

Summary of changes

Airport Regulations - Edition 3.0



Stockholm Arlanda Airport
Bromma Stockholm Airport
Göteborg Landvetter Airport
Malmö Airport

Part 0. Introduction and changes

Chapter 3

- Updated links

Part 1. General at the airport

Chapter 1 Basic assignments and responsibilities

- **1.3.1** Updated header: **Application** of Airport Regulation

Chapter 3 High-visibility clothing

- **3.1.1 Purpose**

Site-specific GOT:

At Gothenburg Landvetter Airport, however, requirements apply to wear high-visibility clothing in other operational areas. See Swedavia's extranet for a web map of where high-visibility clothing is required.

- **3.4 References**

Site-specific GOT:

Link to web map

Chapter 4 Fire safety

- **4.13 References**

Updated links to related information

Chapter 5 Incident reporting

- **5.5.1 References**

Updated links to related information (GOT?)

Chapter 6 Raising the alarm and evacuation

- **6.1.2 Applicable regulations**

Updated regulation: **AFS 2023:12 – Workplace design/evacuation**

- **6.5 References**

Updated links

Part 3. Climate and environment

Chapter 1. Chemical products

- **1.1.1 Applicable regulations**

Change of reference due to updated regulations: Swedish Work Environment Authority's regulations on risks in the work environment (AFS 2023:10)

Chapter 5. Fossil- free Airport

Only minor editorial changes have been made to the text of this section.

- **5.1.2 Definitions**

Minor adjustments have been made, involving the removal or adjustment of some explanations. The clarification does not entail any change in the requirements.

- **5.3 References**

Reference changed and text in link shortened: [Certificate of renewable electricity and heating from Swedavia](#)

Chapter 6. Environmental Requirements for Vehicles

- **6.5 Idling**

Only editorial changes and removal of etc. in parenthesis regarding which vehicles may be exempt from the idling requirement. No change in requirements.

Part 5. Aerodrome Manual for operators

Chapter 14.8 Departing traffic

- Site-specific information BMA

Prior to engine start/push-back, the **ground handling operator** should ensure that the area is free of FOD, bridges, equipment, personnel etc

Chapter 14.10.3 Push-back procedures

- Site-specific information ARN

As long as the aircraft is not moving and is within the parking area, push-back must give way to snow removal teams that have started snow removal on the apron.

Chapter 14.10.4 Engine test runs

- Site-specific information BMA

The engine test run station is only available during daylight hours Mon-Sat 0800-1500 (0700-1400) and Sun 1100-1500 (1000-1400) with a maximum continuous time of 30 minutes.

*NOTE! Identified deficiencies or damage/injury at the engine test run station must be reported to **ATOS** without delay on tel. 010 109 43 30.*

Chapter 15.12 Parking stand after departure

After the departure of the aircraft, the ground handling operator is responsible for ensuring...

- Site-specific ARN:

An inspection fee will be charged by the responsible ground handling company on occasions when the parking space is not left in the correct condition.

Chapter 15.15.10

- Site-specifik ARN

Area	Stand	Note
Apron G remote	G149	If de-icing is to take place on stand G149 and the aircraft has not been parked there, Aircraft Stand Parking must be contacted before the aircraft taxis there. This is to ensure that taxiing in is possible taking into account the use of adjacent stands and wingspan span limitation of 35.99 metres. Stands that are omitted when using de-icing on G149 are G145, G146 and G148
Apron M	M5 – M9	
Apron R	R3–R10, R9C, R10A	

Apron R remote	Marked area between taxiing in line R5 and R6	Aircraft Stand parking must be contacted before the aircraft taxis to the de-icing area The de-icing area is limited to aircraft with a maximum wingspan of 51.99 m.
Apron S remote	Marked area north of SC	Aircraft Stand parking must be contacted before the aircraft taxis to the de-icing area The de-icing area is limited to aircraft with a maximum wingspan of 35.99. 51.99 m.

Chapter 16.1 General

16.1.6 Approved vehicle

16.1.6.4 Approved workshop

- The chapter and below generic text are deleted:

~~who are to handle deficiencies from traffic safety inspections or to perform service must use vehicle repair shops that sign Swedavia's Checklist for being an approved supplier for vehicle maintenance to perform maintenance in accordance with the airport's certificate requirements.~~

16.1.9 Driving permit

16.1.9.1 General

- Generic addition as shown in yellow below:

To obtain or maintain a driving permit, it is required that:

- An operational need for a driving permit can be demonstrated.
- The employer has checked that the personnel concerned have a valid driving licence for the vehicle.
- The employer has checked that the personnel concerned also fulfil any conditions in the driving licence.
- The driver has successfully completed the airport driving permit training including knowledge test and check-out.
- For authorisation in the manoeuvring area, a language test and driving permit training for the manoeuvring area are also completed with approved results.
- Training and certificates of competence for each vehicle to be used.
- The employer must thereafter carry out ongoing checks.
- Safety/security training and valid badge
- A valid driver's license must be physically carried when driving a vehicle

16.1.9.6 Return of driving permit

- Generic addition as shown in yellow and crossed out text is deleted:

In the event of the withdrawal of a driving permit, the holder is responsible for notifying the employer of this and the driving permit must be submitted to the Swedavia Service Center for safekeeping. The driving permit will be returned upon presentation of a valid driving license. ~~Return of driving permits is to Swedavia Service Centre.~~

Chapter 16.2 Traffic**16.2.1 Pedestrian and cycle traffic on Airside**

- Site-specific information for GOT added as below:

On walkways and crosswalks, vehicles have the duty to give way to pedestrians.

16.2.3 Traffic and order rules

- Generic addition as shown in yellow below:
- Regardless of the speed limit, the vehicle's speed must be adapted to what road safety requires. Consideration must be given to infrastructure, road, weather and visibility conditions, the condition and load of the vehicle and traffic conditions in general. The speed must never be higher than the driver can maintain control of the vehicle and stop in front of any foreseeable obstacle.
- No more passengers may be carried in a vehicle than it is registered for. Passengers must sit in designated seats in the vehicle. Exceptions are allowed for training where vehicles do not have passenger seats.
- ...
- When preventing or averting danger, drivers must give sound or light signals

16.2.6 General rules regarding driving on other operational surfaces

- Site-specific information for GOT added as below:

When traffic control lights on GOT and EMS hangars are activated with a solid red light, vehicles must stop and always yield the right of way to aircraft being towed out of the hangar.

Please note that hangar doors can be kept open, this does not mean that towing in/out of the hangar is imminent. EMS hangars have three doors that can be opened independently of each other.

16.2.18 Vehicle-related accidents/incidents

- Generic addition as shown in yellow below:

In the event of a vehicle-related incident such as a sudden engine stop or breakdown, drivers must do the following:

Contact the OPC, LC or responsible unit designated by Swedavia by telephone and report the situation. Depending on where the incident occurred, this unit will close the location and coordinate with air traffic control if the incident affects arriving/departing aircraft.