



Airfield User Regulations (FBO)

gemäß §43 LuftVZO

Valid from 01. Juni 2026

German law applies exclusively.
The German version of this Fee Regulation is essential.
This English version is for information only.

Nürnberg, 13.05.26
approved:

Approved by Aviation Authority
Frank Pierdzig

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The Government of Middle Franconia
Northern Bavaria Aviation Office

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Related documents: AGB, FEO and AIP as currently in force.

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A. Description of the airfield

1. General Informations

For the purposes of these Airport Usage Regulations (hereinafter “**FBO**”), the term “airport” covers the entire airport site, in particular the property marked [red] on the site plan, as well as the real estate owned by the airport operator and the associated airspace.

1.2 Designator: **Airport Hof-Plauen,**

ICAO: EDQM

IATA: HOQ

1.3. Aerodrome Reference Point (ARP):

Latitude: N 50 17 19.81

Longitude: E 011 51 17.71

1.4. Place: 5,9 km SW der Stadt Hof

1.5. Aerodrome Altitude: 585,63m (1960ft.)

1.6. Operational Hours: The operating hours are set out in the current edition of the Germany Aeronautical Information Publication (AIP).

Flugplatzunternehmer:	Flughafen Hof-Plauen GmbH & Co. KG
Postanschrift:	Pirk 20 95032 Hof
Telefon:	(0 92 92) 9 77 - 0
Telefax:	(0 92 92) 9 77 - 1 35
Internet:	www.airport-hof.de
Email:	info@airport-hof.de

1.7. Accommodations: a lot of accommodations are available in Konradsreuth, Hof and ist region

Restaurants: Grüner Baum in Pirk
Pilots-Lounge (Selfservice Bar) at the Airport

1.8. Verkehrsverbindungen:

1.8.1. Bus/ Taxi: Taxi by phone,
Bus to and from Hof 3 times per day

1.8.2. Train Station: Hof Hbf., 7 km away from Airport

1.9. Handling Facilities: at the Airport

- 1.10. Aviation Fuel: AVGAS 100LL,
Jet A-1 (with bond) and several
sorts of Aviation oil
- 1.12 Available Hangar facilities:
- | | |
|---------|-----------|
| Halle A | 32 x 23 m |
| Halle B | 25 x 25 m |
| Halle C | 20 x 25 m |
| Halle D | 45 x 45 m |
- 1.13. Maintenance Facilities: none / next in vicinity:
Air Service Hader (EDQD)
- 1.14. IACO RFFS Category: CAT 5 (CAT 6 PPR on Request)
- 1.15. Snow-clearing equipment: The amount currently available
a snow-clearing machines is derived
from the the current edition of the Aer-
onautical Information Publication (AIP)
for Germany.

§ 2 Meteorological data

- 2.1. Prevailing wind direction: West
- 2.2. Aerodrome reference temperature: 20,4 °C

§3 Data of Aviation Facilities

3.1 Aerodrome Runway:

Designator	Magnetic Directions	Dimensi- ons	Capacity PCN	Material
08 / 26	087° / 267°	1480m x 30m	30 F/D/Y/T	ASPH

- 3.2 Taxiways: TWY A and B from Apron to RWY, ASPH,
width 15 m,
TWY C Gras (width 7,5 m) following TWY
B westwards

3.3 Apron:

Apron Dimensions: 10100 m², ASPH

- 3.4 Aerodrome Frequency: Please refer to the current edition of the
Aeronautical Information Publication (AIP)
for Germany

B. Section Terms of Usage

1. Applicability

1.1. Personal Applicability

Any person who enters, drives on, or uses the aerodrome by aircraft or by any other means (hereinafter referred to as the “user”) is subject to the provisions of these Rules of Use, the instructions issued by the aerodrome operator for their implementation, the General Terms and Conditions, and the aerodrome’s Schedule of Charges (hereinafter referred to as the “FEO”).

1.2. Extended Applicability

Unless otherwise expressly provided for below, the provisions and instructions relating to aircraft operators shall apply mutatis mutandis to the owners of aircraft, pilots within the meaning of Section 4 of the German Aviation Act (LuftVG), and to any other persons who use or otherwise have possession of aircraft without being the operator or owner of such aircraft.

1.3. Temporal Applicability

The FBO, as amended from time to time, shall form the basis for any future legal transaction and for any future use of the aerodrome, even in the absence of a separate agreement.

1.4. Conflict of terms and conditions

Any terms and conditions of the user that deviate from these Airport Operating Conditions, where such terms exist, are hereby rejected. Any deviating terms and conditions of the user shall only be valid if the airport operator expressly agrees to them in writing.

2. Usage by aircrafts

2.1. Authorization for landing and/ or take-off

2.1.1. The use of the aerodrome by aircraft within the meaning of Section 1 of the German Aviation Act (LuftVG) is permitted only with the necessary authorisation under Section 4 of the LuftVG.

2.1.2. Aircraft and helicopters with a maximum take-off weight (MTOW) of up to 14,000 kg may use the aerodrome upon payment of the fees set out in the FEO. The operation of aircraft with a MTOW exceeding 14,000 kg, as well as airships, gliders, free and tethered balloons, kites, model aircraft and other devices intended for use in the airspace, is only permitted with the special permission of the aerodrome operator or, for aircraft with a

MTOW exceeding 20 tonnes, only after approval by the competent state aviation authority. Restrictions on use and other flight operational requirements are published in the 'German Aeronautical Information Publication' and must be strictly observed. This does not affect the requirement to obtain further permits and approvals from the competent aviation authority. These must be presented immediately upon request by the aerodrome operator.

- 2.1.3. Aircraft operators must provide the aerodrome operator, by email as early as possible and no later than immediately after landing, with the information required to verify their authorisation to use the aerodrome and to calculate the charges. This includes the aircraft's nationality and registration mark, noise protection classification, aircraft type, maximum take-off weight (MTOW), number of passengers, type of flight, and the departure and destination aerodromes for cross-country flights.

3. Instructions

- 3.1. Users, in particular pilots, must at all times comply with the instructions issued by air traffic control, the civil aviation authority and the airport operator's operations department.
- 3.2. The AIP IFR, in its current version, applies to the air traffic control area.

4. Facilities for take-off and landing

- 4.1. **For take-off, landing and taxiing**, the runway, taxiways or other areas specifically designated for this purpose must be used. Pilots must comply with the instructions issued by air traffic control/air traffic supervision. For the area of responsibility of air traffic control: see AIP IFR.

4.2 To Taxi and Towing of aircraft

- 4.2.1. Aircraft may only be moved under their own power by authorised personnel. Aircraft must not be moved under their own power when entering or leaving hangars and workshops; such movements may only be carried out with the assistance of maintenance staff.
- 4.2.2. At the apron area, aircraft may only be taxied at the absolute minimum engine speed required.
- 4.2.3. Taxiing on the apron shall take place without air traffic control clearance, at the pilot's discretion in accordance with these Operating Procedures. The pilot must remain on standby on the aerodrome frequency.
- 4.2.4. Aircraft will only be towed by the aerodrome operator if an express request has been made by the aircraft owner. The instruction may be given verbally, in writing, in text form or by other means. In such cases, the aircraft operator must immediately and expressly provide the aerodrome

operator with all information necessary for the towing. Aircraft may only be towed by trained personnel. Towing must always be carried out by two (2) persons.

4.2.5. The towing of aircraft is generally only permitted under the supervision of the owner, pilot or aviation personnel.

4.2.6. Towing or manoeuvring may also take place without the presence or supervision of the aircraft owner, the pilot in command or any other person designated by the owner, upon application and at the request of the pilot/owner or their representative (e.g. OCC).

The owner or pilot-in-command is aware that, in accordance with the specifications of various aircraft manufacturers and aircraft manuals, a person authorised to apply the brakes may generally be required to be on board when towing an aircraft. If towing or manoeuvring nevertheless takes place without such a person on board, this is done at the risk of the owner or operator of the aircraft. The owner or operator of the aircraft must ensure that the aircraft is in a technically towable condition and, in particular, that the braking, landing gear, nose wheel steering and other systems relevant to the towing process are functioning properly. The aerodrome operator shall only be liable for damage in connection with the towing or manoeuvring of the aircraft in cases of wilful misconduct or gross negligence. Liability for damage resulting from:

- technical defects in the aircraft,
- unintentionally rolling away,
- failure of braking or securing devices,
- activation of predetermined breaking points on towing devices,
- lack of supervision by the owner or pilot

is excluded by the commissioning of unsupervised towing, to the extent permitted by law. The owner or operator shall indemnify the aerodrome operator and its employees against any third-party claims arising from towing or maneuvering without the presence of a supervisor appointed by the owner, if there is no wilful misconduct or gross negligence on the part of the aerodrome operator.

4.2.7. The aerodrome operator may permit towing on the apron using the pilot's/owner's own suitable towing equipment. If the operator permits this, the pilot/owner shall indemnify the aerodrome operator against any liability arising from the towing operation carried out. The towing equipment must undergo a UVV inspection. The aerodrome operator is entitled to charge the costs of the inspection to the pilot/owner.

4.2.8. The aerodrome operator may permit towing on the apron using the pilot's/owner's own suitable towing equipment. If the operator permits this, the pilot/owner shall indemnify the aerodrome operator against any liability arising from the towing operation carried out. The towing equipment must undergo a UVV inspection. The aerodrome operator is entitled to charge the costs of the inspection to the pilot/owner.

- 4.2.9. Towing charges apply for the apron, runway and taxiway areas in accordance with the FEO. Handling fees for moving aircraft within the hangar are only levied if the aircraft owner or pilot does not assist with this process.
- 4.2.10. The apron is intended for the handling of aircraft. Any other use, such as for parking aircraft, carrying out major maintenance work, or conducting test runs, is permitted only with the consent of the airport operator.

5. Handling at apron

Ground handling services and key infrastructure facilities

- 5.1. The airport operator is authorised to provide ground handling services in accordance with the directory of Ground Handling services name in Attachment 1 of the German Act for Ground Handling Service providers (BADV). Self-handlers and service providers are also entitled to provide these services to the extent authorised. Authorised handlers must park their handling equipment exclusively in the spaces allocated by the airport operator in return for a fee. With regard to the parking of ground handling equipment, the statutory provisions on tenancy (§§ 535 et seq. BGB) shall apply in respect of the parking space used, unless these Rules of Use and the airport operator's Schedule of Charges contain provisions to the contrary.
- 5.2. The airport operator may charge authorised self-handlers and service providers a fee for the authorisation of ground handling services in accordance with Section 9(3) of the BADV.
- 5.3. The central infrastructure facilities referred to in Section 6 of the BADV in conjunction with Annex 1 (relating to Section 2(4) of the List of Ground Handling Services) shall be maintained, managed and operated exclusively by the airport operator or a person appointed by the operator.
- 5.4. These central infrastructure facilities are available for a fee.
- 5.5. If the aerodrome operator carries out ground handling services itself, this shall be done in accordance with the charges set out in the FEO, and in its own name and on its own behalf. Where certification is required for this purpose, the aerodrome operator shall seek to obtain and maintain such certification.

6. Parking & Hangaring

- 6.1 If an aircraft remains at the aerodrome for more than four hours, the aircraft operator must, upon request, park it in a designated parking area or store it in a hangar. Parking and storage spaces are allocated by the aerodrome operator.

- 6.2 For safety and operational reasons, the airport operator may require the aircraft to be moved to another parking area or – if the aircraft operator cannot be contacted or fails to comply with the request in good time – have the aircraft rolled or towed there by his own staff or an agent without using the aircraft's own power.
- 6.3 The aircraft operator is responsible for securing a parked aircraft. Aircraft operators or their crews are responsible for ensuring that aircraft are properly secured. The doors of unattended parked aircraft must always be locked. The ignition keys of parked aircraft must be removed and kept safely separate from the aircraft. Unauthorised access to the keys of parked aircraft must be prevented.
- 6.4 In the event of darkness or poor visibility, the aircraft operator must mark a parked aircraft with external lighting and cones, where this is necessary for safety reasons.
- 6.5 The statutory provisions governing tenancy (§§ 535 et seq. of the German Civil Act (BGB)) shall apply to the parking and storage of aircraft, unless specific provisions to the contrary are set out in these Rules of Use or the Schedule of Fees.
- 6.6 The custodian shall only be under an obligation to hold the securities in custody if a specific written agreement has been entered into to that effect.
- 6.7 Users must treat the aircraft hangars and their facilities with care and, in particular, comply with the following provisions:
- 6.7.1 The aerodrome operator's technical installations, facilities and equipment, in particular power supply systems, cranes and scaffolding, as well as stairs and ladders, may only be used by agreement with the aerodrome operator and in accordance with the FEO.
- 6.7.2 The doors of the hangars may only be operated by persons authorised to do so by the airport operator.
- 6.7.3 When carrying out any kind of work on aircraft in the hangar or within a 50-metre radius of the hangar, the aircraft operator must ensure that a sufficient number of portable fire extinguishers are readily available.
- 6.7.4 Aircraft must not be washed or hosed down in the hangar. Extensive sanding and painting work is prohibited in the hangars.
- 6.7.5 The area marked [blue] on the site plan (attached to this regulations) in front of the hall gates must be kept clear.
- 6.7.6 The parking, storage or repair of motor vehicles, other ground vehicles and other objects requires the consent of the airport operator.

7. Noise Protection

Aircraft operators must comply with the provisions governing the conduct of engine test runs on aircraft in accordance with Section 8 and the instructions in Section 3 of the FBO, as well as with the German Aeronautical Information Publication.

8. Test runs, idle runs and engine braking

- 8.1. To protect people, facilities, vehicles, other aircraft and open hangars, the following positions have been designated: Engine test runs and idling must always take place at the northern edge of the apron (with exhaust fumes directed northwards). Idling on Sundays and public holidays is prohibited for noise protection.
- b. The pilot may only apply engine power reduction as part of take-off preparations at holding points A, B and C as specified in the German Aeronautical Information Publication, on the runway, and at the edge of the apron in accordance with paragraph 8.1a.
- 8.2 The aerodrome operator and air traffic control/air traffic supervision may, if necessary, temporarily designate other locations or authorize periods for engine runs.

9. Fuel Supply

- 9.1 The aerodrome operator or companies supplying aircraft with fuel must be approved by the aerodrome operator. The aerodrome operator, these companies and the aircraft operators must comply with the applicable safety regulations, in particular the Aerodrome Manual or instructions on refuelling station operations, regarding roll-away prevention and earthing. The aircraft operator or pilot shall determine the quality and quantity of the aviation fuel to be refuelled.
- 9.2 This does not affect the quality checks on aviation fuels carried out by the aerodrome operator or the company operating the refuelling facilities. The quality checks carried out by the aerodrome operator are conducted and documented in accordance with the currently valid operating instructions for the aerodrome refuelling facilities.

10. Fire Safety

- 10.1 Smoking and any activities that could cause a fire, in particular open flames, are prohibited within a safety zone of 15 metres around parked aircraft and fuel supply facilities, as well as in areas marked with appropriate prohibition signs.
- 10.2 Smoking (including e-cigarettes) is prohibited throughout the premises. Exceptions are: the designated smoking area near the Pilots' Lounge and approved areas during events.
- 10.3 Welding work must be agreed in advance with the airport operator and the airport fire service.
- 10.4 In addition, the airport operator's published fire safety regulations, as amended from time to time, shall apply.
- 10.5 Only electrical appliances certified to DGUV A3 may be used on the airfield premises and in all buildings and hangars.

11. Maintenance Work

Maintenance Work at aircraft and washing of aircraft are only allowed at spots approved by the airport operator.

12. Immobilised Vehicles/ Immobilised aircrafts

12.1 If an aircraft or other vehicle becomes immobilized on the movement areas, in particular the apron and taxiway, it must be removed immediately.

12.2 The airport operator is entitled to remove an abandoned/ immobilized aircraft or vehicle, even against the will of the owner and at the owner's expense, insofar as this is necessary for the smooth running of air traffic.

13. Access and Entry

13.1. Air traffic shall always take precedence and must not be impeded at any time. This applies in particular to ground traffic on airside areas.

13.2. Straßen und Plätze

13.2.1 The roads and open spaces within the aerodrome are not designated for public traffic. The German Road Traffic Regulations (StVO) apply accordingly, unless the aerodrome operator stipulates otherwise.

13.2.2 Access to the airfield, whether on foot or by vehicle, is permitted only via the entrances authorized for this purpose by the airfield operator.

13.2.3 Users must also comply with the Highway Code in the parts of the airfield that are accessible to non-public traffic, unless the airfield operator stipulates otherwise.

13.3 Vehicle Traffic (General Rules)

13.3.1 Where vehicles are used at the aerodrome, the vehicle owner is responsible for ensuring they are roadworthy and properly insured; in the case of long-term use on the premises, the owner is also responsible for ensuring that a valid UVV inspection has been carried out.

13.3.2 Aircraft or other vehicles may only pick up or set down passengers and luggage at the designated parking or holding areas, or at those allocated by the airport operator.

13.3.3 Motor vehicles may only be parked in the designated parking spaces. Motor vehicles parked in contravention of the regulations or remaining in the parking spaces after the maximum permitted parking time has elapsed may be removed at the owner's expense and risk.

- 13.3.4 Small vehicles (e.g. mopeds, bicycles, e-scooters) must not be parked in forecourts, against building walls, on steps or in corridors. Such small vehicles may be removed by the airport operator at the owner's expense.
- 13.3.5 Where vehicles not owned by the aerodrome operator are moved around the premises for reasons other than testing or other temporary purposes, the aerodrome operator is entitled to require a UVV inspection at the expense of the owner, keeper or driver.

13.4 Apron/ Airfield Operational Areas

- 13.4.1 Access to the apron and operational areas is granted by the airport operator on the basis of legitimate interest:
 - 13.4.1.1 Who is classified as aviation personnel
 - 13.4.1.2 Anyone who owns a transponder for the digital locking system
 - 13.4.1.3 Aviation authorities and institutions in accordance with the applicable legal provisions
 - 13.4.1.4 Visitors who have registered in accordance with Section 26 of these FBO
 - 13.4.1.5 Flight passengers
- 13.4.2 The airport operator is entitled, under its powers of management, to refuse entry in the event of a breach of the FBO regulations or to permit entry subject to certain conditions (e.g. under supervision). This does not apply where access is required by law.
- 13.4.3 When entering the apron, pilots, aviation personnel, ground handling staff and officials must always wear a work safety vest in accordance with DIN EN ISO 20471, not least for health and safety reasons. Representatives of authorities and institutions must clearly identify themselves as such and carry appropriate identification.
- 13.4.4 Passengers must be supervised by the pilot/aircraft crew or by persons authorized by them whilst on the apron. Passengers are only permitted to enter the apron if accompanied by the pilot or other aircraft crew. Passengers must follow the instructions of the airport operator's staff.

14. Security Area

- 14.1. Buildings and installations within the enclosed airfield area that are not open to general traffic may only be entered or driven on with the permit of the aerodrome operator - and, if necessary, other authorized persons. The aerodrome operator may grant consent in general or on a case-by-case basis and revoke it at any time.

14.2. The facilities that are not accessible to the public include in particular:

- Runway, Taxiways and its safety strips
- handling apron or other apron within the security area of the airport
- the hangars around the aprons
- other rooms and areas that are used for internal services
- the garages and workshops
- the depots
- the construction sites
- multifunctional areas, cordoned-off parts of the apron, halls and facilities of the vehicle testing area

14.3 Section 14.1 shall apply mutatis mutandis to aerodrome properties and facilities located outside the enclosed airfield area, in particular also to stationary air traffic control facilities.

14.4. Facilities that are not generally accessible may only be entered under the responsible guidance of an authorised representative of the aerodrome operator. Aircraft may not be touched, and the apron may not be left on your own authority towards the runway.

14.5. The representatives of the aviation authorities, the air navigation service provider, the DWD, the customs, passport and health authorities are entitled, subject to prior approval/approval, to enter the facilities that are not generally accessible in the exercise of their duties or to drive on them with official vehicles. If the use of official vehicles (single or multi-lane) is necessary for a longer period, an UVV inspection in accordance with No. 13.3.5.

14.6. Vehicles operating on facilities that are not generally accessible must be specially marked at the request of the airport operator and marked with safety devices (Section 13.3.1 shall apply mutatis mutandis). Aircraft may only be boarded with the consent of the aircraft owner or the pilot-in-command.

15. Runway & Taxiways

15.1. The consent required for entering or driving is granted by the aerodrome operator in agreement with the air traffic control office/air traffic controller. Anyone who enters or drives on the tarmac may only move in accordance with the instructions/approvals of the air traffic control centre, the ground handling service or other representatives of the aerodrome operator and must in particular observe their radio messages, light signals and signs; he has to inform himself about their significance.

15.2. If an agent of the authorities referred to in clause 14.5 wishes to enter or drive on the tarmac, he shall obtain the permission/clearance of the air traffic control center in addition to notifying the aerodrome operator.

15.3. Aircraft must always be adequately lit in the dark or in poor visibility.

- 15.4. In weather conditions with poor visibility (exc. fog) the entering of aprons, runways or taxiways by vehicles is only permitted, if
- a. a constant radio connection with air traffic control is upheld and
 - b. The vehicle is equipped with a yellow flashlight
 - c. is guided by an official airport vehicle.
- 15.5. The aerodrome operator may, in agreement with the air traffic control unit, allow exceptions to clause 15.4.
- 15.6. The procedures for "low-visibility take-offs" under LVTO in accordance with the AIP-IFR as amended from time to time remain unaffected.

16. Aprons

- 16.1. The speed limit for vehicles at the aprons is 30 km/h. This limit is not valid for vehicles of fire brigade, ambulances or rescue services in action.
- 16.2. For vehicle traffic on the aprons, the traffic regulations issued by the company. Rolling Aircraft or approaching/departing and hovering helicopters **have priority**.
- 16.3. The handling apron may only be used by vehicles approved by the airport operator for the handling of aircraft, firefighting and ambulance vehicles and vehicles of the competent authorities. For other (small) vehicles, the consent of the airport operator is needed.

17. Cargo

- 17.1. Any person who transports cargo from the aerodrome by land which has arrived at the aerodrome by aircraft shall be obliged to inform the aerodrome operator of the flight data and/or loading values of this cargo in accordance with the latter's instructions. Any necessary customs regulations for the import/export of goods shall remain unaffected. The necessary declaration of the cargo to customs is the responsibility of its carrier or other person responsible. The airport operator only informs customs of the planned take-off/landing of the flight.
- 17.2. The import, transport and export of hazardous materials, in particular explosives, to and from the airfield is prohibited.

18. Carrying animals

- 18.1. The aircraft owner must note that a veterinarian is not stationed at the airfield.
- 18.2. Carrying exotic animals or animals protected under the Washington Convention on International Trade in Endangered Species of Wild Fauna and Flora at the airport is prohibited. Animals must be transported in animal boxes or must be kept on a leash.
- 18.3. For animals, documents identifying the owner must be carried and presented to the airport operator or its personnel on request.

19. Other Activities

Commercial activity, with the exception of ground handling services, is only permitted based on an agreement with the airport operator and on remuneration.

20. Collections, advertising, distribution of printed materials

Collections, advertising and the distribution of leaflets and other printed matter require the consent of the airport operator. This also applies to the distribution and promotion of promotional items and product samples.

21. Photo and film recordings

Subject to the regulations made in the General Terms and Conditions (AGB), photography and filming are prohibited at the airfield.

22. Storing

- 22.1 Dangerous goods within the meaning of § 27 I LuftVG and the legal provisions enacted for its implementation, in particular nuclear fuel, other radioactive substances as well as explosives and dangerous gases, may only be stored with the consent of the airport operator.
- 22.2 Cargo boxes, building materials, equipment, etc. may only be stored outside the rented areas or rooms with the consent of the airport operator.

23. Construction works

- 23.1. Before the start of construction work, the airport operator must be notified in writing in good time.
- 23.2. Construction work in the area of responsibility of air traffic control or which directly affects flight operations must be coordinated separately with the latter in good time.

24. Crane Operations and similar equipment

- 24.1. Crane operation or similar in the case of construction work of any kind on or in the vicinity of the airfield is subject to approval and must be coordinated with air traffic control in good time.
- 24.2. The erection of cranes, construction equipment or the like within the airfield area requires a permit under aviation law in accordance with § 17 LuftVG.

- 24.3. This permit must be applied for at least 10 working days in advance at the local aviation authority.
- 24.4. If a permit is not available at the start of the work, air traffic control is entitled to prohibit the use of the equipment until a permit has been obtained. Costs incurred (including the fines imposed due to the delay in the work and any fines imposed) are borne by the crane operator or the client.

25. Safety regulations

The provisions of the law or other applicable legal provisions Safety regulations must be observed.

26. Visitor ID Regulations

Access to the area of the airfield area, which is not generally accessible, is only permitted to authorized people.

People from outside the airport who are not part of the aviation personnel must register at the main gate or at the designated place before entering the airfield area, which is not accessible to the public.

This applies to: Visitors, Suppliers, craftsmen, Employees of external companies, Employees of public authorities, or other people external to the company.

Excluded from this are passengers in the context of regular passenger handling and persons for whom special access regulations have been made by the aerodrome operator.

Visitors will receive a visitor badge or other access authorization for the duration of their stay. The visitor's pass must be worn in a clearly visible manner during the entire stay on the airfield grounds and must be shown to the aerodrome staff, security forces or other authorised bodies on request.

The aerodrome operator is entitled to expel persons from the premises without a valid visitor pass or without proper registration and to prohibit access.

Visitors must follow the instructions of the airport staff at all times and only stay in the areas assigned or approved for them.

27. Lost property

Items found at the aerodrome must be handed in immediately to the airport operator. Sections 978 to 981 of the German Civil Code apply.

§ 28 Impurities, wastewater

28.1. Impurities

Contamination of the airport facilities must be avoided. If necessary, oil drip pans must be used. Contamination must be removed by the respective polluters. If the polluter does not comply with a request for this effect from the aerodrome operator, the latter may carry out the cleaning at the expense of the polluter.

28.2 Wastewater

Unless the airport operator stipulates otherwise, only ordinary wastewater may be let into the wastewater inlets (wastewater doles). If there is a suspicion that water is contaminated radioactively or otherwise, e.g. by toxic substances, fuels, aviation fuels or oil, it must be treated according to the special instructions of the airport operator.

28.3 Liability

Natural or legal persons who violate these regulations are obliged to indemnify the aerodrome operator against claims by third parties.

§ 29 Consents

The consents, approvals and permits required under this FBO must be obtained in advance.

§ 30 Violations against FBO

Anyone who violates the provisions of these Terms of Use or the instructions of the airport operator, air traffic control or other authorities issued on the basis of this FBO may be expelled from the aerodrome.

§ 31 No duty of care

30.1 Unless expressly agreed between the parties, a duty of care on the part of the aerodrome operator for objects brought in by the user or participants or other third parties is not part of the contract, neither a cardinal nor an ancillary obligation. The airport operator does not assume any liability for items brought in by the user, participants or other third parties.

30.2 Any video surveillance of the airfield is carried out exclusively for the purpose of monitoring air traffic. This does not involve a control to protect users, participants or third parties from illegal access.

§ 31 Disclaimer

- 31.1 Claims by the user for damages are excluded. This does not apply to claims for damages by the user arising from injury to life, limb, health or from the violation of essential contractual obligations (cardinal obligations) as well as liability for other damages based on an intentional or grossly negligent breach of duty by the airport operator, its legal representatives or vicarious agents. Material contractual obligations are those whose fulfilment is necessary to achieve the objective of the contract.
- 31.2 In the event of a breach of essential contractual obligations, the airport operator shall only be liable for the foreseeable damage typical of the contract if it was caused by simple negligence, unless the claims for damages by the user are based on injury to life, limb or health.
- 31.3 The restrictions of Sections 12.1 and 12.2 shall also apply in favour of the legal representatives and vicarious agents of the airport operator if claims are asserted directly against them.
- 31.4 The airport operator is not liable for force majeure. Force majeure within the meaning of this provision is any circumstance beyond the control of the parties. These include power outages in the supply network, malfunctions on the Internet, pandemics, extreme weather and natural disasters, war or war-like events.
- 31.5 Insofar as the airport operator is required to offer and provide services to third parties (i.e. persons who are to be attributed to the user's warehouse, such as vicarious agents, participants, etc.) on behalf of a user, the user shall indemnify the airport operator against all third-party liability claims insofar as these exceed the aforementioned limitations of liability. The user undertakes to agree on identical limitations and exclusions of liability with participants and other third parties in favour of the airport operator.
- 31.6 In accordance with the statutory provisions, the user is liable for property damage and personal injury, including any consequential damage (financial loss), which is caused by him, his representatives, agents and/or participants during the appointment. He shall indemnify the airport operator against all claims for damages asserted by third parties in connection with the event, with the exception of damages caused intentionally or through gross negligence by the airport operator.
- 31.7 The parties are obliged to notify the other party of any damage in writing without delay (e-mail is sufficient), so that the other party is informed at an early stage and, if necessary, can work together with the notifying party to mitigate the damage. A violation of this obligation to provide information can lead to a reduction or exclusion of the claim for damages.

§32 Offsetting

The user may only offset a counterclaim against the claims of the airport operator under this contract if his claim is due, undisputed or legally established.

§33 Printing errors

Any errors in sales brochures, price lists, offer documents, other documentation or on the official website of the aerodrome operator may be corrected without liability to the users for damages resulting from these errors.

§34 Airport Fee Regulation (FEO)

For the use of the aerodrome, its facilities, operating resources and services, fees are payable in accordance with the Aerodrome Fee Regulation (FEO) and the "Price List for Non-Aviation Services" of the airport operator in their current versions.

§35 Place of jurisdiction, place of performance, applicable law

35.1. For all disputes between the User and the aerodrome operator arising from or in connection with these T&Cs, provided that the User is a merchant, a legal entity under public law or a special fund under public law, the exclusive place of jurisdiction shall be Hof (Saale).

35.2. Place of Performance is the address of the airport operator.

35.3. This Regulation applies under German law.

§36 Authorized person for service

Aircraft owners who do not have a place of residence or a place of business in Germany must appoint a domestic authorized representative for service of the airport operator at the latter's request.

§37 Entry into force

These airfield usage regulations with annex come into force on 1st of June 2026.

Hof, 12.05.26

Flughafen Hof-Plauen GmbH & Co. KG

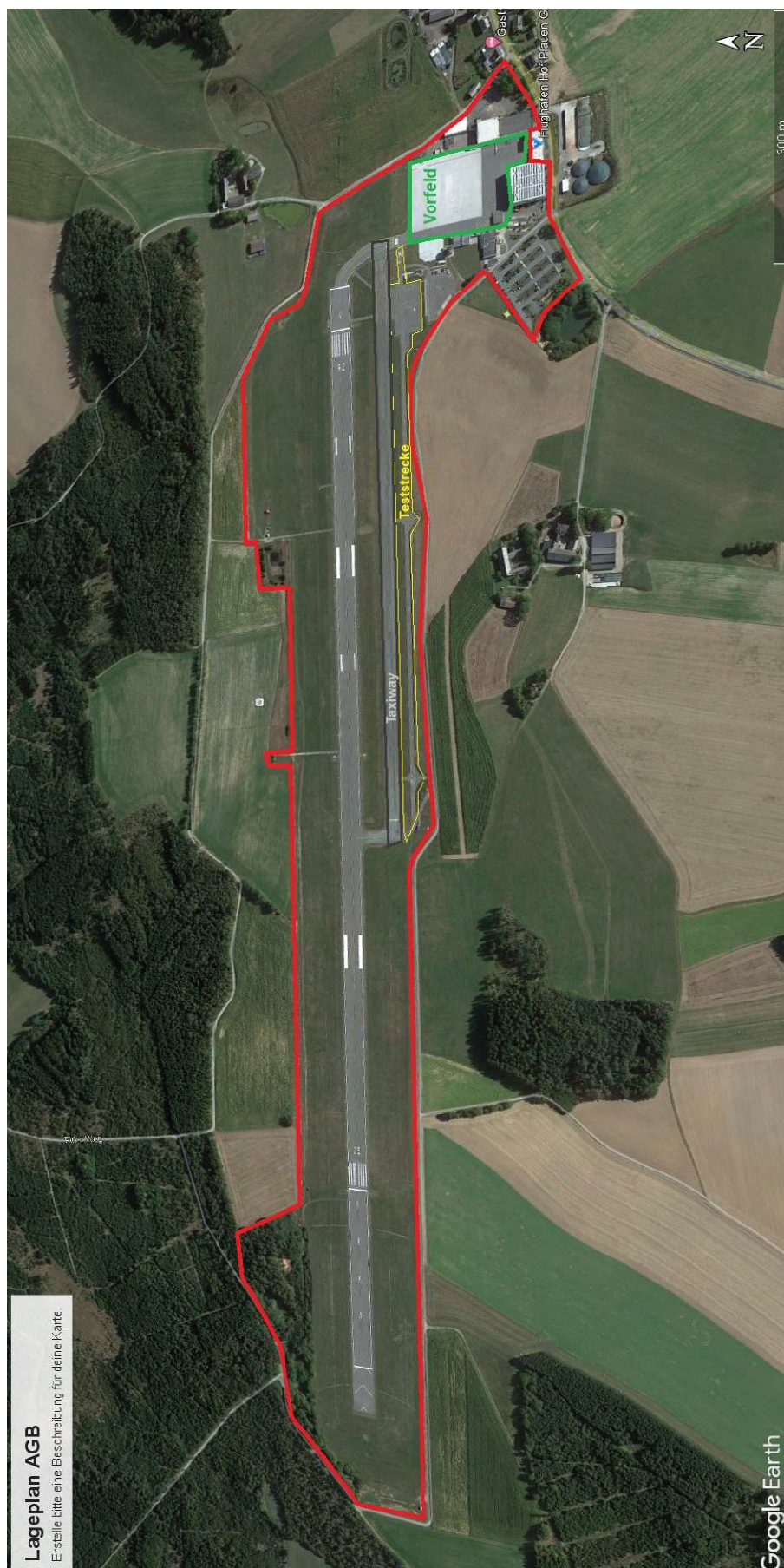


Ralf Kaußler, Geschäftsführer



Thomas Schmidt, Bevollmächtigter

Appendix – Site plan red according to A §1



Appendix – site plan blue according to B §6 No. 6.9.3

