



GBO 2026

GAT-Benutzungs-Ordnung

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Chapter 1 — Declaration

These GAT Usage Regulations ("GBO") govern the use of the areas leased and operated by Jet Aviation Services GmbH ("Jet Aviation") at the General Aviation Terminal ("GAT") of Düsseldorf Airport. The GBO is subordinate to, and must be read together with:

- the Airport Usage Regulations (*Flughafenbenutzungsordnung*) of Flughafen Düsseldorf GmbH ("FBO");
- the *Betriebsabsprache* between Flughafen Düsseldorf GmbH ("FDG") and Jet Aviation;
- the *Konzessions- und Pachtvertrag* GAT and its *Anlage 2* (Service Level Agreement); and
- applicable EU aviation safety and security regulations, including Regulation (EU) 2018/1139, Regulation (EU) No 139/2014, and Regulation (EU) 2015/1998.

In the event of any conflict, the FBO, the *Betriebsabsprache* and the *Konzessions- und Pachtvertrag* prevail over this GBO. Jet Aviation reserves the right to amend the GBO where required by changes in the underlying legal, regulatory, contractual or operational framework.

Chapter 2 — General

Operating hours

The current published operating hours of the GAT are 05:30–23:00 local time, as set out in Annex 2 (SLA) §2 to the *Konzessions- und Pachtvertrag*, and as further published in AIP Germany. Deviations require prior coordination with Jet Aviation and, where applicable, with the FDG Airport Control Center ("ACC") in accordance with the *Betriebsabsprache* §2.7.

Access control

As GAT operator, Jet Aviation personnel control access to the GAT security checkpoint. Flight crew members may pass independently upon presentation of valid credentials. Passengers must identify with security staff by means of the passenger card issued by Jet Aviation reception and may only pass the security checkpoint when accompanied by authorized personnel.

Passenger flow segregation

Passenger flows must be segregated at all times between screened (secure area) passengers and unscreened (landside) passengers, in accordance with applicable aviation security regulations (Regulation (EU) 2015/1998 and the German *LuftSiG*), the FBO, and Jet Aviation's contractual obligations under §1.1 of the *Konzessions- und Pachtvertrag* and §2 of the *Anlage 2* SLA. Mixing of Jet Aviation passenger flows with third-party passenger flows, or between screened and unscreened passengers, is not permitted.

Personal protective equipment

Personal protective equipment is mandatory in accordance with FBO §4.4.3. All employees and crew members on the apron must wear a high-visibility vest meeting the applicable standard.



Instructions

Instructions given by Jet Aviation personnel, by the FDG Apron Supervision, by the FDG Airport Duty Management, or by other authorized FDG personnel, must be always followed.

Photography and filming

Photography and filming on the GAT premises are prohibited except with prior authorization from FDG Corporate Communication (or, in their absence, FDG Airport Duty Management) in accordance with FBO §5.3, together with authorization from Jet Aviation.

Hangar 3

Access to Hangar 3 is restricted to authorized personnel and operating crews only. Access rules pursuant to the FDG identification documents rules apply.

Maintenance work

Maintenance work on aircraft parked at the GAT must be coordinated with Jet Aviation in advance. Minor line-maintenance activities may be arranged on-site with Jet Aviation ramp personnel. Major maintenance work, i.e. any work exceeding two hours in duration and/or involving a risk of leakage of substances (e.g. engine changes), must be carried out only in designated hangars, in accordance with FBO §2.10.

Traffic rules

Driving within the GAT area is subject to airport traffic regulations, the FBO, and the FDG traffic and registration rules for the non-public area of the airport. The maximum speed on the airport premises is 30 km/h, to be reduced as appropriate on aprons and in accordance with weather and visibility (FBO §4.3.3.1). Aircraft and emergency/security vehicles always have priority.

Reporting of irregularities

Any irregularity, safety deficiency, wildlife strike, damage or incident must be reported without delay to the Jet Aviation supervisor or Jet Aviation management, and, where safety-critical or affecting apron integrity, additionally to FDG Airport Duty Management (Tel. 2220) in accordance with FBO §2.12.2 and §8.1.

Chapter 3 — Rules of Conduct on the GAT Apron

The provisions of the FBO applicable to the GAT area must be observed at all times and are legally binding. In addition, the operational arrangements set out in the *Betriebsabsprache* between FDG and Jet Aviation apply.



Chapter 4 — Escorting Passengers on the Apron

When escorting passengers on the apron, passengers must be always supervised and are not permitted to move independently. In particular:

- a) Always assume that passengers are unaware of the hazards associated with an operational airside environment.
- b) Established routes to and from the FBO facility must be followed as per airport regulations, where such routes exist.
- c) Routes to the aircraft must not pass beneath aircraft wings, beneath fuel vents, or close to propellers or rotors -whether the aircraft being boarded/disembarked or of aircraft on adjacent stands.
- d) Routes must be kept clear of vehicular traffic and ramp equipment.
- e) Routes must be chosen to minimize exposure to engine noise and jet blast.
- f) For stands not within reasonable walking distance of the FBO facility, passengers must be transported to the aircraft with suitable vehicles. Crossing taxiways on foot is prohibited.
- g) Segregation between screened and unscreened passengers, and between Jet Aviation passengers and third-party passenger flows, must be always maintained (see Chapter 2).

Chapter 5 — Order, Cleanliness and Apron Use

Parking positions

Parking positions are assigned by Jet Aviation and may be requested at any time from Jet Aviation ramp staff on duty. The maximum wingspan permitted on the Jet Aviation apron is 29 meters (reference type: Bombardier Global 6000, wingspan 28.70 m), in accordance with *Betriebsabsprache* §1.5. Aircraft exceeding 29 m wingspan will be dispatched to a stand on the FDG main apron via ACC coordination in accordance with *Betriebsabsprache* §3.2.

Equipment on stand

Only vehicles and equipment required for aircraft handling are permitted on the stand and within the GAT apron area during the handling operation. Vehicles must be marked in accordance with FBO §4.2.2.

Clear stands

During aircraft service, all parking positions must be kept clear of unnecessary vehicles, equipment and FOD.

Foreign Object Debris (FOD)

FOD must be continuously observed and immediately removed by all persons on the apron. Collected FOD must be disposed of in the designated FOD boxes in accordance with FBO §4.4.1.



Aircraft waste (CAT 1)

Aircraft waste must be disposed of in the CAT 1 container located adjacent to Taxiway G. This container is reserved exclusively for waste from aircraft parked and serviced at the GAT, in accordance with FBO *Anlage 2* §5.10 and Regulation (EU) No 142/2011. In the event of improper use, Jet Aviation will charge the responsible party for the replacement or additional handling of the container.

Aircraft maintenance and idle runs

Aircraft maintenance on the apron is subject to the FBO. Idle-power engine test runs are not permitted on Jet Aviation apron surfaces, in accordance with *Betriebsabsprache* §3.9. Idle test runs are permitted only on Taxiway G (with the nose gear at the "WAIT FOR MARSHALLER" ground sign), subject to prior registration and approval by FDG Traffic Control; start and end of the test run must be notified. Test runs above idle power, or idle runs exceeding five minutes, are permitted exclusively in the noise-protection hangar (Hangar 9), in accordance with FBO §2.7 and the applicable SOP. See also DUS OPS Note 02/26.

Engine start-up restrictions

Engine start-up in the direct jet-blast direction of the FDG main apron (*Vorfeld West*) is prohibited. In practical terms, engine start-up is prohibited in the rear/last row of the Jet Aviation apron in the taxi direction toward the hangar. Aircraft must be positioned in the vicinity of Hangars 1–3 in such a way that engine start-up takes place only in the front rows, in the taxi direction toward the hangar, in accordance with *Betriebsabsprache* §2.9.

Chapter 6 — Aircraft Movement, Parking and Ground Operations

Aircraft securing

Aircraft on stand must be secured immediately with chocks and safety cones in accordance with the FBO §2.6.2 and the IATA IGOM standard as referenced therein.

Tow-ready condition

Aircraft must be parked ready for towing. Towing to the storage area or between GAT positions may be carried out by Jet Aviation at any time.

Marshalling and towing - operating hours

Within GAT operating hours, marshalling and towing of aircraft on the Jet Aviation apron are the exclusive responsibility of Jet Aviation, on the leased apron surfaces only, in accordance with *Betriebsabsprache* §2.2 and §2.7.

Marshalling - outside operating hours

Outside GAT operating hours (as defined in *Betriebsabsprache* §2.2, currently 23:00–05:30 local time for night marshalling, and per §2.7 for the wider off-hours window as published in AIP Germany), marshalling on the Jet Aviation apron is performed by the FDG Apron Supervision, not by Jet Aviation.



Fueling

Aircraft fueling on Jet Aviation surfaces is permitted only at the Shell fuel station area. During an active fueling operation at the station, Taxiway G is closed for the duration of the fueling, with the closure notified to DFS Tower by Jet Aviation. If a GAT customer requests fueling by a fuel provider other than Shell, Jet Aviation will coordinate with the FDG ACC to assign a stand on the main apron for the fueling operation, in accordance with *Betriebsabsprache* §2.6. Fueling with passengers on board is subject to FBO *Anlage* 1 §1.3 and the operator's signed FDG commitment declaration.

Low-visibility procedures (CAT II/III)

When runway visual range falls below 350m, all aircraft are marshalled from the runway system to the GAT taxiways by the FDG Apron Supervision. Handover between FDG Apron Supervision and Jet Aviation marshallers takes place at the "WAIT FOR MARSHALLER" ground marking on the GAT taxiway boundary, from where Jet Aviation marshallers assume responsibility on the Jet Aviation apron, in accordance with *Betriebsabsprache* §3.8.

Non-standard parking / Position V101

Non-standard parking on FDG apron position V101 is possible in coordination with FDG Apron Supervision and the DFS Tower, in accordance with *Betriebsabsprache* §3.3. No entitlement to V101 exists.

Chapter 7 — Fuel Station

- a) The use of mobile devices within the fuel station area is prohibited.
- b) Fuel payment and tax status must be clarified before refuelling may commence.
- c) The refuelling sequence is determined by Jet Aviation based on planned departure time, ambulance/medical status, and other operational factors.
- d) Fuelling operations must comply with FBO *Anlage* 1 §1 and *Betriebsabsprache* §2.6, including the closure of Taxiway G during active fuelling and DFS notification.
- e) Fuelling with passengers on board requires a signed *Verpflichtungserklärung* by the operator in accordance with FBO *Anlage* 1 §1.3.

Chapter 8 — Final Provisions

This GBO is subordinate to and must be read together with the FBO, the *Betriebsabsprache* FDG/Jet Aviation, and the *Konzessions- und Pachtvertrag* GAT (including its *Anlage* 2 SLA). In the event of any conflict, those instruments prevail.

Jet Aviation reserves the right to amend this GBO, in particular where required by the public-law basis of airport operations (including airport permits), by changes in legislation or applicable EU regulations, by changes to the underlying contractual framework with FDG, or by changes in economic or operational circumstances. Amendments will be communicated in an appropriate manner.

