

# Summary of changes

## Airport Regulations - Edition 4.0

Stockholm Arlanda Airport  
Bromma Stockholm Airport  
Göteborg Landvetter Airport  
Malmö Airport

## Part 0. Introduction and changes

### Chapter 2 Change Management

Deleted text:

In future editions, sections that have changed will be indicated by yellow highlighting **and a line down the side**. For a transitional period **(all of 2025)**, references to the previous AR structure are provided in a Cross-reference list.

## Part 1. General at the airport

### Chapter 1.4.3 Basic assignment of responsibilities – environment

The operator shall have a properly functioning system for self-inspection of the environmental area within its operations. **This also includes systematically identifying, assessing, documenting and managing the risks of the operation from an environmental and health perspective.**

### Chapter 3.1.1 High-visibility clothing

Specific to ARN:

At Stockholm Arlanda Airport, it is a mandatory requirement to wear high-visibility clothing when staying in the airside area, i.e. the requirement applies when staying in the movement area, other operational areas (all outdoor areas) and the baggage sorting halls

### Chapter 4.2 Fire safety – responsibility

Their own staff must also:

- be trained in basic fire safety when they are hired and then take a refresher course at least every four years.
- take part in evacuation exercises or, if a practical evacuation exercise is not possible, receive information about evacuation at least once a year

### Chapter 6.5 Raising the alarm and evacuation – PDV incidents

Incidents of the nature of ongoing deadly violence (PDV) are distinguished by their rapid course and require special focus.

The document Guide PDV - ongoing deadly violence under Related information below is intended to support the airport in preparing for a structured, effective and coordinated response to PDV incidents.

### Chapter 6.6 References

- New reference: [Guide PDV – ongoing deadly violence](#)

## Part 3. Climate and environment

### Chapter 1 Chemical products

- 1.3.4 Editorial changes

### Chapter 3 Discharge to water

- 3.2.5 Flushing of water pipes

### Chapter 4 Waste

- 4.2 Editorial changes
- 4.3.1 Food waste

### Chapter 5 Fossilfri flygplats

- Inledning Förtydligande

### Kapitel 6 Miljökrav för fordon

- Redaktionella ändringar

## Part 4. Passengers

### Chapter 4 Tilldelning av resurser, incheckning och bagage

- 4.2.1 Site-specific information Arlanda.

## Part 5. Aerodrome Manual for operators

### Chapter 14 Apron Management

#### Chapter 14.10.1 Site-specific information ARN

Notification must be made via SA Traffic plan in Airport radio, intercom number 03 91 051 or phone 010-109 1051.

## Chapter 15 Apron safety management

Chapter 15.2 Aviation safety measures when refuelling aircraft

- The ground power unit must not be started during refueling.

## Chapter 16 Vehicle traffic monitoring

### 16.1.5 Vehicle insurance

Each operator must ensure compliance with all provisions of the Traffic Damage Act (1975:1410). Upon request by Swedavia, documentation must be made available to verify this compliance.

#### 16.1.6.1 Commissioning a new vehicle

For vehicles that were previously registered in the Swedish vehicle register and are reclassified into a category that does not require a license plate, no license plate shall be mounted.

#### 16.1.6.3 Maintenance programme

A service certificate from completed maintenance must be attached to the application for a vehicle permit. For new or newly manufactured vehicles, a service certificate is required once the vehicle reaches three years of age.

Applications submitted without a required service certificate will not be processed.

A service certificate from completed maintenance is valid for three (3) years from the date of the service. This means that the same service certificate can be used for multiple vehicle permit applications. If the three-year validity of a service certificate expires during the period of an active vehicle permit, a new service certificate must be submitted to the Vehicle Service Center at least one (1) month before the previous certificate expires.

Performed maintenance actions are documented at least with respect to:

- The submitted documentation must clearly indicate that the service has been performed.
- The date on which the service was carried out.
- Workshop stamp, or alternatively the name or signature of the person who performed the maintenance.
- ~~Maintenance type (prevention/remediation)~~
- ~~Points/objects checked/repaired~~
- ~~Date of maintenance~~
- ~~Name of the person who performed the maintenance or workshop stamp~~

#### 16.1.8.1 General

**NOTE!** *The requirement for a vehicle permit may be waived for vehicles temporarily used within an established work area on the Airside.*

**16.1.8.8 Loss of vehicle permit**

Loss of vehicle permits must be reported immediately to the airport's Service Centre or Management Centre. **See the form for loss/damage reporting.**

~~Thereafter, the loss of vehicle permits should be reported to the police and a copy of the police report sent to the airport's Service Centre.~~

**16.1.9.1 General**

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 **(for Swedish and English).**
- 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

**16.1.9.7 Loss of driving permit**

Loss of a driving permit must be reported immediately to the airport's Service Centre or Management Centre. **See the Loss Report Form.**

~~Thereafter, the loss of vehicle permits should be reported to the police and a copy of the police report sent to the airport's Service Centre.~~

**16.2.5.1 Rules Regarding Vehicle Escorting**

**The escort convoy must not be overtaken or interrupted by other vehicles on the airport.**

**16.2.8 General rules regarding driving in the manoeuvring area**

In addition, it is required that:

- The driver has a green/white striped driving permit.
- Drivers have passed a language test for the Swedish **and English** language.
- The driver establishes two-way radio connection with air traffic control.
- The vehicle has a green/white striped vehicle permit

The vehicle is equipped with a fixed mounted antenna for two-way ground and/or aviation radio.

- If the driver leaves the vehicle, air traffic control shall be informed, and a portable two-way radio shall be used.
- The vehicle meets the visibility criteria in accordance with **chapter 16.1.7.**
- Emergency vehicles with blue lights turned on are exempt from the above speed limits.

**Chapter 28 Use of the aerodrome by aircraft exceeding the certified design characteristics of the aerodrome (New chapter)****Introduction**

This chapter describes the procedure for allowing an aircraft that exceeds one or more aspects of the airport's certified design to use the airport, either temporarily or regularly. The purpose is to ensure continued safe operations through structured handling and risk assessment in accordance with applicable regulations.

The chapter covers all situations where an aircraft whose physical dimensions exceed the certified design of an airport requests to conduct operations at the airport.

**Responsibilities**

Swedavia is responsible for:

- Ensuring that each request is assessed from a safety perspective.
- Conducting the relevant safety assessment in accordance with the Safety Management System, Part 5, Chapter 2.2.10.
- Implementing necessary operational limitations or other measures.
- Ensuring that all documentation related to assessment, planning, and approval is archived and traceable for audits or inspections.
- Ensuring that the designated responsible party, in consultation with relevant stakeholders, revises and updates procedures and instructions as needed. Relevant stakeholders may include air traffic management as well as personnel responsible for practical implementation.

**Prior Approval for Landing of Aircraft Exceeding the Airport's Certified Design**

To allow landing of an aircraft that exceeds the airport's certified design, prior approval from the Swedish Transport Agency is required, based on an Aviation Safety Plan. The aircraft operator is responsible for:

1. Submitting a request.
2. Providing technical information about the aircraft in question as a basis for assessment.
3. Complying with the restrictions and procedures established in connection with the approval.

## Chapter 30 Communication at the airport

### Chapter 30.2 Communication with air traffic control

The above applies to operations within the movement area and other operational areas where communication with air traffic control is required.

#### 30.3.1 Language test

A person who will use radio communication with Air Traffic Control must demonstrate operational-level proficiency in the use of phraseology and plain language in:

- Swedish
- English

The language test is linked to an assessment scale (1–6) specified by EASA, where levels 4–6 constitute a pass, with the following clarification:

- Level 6: Expert level, valid for life, no requirement for repetition
- Level 5: Extended level, valid for 6 years, with a requirement for retesting from the date the language test was issued, for renewal.
- Level 4: Operational level, valid for 4 years, with a requirement for retesting from the date the language test was issued, for renewal.

## Chapter 31 Towing of airport

### Chapter 31.3 Visibility when towing

- Navigation lights shall be switched on during all towing of aircraft within the movement area, regardless of time of day or weather conditions.
  - Anti-collision lights may be used in combination with navigation lights if required by the airline.

When towing aircraft in the movement area, anti-collision lights must be

- switched on regardless of the time of day and weather.
- When towing in the dark, aircraft being towed in the movement area must also have their navigation lights on when the aircraft is in motion.

**Chapter 31.6 Site-specific information ARN**

Notification must be made via **radio call to "Arlanda Apron" on VHF 131,430 MHz, SA**

Traffic plan in Airport radio, intercom number 03 91 051 or telephone number 010-109 1051.

Aircraft towed in the movement area shall comply with SERA.3215.

After establishment of SA Traffic plan, TWR shall be contacted as follows.

Prior to the commencement of aircraft towing, TWR shall be contacted on Clearance Delivery (CD), frequency 121.830, irrespective of the aircraft's initial towing position.

Once contact has been established, the driver shall report his position and the intended towing destination. Clearance Delivery will then transfer the driver to the appropriate Ground frequency, on which towing clearance shall be obtained.