Information System (AIS).

- FMG employees can additionally access the safety documents on the eMotion intranet platform (tab: Professional knowledge → Airport and Traffic → Safety and Security → Airport Safety).

SMS reporting channels

Report risks and hazards to Airport Safety. The following reporting channels are available to you:

- E-mail: safety@munich-airport.de
- Airport Community App: under the »Safety Reporting« menu tab
- Contact form on the public page of Munich Airport: www.munich-airport.de/safety
- Contact form by intranet (for Group employees only): http://emotion.munich- airport.de/safetymeldung
- Tel. : 089 / 975 214 55
- In person / by mail: GAT North, rooms E10 - E12



/Annex 1: Road and other signs

In addition to all road signs known from the StVO, the signs listed below are also used on the airport grounds.

If no road signs are erected because space is limited or for other reasons, the road signs painted on the roadway apply.

The following road and other signs show only the most important signs that are relevant for the airport. A number of signs that can be found on public roads are also present. All of these signs must be complied with.

The speed limit is 30 km/h.

STOP when aircraft are taxiing, when an aircraft will intersect the traffic or is approaching in parallel with the traffic and comes within approximately 150 meters or has left the area and is still within the same distance.

Position sign

Perimeter service road: use permitted only with approval (»R« sticker) (see page 9).

Danger from jet blast

/Annex 2: Markings

Internationally clearly defined rules have been drawn up for marking aircraft parking positions, taxiways, roads, parking spaces, and other areas at airports. The following markings can be seen repeatedly at airports:

Red line
Delineates an aircraft parking position and special areas within this position (e.g. fuel pits). Demarcates taxiways from other areas (e.g. maintenance hangars).

Red, dashed line
Temporarily staggered red line (see red line).

Red hatched areas
Strictly no stopping or parking on all red hatched areas, for example in the swiveling and lowering area of passenger boarding bridges or in the access routes for the fire services in emergencies.

White line
Delineates an area on which vehicles or equipment can be parked. On the roadway, marks the edge of roads.

Double white line
Demarcates a road or equipment parking area from a taxiway passageway. These lines may not be crossed in principle.

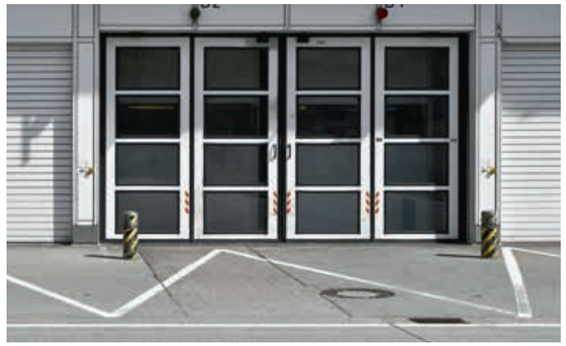
Red/white line
The combination of a red and white line with the relevant meanings.

Staggered dashed white line
Apron service road. Road in the area of the aprons that crosses or is adjacent to a taxiway.

STOP when aircraft are taxiing
Start of an apron service road. Is marked with a white stop line, a red line, and a »STOP when aircraft are taxiing« sign (see page 15).

Lane markings for aircraft taxiing traffic
Yellow line (solid or broken), blue or orange line.

Marked parking spaces
Designated parking spaces are marked accordingly. They may be used only by the lessee.
Other persons are not allowed to park in these spaces.



Building entrances and exits
Building entrances and exits must always be kept clear.

White hatched area
Always keep movement areas or closed areas clear!

Bus lanes
Freely permitted for embarking and disembarking passengers. Absolutely no parking or stopping.

Blue area or stripes
Routing between aircraft and gate for passengers during board walking. The area may not be crossed by vehicles when the service road is closed by road marshals (see page 17).

/Annex 3: Safety areas

Ingestion and blast areas

There is an increased risk of injuries or damage in the area of the aircraft engines.

These can be:
- Ingestion areas in front and by the side of aircraft engines
- Blast area behind aircraft engines
- Hazard area of propellers

Every person who is present on the apron must pay attention to the ingestion and blast areas of engines as well as hazard areas of propellers.

Jet blast / prop wash

Jet blast (stream of exhaust gas from engines) must be expected in the whole of the apron area. Jet blasts can occur:
- when the aircraft is parked »nose-out« in the aircraft parking position
- when the aircraft has just taxied into the aircraft parking position and has switched off the anti-collision lights and the engines (engines still running)
- when the aircraft starts its engines in a nose-out position
- when the aircraft taxis out in a nose-out position under its own power
- when the aircraft has to take a curve on a taxiway and requires more thrust for this
- when an aircraft has crossed an apron service road

The following values for the safety areas relate
- in exhaust areas:
  - to the area behind the aircraft's tail
  - to the aircraft's wingspan as a minimum
- in ingestion areas:
  - to the area in a semicircle in front of the engines

Note: If the safety areas cannot be complied with for urgent operational reasons (e.g. provision of ground-handling equipment), a smaller safety distance can be justified if people are not put at risk and the vehicles and equipment have been adequately secured against the jet blast.

- The hazard area of propellers may not be entered or driven through at any time!

- In power-back procedures, the following values for the safety distances in front of the engines apply.

Aircraft type/category	Safety distance in front of an engine that is running	Safety distance behind an engine that is running
Propeller/turboprop aircraft	7.5 meters	50 meters
Aircraft with jet propulsion	7.5 meters	150 meters

Note:
- A distinction is no longer drawn by aircraft type or size.
- A distinction is no longer drawn by idle engine or taxi-out thrust.
- The minimum values are shown!
- If there is any uncertainty, wait a bit longer if necessary!!

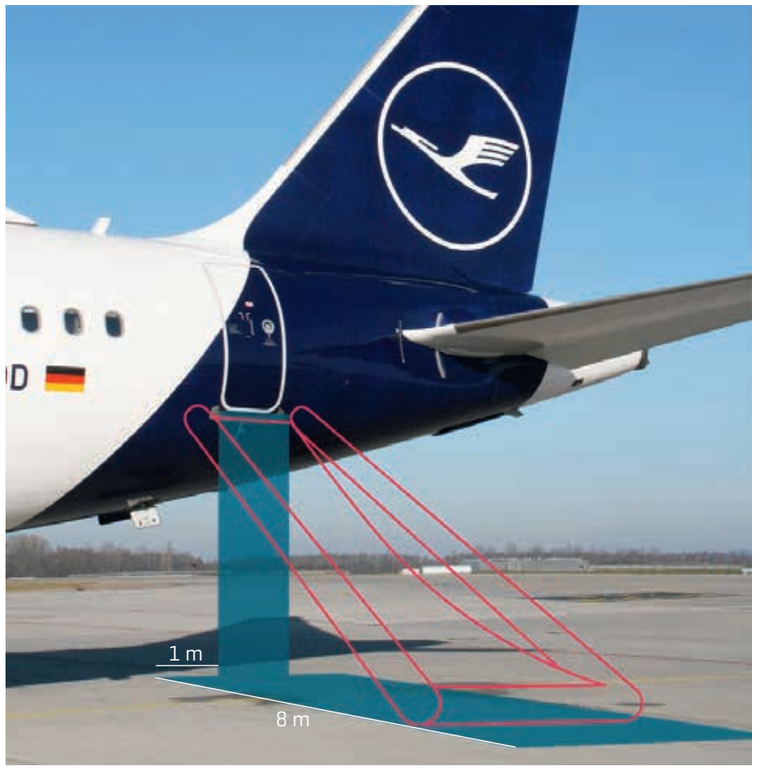
* Safety distances in front of and behind aircraft engines that are running.
** The safety distance behind aircraft engines that are running is measured from the tail.

Safety area around a parked aircraft

- The engines must be powered down and the anti-collision lights must be switched off before chocks, ground power, and ground-handling equipment may be moved to the aircraft (see page 19).
- An aircraft must be secured using chocks before ground-handling operations can start.
- The safety zone is delimited by an imaginary line that runs at a distance of four meters around the wings, nose, and tail of the aircraft (see page 19).
- Entering or driving into this area is permitted only if this is necessary to perform ground-handling operations on the aircraft.
- The maximum speed that is permitted in this area is walking speed.
- Aircraft with equipment attached to them must be maneuvered with the greatest care.
- Vehicle movements must be carried out as far as possible at right angles to the longitudinal axis of the aircraft.

- Two brake tests must be carried out before ground-handling equipment is driven up to the aircraft:
  - First brake test after the ground-handling equipment has been started and when it is driven into the position area or the red line that demarcates the ground-handling position is crossed.
  - Second brake test upon entry into the safety area of the aircraft (approximately four to five meters in front of the aircraft).
  - The ground-handling equipment must be brought to a stop in all cases.
  - Any other requirements that may have been set by airline companies must be complied with.
- Vehicles and equipment that are required for ground-handling operations and that have to be parked in the position area or the safety area have to be secured (using the parking brake or chocks). Stabilizers have to be lowered where this is necessary.
- Running engines on vehicles and ground-handling equipment is permitted only if this is necessary to operate them and an operator is present in / on the operator's platform or in the immediate vicinity.
- Vehicles that are not required for the ground-handling operations must be lowered and parked outside the red position boundary line.

- After the passenger stairs or boarding bridge have been driven away, no vehicles or equipment may be situated in the area of the emergency exits and the passenger doors before or while the engines are started. It must be ensured that the emergency slide can be deployed without obstruction.



	Space that has to be kept clear in front of the passenger doors:	Space that has to be kept clear next to the passenger doors (left and right):
Narrow-body aircraft	8 meters	1 meter
Wide-body aircraft	12 meters	2 meters
Airbus A380	16 meters	2 meters

Refueling and defueling

No vehicles (with the exception of fuel trucks) may be parked in the areas of the fuel tank ventilation while aircraft are being refueled or defueled. This area covers at least three meters around the fuel tank vent holes (see illustration).

If the tank system is damaged while the aircraft is being refueled, the underground hydrant that is connected must be closed by pressing the emergency switch and the fire services have to be informed (tel. 112). Emergency tank stop switches are located on each lighting mast and on the operating panel for the docking guidance system.

- The escape route for the fuel tank going forward may not be blocked.
- A safety distance of at least one meter must be maintained from fuel trucks that are refueling an aircraft.
- Cables and hoses that have been laid out may not be driven over.
- The aircraft's emergency exits and passenger doors must be kept clear while it is being refueled.

The following measures must be taken if fuel is spilled:

- Alert the fire services / Airport Operations (tel. 112/111); the numbers 089-975-112 or 089-975-111 have to be dialed from a public landline network or a mobile phone network (see page 7).
- Activate the fire alarm when there is an acute risk of fire.
- Do not drive through the spilled fuel.
- Do not start vehicles standing in puddles of fuel or drive them out using their own power.

There is an additional tank vent on the right elevator on aircraft with a trim tank in the elevator (e.g. Airbus A330, A340, A380, or Boeing 747).

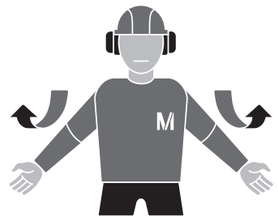
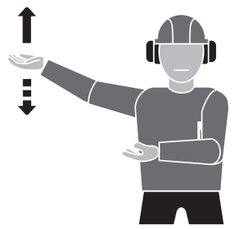
/Annex 4: Hand signals when marshaling aircraft

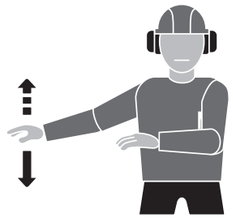
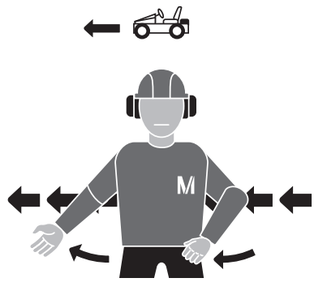
These hand signals are valid only for marshaling aircraft!

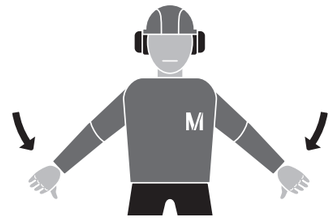
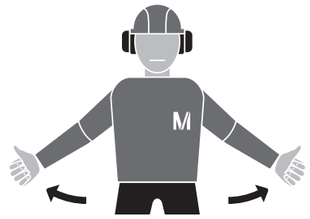
- Reversing is especially likely to cause accidents in the safety zone around a parked aircraft. Increased caution is required here.
- Reversing is permitted only when the local circumstances prevent driving straight forward.
- When reversing, the driver has to satisfy themselves that their route is free of obstacles.
- Reversing is permitted only at the lowest possible speed.
- If the rear view is blocked or impeded by the type of construction, loading, or by other circumstances, the driver has to get help in the form of signals.
- The signaler must satisfy themselves that the roadway behind the vehicle is free. The driver must maintain constant eye contact with the signaler while reversing and must drive based on their signals.
- The signaler has to use the published hand signals.
- The signaler must in principle choose where they stand in such a way that they themselves are not put at risk and has an unobstructed view both of the area behind the vehicle and to the driver.
- If the driver or the signaler loses visual contact, the vehicle must be stopped.

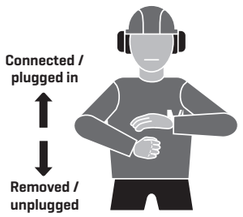
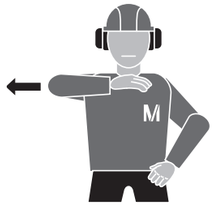
Hand signals in accordance with IATA Ground Operations Manual (IGOM)

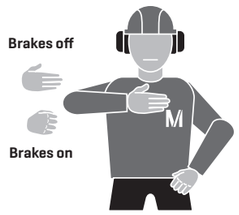
Meaning:	Explanation:	
Establish contact at the start of the marshaling procedure Note: I am in charge of this maneuver. You will take orders only from me.	• Arms held above the head • Palms facing forward	
Forward movement Drive toward the marshaler	• Arms at shoulder height • Palms facing backwards • Repeated signaling upward and back	

Meaning:	Explanation:	
Backward movement Drive away from the signaler	• Arms by sides • Palms facing forward • Repeated signaling upward and forward	
Turn right (from the signaler's view)	• Left outstretched arm downward • Hand extended • Right palm facing forward • Right arm repeatedly moved upward • The speed of the arm movement indicates the rate of turn	
Turn left (from the signaler's view)	• Right outstretched arm downward • Hand extended • Left palm facing forward • Left arm repeatedly moved upward • The speed of the arm movement indicates the rate of turn	
Lift E.g. for forklifts, lift trucks	• Both arms toward load or equipment • Palms up • Hand movement in upward direction	

Meaning:	Explanation:	
Lower E.g. for forklifts, lift trucks	• Both arms toward load or equipment • Palms down • Hand movement in downward direction	
Accompanied movement Come with load or equipment	• Maintain eye-to-eye contact with operator • Swing down lower arm in direction of movement	
Indicate distance Note: The distance shown between the hands must correspond exactly with actual margin.	• Show the distance between both hands at head height	
Stop	• Arms crossed above the head **Immediate stop** • Hands crossed over head with clenched fists	

Meaning:	Explanation:	
OK Continue on your own	• Lift stretched right arm • The raised thumb of the closed hand faces up	
Stabilizers on Chocks removed	• Arms down by the side of the body • Clenched fists with thumb extended facing the body • Arms moved inward to the body	
Stabilizers off Chocks inserted	• Arms down by the side of the body • Clenched fists with thumb extended away from the body • Arms moved outward from the body	

Meaning:	Explanation:
Connect/plug in Remove/disconnect	• Left arm raised with hand extended horizontally **Connect** • Right hand with clenched fist moves upward to contact left palm **Disconnect** • Right hand with clenched fist moves down away from left hand 
Interrupt/stop E.g. ground power, air, procedure, supply	• Right arm level with shoulder • Palm facing down • Arm swings horizontally at outstretched distance to throat
Stop engine	• Right arm and hand level with shoulder • Palm facing down • Hand on throat moves horizontally to the right 

Meaning:	Explanation:
Brakes off/on	• Right arm and hand raised horizontally in front of the bod **Release brakes** • Open the fist, extend fingers, palms inward facing the body **Engage brakes** • Fingers extended, palms inward, clench fist 

/Annex 5: Safety and health protection signs

Prohibition signs
In accordance with ASR 1.3/ISO 7010, extracts

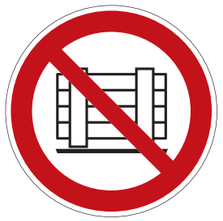
General prohibition signs

No smoking

No naked flames, fire, open sources of ignition, or smoking

No entry for pedestrians

Not for drinking


No parking or storing

No access for industrial trucks

No switching

No access for people with a pacemakers or an implanted defibrillator

Switch mobile phones off

No eating or drinking

No photography

No entry to the area

Mandatory signs
In accordance with ASR 1.3/ISO 7010, extracts

General mandatory signs

Use ear protection

Use eye protection

Wear safety footwear

Wear protective gloves

Wear protective clothing

Use skin protection

Use handrail

Wear face shield

Wear helmet

Wear high visibility clothing

Use breathing apparatus

Use safety harness

Use overpass

Use pedestrian walkway

Follow safety instructions

Warning signs

In accordance with ASR 1.3/ISO 7010, extracts

General warning signs

Warning,
flammable materials

Warning,
explosive materials

Warning,
toxic substances

Warning, corrosive materials

Warning, radioactive materials
or ionizing radiation

Warning, suspended load

Warning, industrial trucks

Warning, dangerous
electrical voltage

Warning, dangerous optical
radiation

Warning, lasers

Warning,
oxidizing substances

Warning, obstacles
on the ground

Warning, fall hazard

Warning, gas cylinders

Warning, risks from
charging batteries

Warning, risk of crushing

Warning, automatic start

Warning, hand injuries

Warning, slip hazard

Warning, risk of entanglement

Warning, biohazard

Warning, low temperature / frost

Warning, obstacles
at head height

Emergency signs

In accordance with ASR 1.3/ISO 7010, extracts

Additional sign, arrow

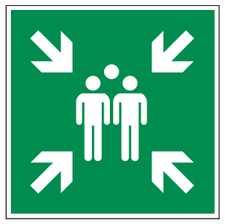
Additional sign, arrow

Escape route / emergency exit (left)

Escape route / emergency exit (right)

First aid

Emergency telephone



Assembly point

Physician

AED (automated external defibrillator)

Eye wash unit

Emergency shower

Stretcher

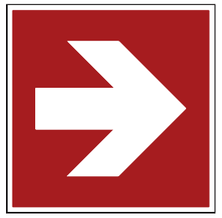
Emergency exit with fire escape ladder

Rescue exit

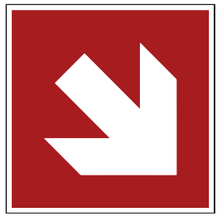
Example of escape route/emergency exit with direction arrow

Fire safety signs

In accordance with ASR 1.3/ISO 7010, extracts



Direction



Direction

Fire hose

Fire escape

Fire extinguisher

Fire alarm telephone

Fire alarm

Fire-fighting resources and equipment

/Annex 6: Catalog of measures of Flughafen München GmbH

To maintain traffic safety on the airport grounds, it is necessary to punish traffic offenses. Flughafen München GmbH has drawn up a catalog of measures for this, which applies unconditionally to all users of the apron.

Offenses are punished in accordance with the following points catalog.

Misconduct	Points
Exceeding walking speed at an aircraft parked in the safety zone without endangering third parties	1
Exceeding walking speed at an aircraft parked in the safety zone causing danger to third parties	3
Exceeding the permissible number of trailers that can be towed by tractors	1
Parking and stopping in maneuvering areas for aircraft, hatched closed areas, in front of bus gates, staging areas, roads, and access zones for the fire services	2
Improper transportation of people in vehicles and on equipment not intended for that purpose	2
Driving vehicles with safety defects or in an unroadworthy condition	2
Disregarding safety zones in the danger area of aircraft	2
Exceeding the permissible maximum speed over 15 km/h	2
Exceeding the permissible maximum speed over 25 km/h	4
Driving into taxiing passageways outside of marked roads	3
Disregarding the »STOP when aircraft are taxiing« sign when aircraft are moving	4
Leaving the scene of an accident with recording the cause of the accident despite possibly being involved in it	5
Driving on traffic areas between a follow-me vehicle with revolving light switched on and the aircraft it is guiding (follow-me unit)	4
Polluting the aprons	2
Driving over hoses of the refueling vehicles and of power supply equipment	3
Improperly secured load	2
Disregarding the right of way regulation and endangering others	3
Disregarding the right of way regulation without endangering others	2
Exceeding walking speed outside of roads	1

- If the points account of a road user reaches 8 points, the road user will be informed by the responsible operations manager of Munich Airport of their points score and that if they commit further offenses they will face the threat of having to undergo and pay for retraining and potentially of being banned from driving.
- Retraining subject to a fee is necessary when the score is 12 or more.
- The driver's license will be suspended for up to two weeks when the score is 14 or more.
- The driver's license will be suspended for up to one month when the score is 16 or more.
- The driver's license will be suspended for up to three months when the score is 18 or more.
- Penalty points will be canceled twelve months after the offense.
- In the event of a breach of the »Traffic and Safety Rules for the Secure Area of Munich Airport«, the personal details of the road user will be recorded by the authorized inspection officer.
- All data subjects have the right to view their data sheet. A request to do this must be addressed in writing to the responsible operations manager of Munich Airport. The recorded data can be viewed there by the data subject.
- The suspension of the driver's license starts on the day after the decision has been notified in writing to the road user.
- Furthermore, an additional works agreement that regulates other details governs employees of Flughafen München GmbH and AeroGround.

/Annex 7: Information sheet »Exceptions for radio devices in the secure area of Munich Airport«

Scope of the Straßenverkehrsordnung (StVO – German Road Traffic Regulations)

- In accordance with Part II no. 3.1.1 of the regulations governing the use of Munich Airport, the German Road Traffic Regulations apply unconditionally in the areas of the airport that are open to the public if FMG allows public traffic in this area.
  In the secure area of the airport, the »Traffic and Safety Rules for the Secure Area of Munich Airport«, as currently amended, take precedence, and the Road Traffic Regulations apply here as a supplement.
  https://emotion.munich-airport.de/home1/regelwerk/richtlinien/airport-verkehr/aviation-luftverkehr/richtlinien/flughafen_de.pdf

Use of radio equipment in the secure area of Munich Airport

- In accordance with Section 52(4) StVO, Section 23(1a) StVO also has to be applied to radio equipment with effect from July 1, 2021. Accordingly, radio equipment may only still be used by vehicle drivers if the equipment has not been incorporated or retained for this purpose and either only a voice command and read-out function is used or only a short glance that is consistent with the road, traffic, visibility, and weather conditions is directed at the equipment, where the eyes are diverted from the traffic situation at the same time, in order or is necessary to operate and use the equipment.
  https://www.gesetze-im-internet.de/stvo_2013/__23.html

Special regulation governing radio equipment in the secure area of Munich Airport

- FMG has issued new regulations governing the use of radio equipment in the »Traffic and Safety Rules for the Secure Area of Munich Airport«. Section 23(1a) StVO, which regulates the use of electronic equipment for communication, organization, or information purposes, now also applies in principle also in the secure area of the airport.
  For radio equipment that is used for operational communications, FMG can permit deviations from Section 23(1a) StVO, in particular regarding the inclusion or the retention of the radio equipment when driving in the secure area of the airport. FMG will permit an exemption of this kind after the owner or driver of the vehicle submits a risk assessment to it that demonstrates that retrofitting the radio equipment in question so that it is in conformity with the StVO is not possible or is disproportionate and other effective measures have been instituted and their continued use in the secure area of the airport does not represent an unjustifiable risk.

Information on the procedure

Responsible FMG division

The Airport Services/Operations unit of FMG is responsible for this procedure. The contact person is Ms. Verena Streitberger (tel. 089 975 21103, verena.streitberger@munich-airport.de). Approval is issued by the responsible operations manager, Mr. Alexander Hoffmann (tel. 089 975 21100, alexander.hoffmann@munich-airport.de), in writing. The approval is effective exclusively for the vehicles that are the subject of the application and the equipment that is used.

Application, application documents

A written application for approval of an exemption is required; the application must be accompanied by a risk assessment that demonstrates that retrofitting the radio equipment in question so that it is in conformity with the StVO is not possible or is disproportionate and other effective measures have been instituted and their continued use in the secure area of the airport does not represent an unjustifiable risk.
Activities or working conditions of the same kind can, however, be consolidated here.
The applicant is solely responsible for the contents and preparation of the risk assessment.

Costs

The exemption is granted free of charge.

Exemption approval and proof

FMG issues written approval of an exemption to the applicant. Proof that an exemption has been approved is provided by a stick issued by FMG, which is to be affixed in a clearly visible position on the windscreen of the vehicle in which the radio equipment is installed and for which the exemption has been approved. A copy of the written exemption approval from FMG must also be kept in the vehicle in which the radio equipment is installed and for which the exemption has been approved.

/Annex 8: List of abbreviations

ArbSchG	Arbeitsschutzgesetz – German Occupational Health and Safety Act
ASR	Technische Regeln für Arbeitsstätten – Technical Rules for Workplaces
BADV	Bodenabfertigungsdienst-Verordnung – Regulation governing ground-handling services
DFS	Deutsche Flugsicherung GmbH
DGUV	Deutsche Gesetzliche Unfallversicherung – German Statutory Accident Insurance
DIN	Deutsches Institut für Normung – German Institute for Standardization
EASA	European Aviation Safety Agency
EN	European standards
EU	European Union
FMG	Flughafen München GmbH
FOD	Foreign object debris
GmbH	Gesellschaft mit beschränkter Haftung – limited liability company
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IGOM	IATA Ground Operations Manual
ISO	International Organization for Standardization
km/h	kilometers per hour
PCA	Preconditioned air (stationary air conditioning unit for aircraft)
PPE	Personal protective equipment
SMS	Safety Management System
StVO	Straßenverkehrsordnung – German Road Traffic Regulation
Tel.	Telephone no.
TWR	Tower

/Annex 9: Other applicable provisions, regulations, and laws

The following additional laws, regulations, and provisions form the basis for the »Traffic and Safety Rules for the Secure Area of Munich Airport«. Reference is made to the version currently in force.

- European Commission: Commission Regulation (EU) No 139/2014 of February 12, 2014 and the implementation provisions of EASA (Acceptable Means of Compliance)
- Luftsicherheitsgesetz – German Aviation Security Act
- Arbeitssicherheitsgesetz – German Occupational Safety Act
- Deutsche Gesetzliche Unfallversicherung – German Statutory Accident Insurance
- Straßenverkehrsordnung – German Road Traffic Regulation
- Straßenverkehrs-Zulassungs-Ordnung – German Road Traffic Licensing Regulation
- Fahrzeug-Zulassungsverordnung – German Vehicle Registration Regulation
- Accident prevention regulations of the statutory accident insurance scheme
- Gesetz über die Durchführung von Maßnahmen des Arbeitsschutzes zur Verbesserung der Sicherheit und des Gesundheitsschutzes der Beschäftigten bei der Arbeit (Arbeitsschutzgesetz ArbSchG) – German Act on the Implementation of Measures of Occupational Safety and Health to Encourage Improvements in the Safety and Health Protection of Workers at Work (German Occupational Health and Safety Act)
- Technische Regeln für Arbeitsstätten - Sicherheits- und Gesundheitsschutzkennzeichnung (ASR A 1.3) – Technical Rules for Workplaces – Occupational Health and Safety Signs
- Arbeitsschutzgesetz – German Occupational Health and Safety Act
- Lärm- und Vibrations-Arbeitsschutzverordnung – Noise and Vibration Protection Regulation
- Arbeitsstättenverordnung – Workplace Regulation
- Occupational health and safety manual of Munich Airport
- Accident prevention regulations of the institution for statutory accident insurance and prevention
- Betriebssicherheitsverordnung – Industrial Safety Regulation
- DIN 4844-2
- EASA Compliance DIN EN ISO 701
- Aerodrome manual of Flughafen München GmbH
- Regulation governing the use of the airport of Flughafen München GmbH
- Application for ID with the related information and terms and conditions of business of Flughafen München GmbH
- BADV – Bodenabfertigungsdienst-Verordnung – Regulation governing ground-handling services

/Severability clauses

- Should individual provisions of these traffic rules be or become invalid or unenforceable, this does not affect the validity of the rest of the traffic rules.

  FMG undertakes to ensure that a valid provision that is most closely consistent with the meaning and purpose of the invalid provision is incorporated in these traffic rules to replace the invalid provision.

- In divergence from these generally applicable rules, standard agreements that have to be made between two partners can arise. These agreements are binding for the parties affected. The Safety Management unit of the airport and the ground-handling services of the Aviation division must be informed of these.

- If translations are produced, the German version of the text prevails in cases of doubt.

/Scope

Upon its publication, this revised version of the Traffic and Safety Rules for the Secure Area of Munich Airport replaces all previous versions.

Legal notice

Published by
Flughafen München GmbH
Nordallee 25
85356 Munich, Germany

academy@munich-airport.de
www.munich-airport.de/academy

Designed by
parole GmbH

Edited by:
Corporate Media

Edition 5.0

Updated
October 2022

Published
November 2022

www.munich-airport.de/academy