



Apron instructions for pedestrians

for Niederrhein Airport, Airport Ring 200, 47652 Weeze

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I. General

- These traffic regulations are binding for all users when entering and driving in the not generally accessible area of Airport Weeze, in accordance with the Airport User Regulations, Part II, Chapter 3. Unless otherwise specified in the traffic regulations, users must comply with the road traffic regulations.
- The area of the Airport Weeze, which is not generally accessible, may only be entered by persons with the appropriate IDs and only with appropriately approved and marked vehicles.
- Entering and driving the not generally accessible area of Airport Weeze is at your own risk and responsibility.
- The instructions of the supervisory staff must be followed.
- The consent of Airport Weeze is required to enter or drive individual areas of the airport. Access to the non-public operating areas and flight operating areas without authorization is prohibited. To check access authorization, ID checks are carried out at the entrances and driveways to the non-public operating areas and flight operations areas and within Airport Weeze. Otherwise, the identity card regulations apply.
- Every road user must behave in such a way that no one else is harmed, endangered or hindered or annoyed more than is unavoidable according to the circumstances.
- Smoking as well as the use of open flames - also in the vehicle - is prohibited.
- Road users are not allowed to enter or drive in the not generally accessible area if their ability to drive may be impaired by alcoholic beverages, medication, drugs or for other reasons.
- The service and apron roads are to be observed.
- The mandatory, prohibited and other information signs must be observed. If no traffic signs can be set up due to limited space, equivalent markings on the floor apply.
- People who are on the apron must wear warning clothing in accordance with EN 471.

1. Action in the event of an accident

- All accidents involving personal injury and / or damage to property must be reported immediately to traffic management department (Tel. 02837-66-6600) so that the accident or damage can be recorded. The scene of the accident must be secured. The accident vicinity is to be left **unchanged**.
- In the event of accidents involving personal injury, the fire brigade operations center (phone 02837-66-6666) must be notified immediately.
- Those involved in the accident and witnesses must remain at the scene of the accident until the traffic management department arrives. If this is not possible for the witnesses of the accident, due to the completion of other urgent tasks, they must report to the traffic management department immediately after the reason for their departure no longer applies.

2. Right of way

For the right of way over the rest of the traffic, the order of priority applies:

- Aircraft rolling or towed independently, including their towing vehicle and / or lead vehicle (Follow-Me with an activated red flashing light). There is an absolute driving ban between the lead vehicle with the red flashing light switched on and the following piloted aircraft or vehicle.
- Vehicles with activated blue flashing lights, possibly together with the use of an emergency horn.
- Follow-me vehicle and winter service vehicles with "orange" flashing lights switched on
- Passengers walking to or from the aircraft have priority over all other vehicles
- Passenger buses
- Vehicles on routes opposite traffic from adjacent areas

In all other cases, the "right before left" principle applies, unless the right of way is regulated by traffic signs.

II. Safety distances to aircraft with running engines

1. Airplanes with jet engines

- A safety distance of at least 7.5 meters must be maintained in front of running jet engines.
- A safety distance of at least 75 meters must be maintained behind aircraft with running jet engines.
- A safety distance of at least 125 meters must be maintained behind aircraft with jet engines that are taxiing under their own power or rolling in or rolling out.

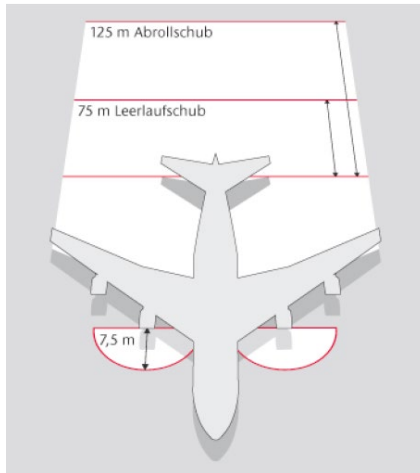


Figure 1: Airplane with jet engines

2. Airplanes with propeller engines

- The rotating range of propellers must not be entered or driven on at any time.
- A safety distance of at least 5 meters must be maintained in front of running propeller engines.
- A safety distance of at least 20 meters must be maintained behind aircraft with running propeller engines.

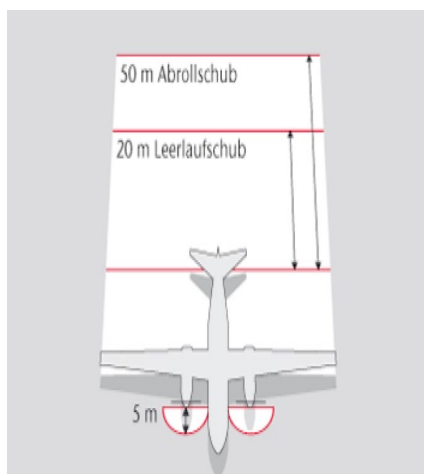


Figure 2: Airplane with propeller engines

- The safety clearances behind the aircraft refer to the end of the fuselage. The width corresponds to the wingspan of the aircraft as a minimum.

III. Apron and GAT area

- Driving into the apron and GAT area is only permitted for clearance purposes or for other important reasons.
- Only walking pace may be driven in positions with parked aircraft.
- The safety zone around a parked aircraft is 5 meters. This distance runs as an imaginary line from the tip of the wing over the bow and stern around the aircraft.
- Vehicles and handling equipment may only enter the safety zone when the engines have come to a standstill, the brake pads on the nose and / or main landing gear are in position and the anti-collision light no longer flashes.
- When refueling aircraft, no vehicles - with the exception of tank vehicles - are allowed to travel in potentially explosive areas (4 meters radius around the tank ventilation openings).
- The escape route for the tanker must not be blocked.
- Before entering the safety area, a short function test of the brake system must be carried out in order to rule out a possible failure of the brake system.

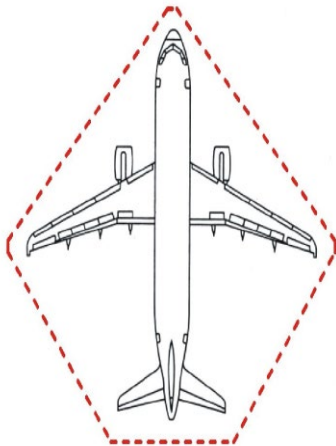


Figure 3: Safety zone around parked aircraft **5 meters**.

1. Traffic obstacles

Any traffic obstructing conditions are to be removed immediately or have them removed by those responsible. If this is not possible immediately, the necessary safety measures must be taken and the traffic management notified.

2. Aircraft taxi area on the apron

- The taxi area between positions 1/2/3 and 4/5/6 and west of positions 7/8/9 on the apron is under the control of traffic management. No vehicle or pedestrian may be in this area without registering with the traffic management department (VL). Excluded are vehicles in the guidance / towing process, buses, aircraft de-icing vehicles or tank vehicles. These vehicles are obliged to use the orange / red flashing light in this area.
- Aircraft de-icing vehicles that have to drive into the taxiing area on the apron must register with the traffic management department via radio. The traffic manager on duty gives a release or a waiting message depending on the volume of traffic.

3. FOD Control

"Foreign Object Debris" is any type of object or leftover at an airfield or airport that can cause damage to an aircraft. These can be, for example, tools, packaging material, cans, coins, broken pieces of luggage, stones or objects left behind during maintenance work. When in contact with aircraft engines, they can cause significant damage or turn into deadly projectiles. Vehicle and aircraft tires can also be damaged by these objects.

FOD control is everybody's business !

Everyone who moves on the flight operational areas of the airport is obliged to avoid FOD! Anyone who sees potentially dangerous objects must remove them immediately!

4. Special rules for pedestrians

- As far as possible, pedestrians must move in closed groups.
- On roads they must walk or be guided along the edge, if possible outside the lane, and against the direction of travel.
- Increased caution is required in the vicinity of aircraft. In the case of aircraft with running engines, a sufficient safety distance must be maintained behind the aircraft, in front of the air intake openings of the engines and in front of the propeller circle (Part B, 2, 2.1, 2.2).
- With the exception of people who perform safety and energy supply tasks, pedestrians are not allowed to stand in front of rolling aircraft.
- People who are on the operating areas must always wear a safety vest or high-visibility clothing (part A, 2, 2.1), part C traffic signs and markings.

Apron pedestrian instruction questionnaire

Please send the questionnaire to sms@airport-weeze.de. Without successful examination, there is no unattended entry onto the airside areas possible!

Name: _____

Company: _____

Airport ID: _____

Duration: 45 – 60 minutes

Hint: Multiple answers may be applicable!

1. How do you behave if you have noticed an accident?

- You report the accident to traffic management
- If necessary, you provide first aid and notify the fire brigade
- You leave the scene of the accident unchanged
- You ignore what is happening and move on

2. Who has right of way? Number the order according to your priority

- Passenger bus
- Follow-me vehicle and winter service vehicles with "orange" flashing lights switched on.
- Vehicles on routes opposite traffic from adjacent parking areas .
- Aircraft rolling or towed independently, including the respective towing vehicle and / or lead vehicle (Follow-Me with activated red warning light). There is an absolute driving ban between the lead vehicle with the red flashing light switched on and the following piloted aircraft or vehicle
- Passengers walking to or from the aircraft have priority over all other vehicles.
- Vehicles with activated blue waning lights, possibly together with emergency horn

3. What safety distance must you keep in front of and behind an aircraft with the jet engines running?

- Front 5m / rear 20m
- Front 7,5m / rear 75m
- Front 9m / rear 125m

4. When are you allowed to enter the security zone of an aircraft?

- When the engines have come to a standstill and the anti-collision light no longer flashes
- When the brake pads are underneath

5. When are you allowed to enter the taxi areas between positions 1-6 and 7-9?

- I am always allowed to enter the taxi areas
- I am only allowed to enter the taxiing areas after prior approval from traffic management
- I am only allowed to enter the taxi areas after sunset

6. Do you have to wear noticeable clothing, e.g. a safety vest, on the apron, the bus lane and the operating areas?

- Yes, in principle
- I don't need to wear noticeable clothes

7. Who is responsible for eliminating FOD?

- Only the traffic management department (VL)
- Everyone

8. What does FOD stand for ?

- Foreign Object Debris
- Foreign Object Dirt
- Free Of Departure

9. How do you get to positions 7-9?

- By using the northern service road and paying attention to taxiing traffic
- I walk on the border, along the southern service road, behind the "blast fence"
- I can walk straight across the apron from the terminal

10. Are you allowed to enter the flight operations areas that are under the control of the tower?

- Yes, if, for example, there are absolutely necessary operational reasons and I have obtained approval for this from the tower beforehand. Constant contact with the tower is essential
- Yes, I don't need any approval from the tower for this. I also don't need to have a radio or cell phone
- Yes, in order to carry out maintenance and cleaning tasks. I have to get clearance from the tower beforehand

11. The radio has failed and the tower gives you a red flashing signal. How do you act ?

- Light signals from the tower are for aircraft only. I don't need to pay attention
- Light signals from the tower are to be obeyed as a matter of principle. In that case, leave the flight operations areas immediately

12. How do you behave as a pedestrian in heavy fog?

- Entering the flight operations areas is generally prohibited
- Greater attention is required on the apron
- Entering the flight operations areas is generally prohibited, except for the performance of operational tasks. (Follow Me, technical service, etc.)

13. Who is allowed to move on the flight operations areas (e.g. apron, S / L-taxi ways)?

- Everyone
- Only those persons may move on the flight operations areas whose professional or operational requirements justify this, or passengers during de- / boarding. These must be constantly monitored and, if necessary, accompanied by trained personnel.
- Boarding support, technical service, fire brigade etc.

Pass	<input type="checkbox"/>	(>=70%)	Fail	(under 70%)	<input type="checkbox"/>
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Place / Date	Signature of tester				



Annex 1: Apron Map