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Airside Snow Plan 2025/2026

Stockholm Arlanda Airport



Swedavia
Airports



Sources

EASA ADR.AMC1.OPS Operations in Winter Conditions. Training Manual PLOG-SOP-BLÅS methodology

Airport Regulations Arlanda (AR)

[Swedavia.net/airport/Arlanda/](https://swedavia.net/airport/Arlanda/)

Contacts Airside

For general questions regarding airside snow removal, or assistance at gates and stands, contact the Snow Coordinator: 010-109 15 00.

Contacts Landside

For urgent matters related to landside snow removal, contact the Landside Coordinator: 010-109 17 35 or 073-385 28 91.

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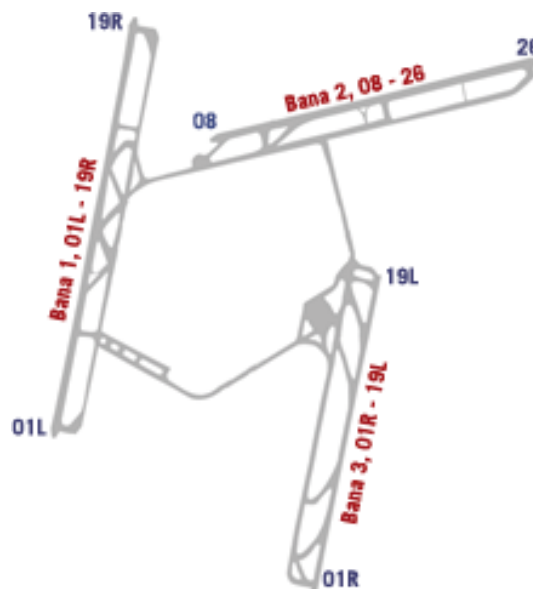
1. Introduction

Adverse winter conditions – including snow, ice, fog, frost and similar – affect airport operations during the winter months. Consequences may include disruptions to flight schedules, reduced serviceability for ground handling, and increased workload for all parties present at the airport. In such conditions, coordination and cooperation are critical.

Snow removal on runways, taxiways, aprons and stands is a demanding task. Airlines aim to operate with minimal delay and avoid cancellations. Safe operations are only possible when runway conditions remain within specified parameters. Our objective at Arlanda is to ensure that snow removal and anti-/de-icing cause minimal impact on operational performance.

This document describes how we work and how we prioritize to minimize disturbances at Stockholm Arlanda Airport. This edition applies to the 2025/2026 season and is to be regarded as a complete document; if updated during the season, it will be replaced in full. Its purpose is to disseminate information in a consolidated manner. Formal governance of responsibilities and commitments for external parties is managed through Airport Regulations (AR) and applicable license agreements, not by this document.

For the 2025/2026 season, the period covered is Monday 13 October 2025 through Sunday 26 April 2026.



2. General

Arlanda maintains a high state of readiness for snow and has extensive experience in winter maintenance.

Although heavy snowfall can delay air traffic, Arlanda's ambition is never to close due to snow, an ambition we have achieved to date.

Arlanda's runway system consists of three runways with associated taxiways. The system connects to aprons and aircraft stands, as well as service roads for vehicles. To utilize the airport's capacity, all types of operational surfaces must be available and cleared for use.

3. Airside Snow Removal

3.1 How snow removal is conducted

Snow removal is carried out by snow removal groups that clear the runway and taxiways at 25–60 minutes intervals. Aprons and stands are prioritized and cleared as required. Each group is led by a Snow Removal Leader who maintains direct contact with the Control Tower (TWR).

Each group consists of 8–10 PSB vehicles (Plough–Sweep–Blow) driving in formation. The PSB formation is followed by a high-capacity snow blower. When required, an anti-/de-icing spreader follows to apply runway de-/anti-icing agent, alternatively a sand spreader as appropriate.

When water, snow, slush, ice or frost is present on a runway, a Runway Condition Report (RCR) is issued including a Runway Condition Code (RWYCC) and a description of runway surface conditions (type, depth and coverage).

Clearing one runway typically takes 8–12 minutes.

3.2 Vehicles & Equipment

To deliver fast, safe, efficient and environmentally responsible snow removal, we use modern machinery and equipment. Our fleet is free from fossil CO₂ emissions.



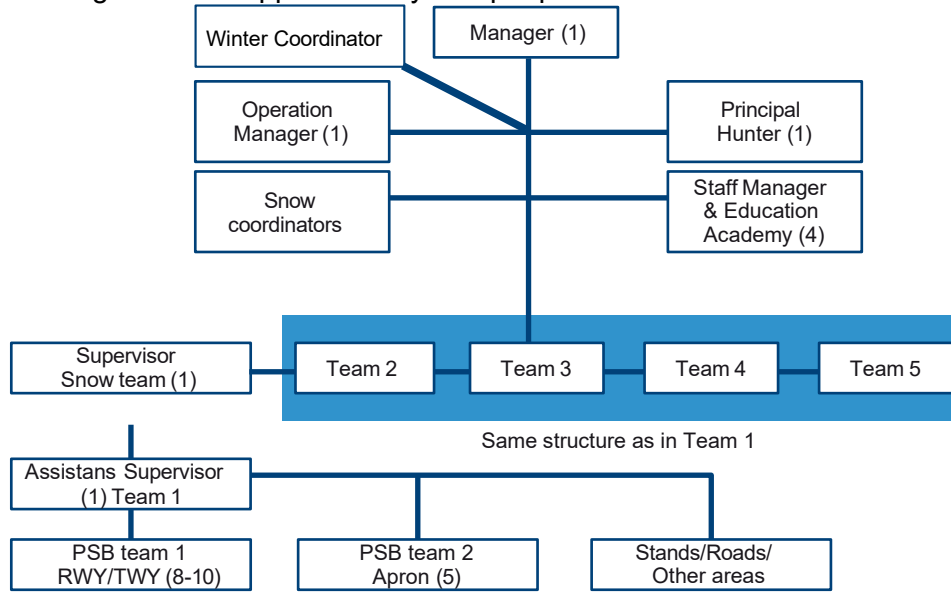
Below is a list of our most common equipment on airside.

PSB (Plough–Sweep–Blow)	18 units	Trucks with snow beds	3 units
Friction measurement vehicles	2 units	Multi-purpose carriers	2 units
Trucks with formate spreaders	2 units	Wheel loaders L60/L70	7 units
Trucks with sand spreaders (8–10 m ²)	2 units	Wheel loader L90	1 unit
Snow loaders	2 units	Wheel loaders L120	3 units
High-capacity runway snow blower (8,000 t/h)	2 units	Wheel loaders L150	4 units
Snowcat	1 unit	Motor grader	1 unit
UTV (Utility Task Vehicle)	3 units	Trucks	2 units

In addition to the above, via an external supplier we can call in additional transport capacity within 90 minutes for snowremoval from aprons and stands.

3.3 Personnel

Airside winter organization: approximately 120 people across 5 shifts/teams



Each team consists of 26 people, led by a Snow Removal Leader and supported by a Deputy Leader (1st-in-command) and a Snow Coordinator (2nd-in-command). Teams work 12-hour shifts around the clock throughout the winter season.

The Snow Coordinator assists the Snow Removal Leader in coordinating snow removal primarily on stands and the road network. The Snow Coordinator also receives requests for snow removal from other airport stakeholders.

In adverse weather, a standby group of 7 additional staff can be called in.

Three UTVs are available for clearing stands with parked aircraft to maintain ground handling operations. The UTVs are parked in the Swedavia operations area and are used by each ground handling company. To pick up a UTV, contact the Snow Coordinator at 010-109 15 00.

3.4 Classification of snowfall

Class	Dry snow (12 h)	Dry snow (3 h)	Wet snow (3 h)	Freezing rain	Action
Extreme	More than 15 cm	More than 8 cm	More than 4 cm	More than 5 mm	TTF
Heavy	10–15 cm	6–8 cm	3–4 cm	3–5 mm	TTF
Moderate	6–10 cm	4–6 cm	2–4 cm	0–3 mm	Snow Council
Light	2–6 cm	2–4 cm	1–2 cm		Snow Coordinator
Very light	Less than 2 cm	Less than 2 cm	Less than 1 cm		Snow Coordinator

Very light snowfall:

- The Snow Removal Leader and Snow Coordinator monitor the weather forecast, staffing and capacity.
- The regular team should be sufficient.
- Parallel runways can be used.
- Staffing and pre-snowfall checklists are reviewed.

Light snowfall:

- The Snow Removal Leader and Snow Coordinator monitor the situation.
- The Snow Coordinator and/or Winter Coordinator is called in by the SNL or APOC as needed.
- The regular team plus on-call staff should be sufficient.
- Parallel runways can be used.
- Staffing and pre-snowfall checklists are reviewed.

Moderate snowfall:

- The Snow Coordinator and Winter Coordinator are called in.
- A Snow Council (formerly 3-party alignment) consisting of SNL/Snow Coordinator/ATOS/TWR (meteorologist) confers ahead of the expected weather. ATOS convenes.
- The Council meets by phone once per day; extra sessions as needed.
- The Council agrees on conditions, capacities and traffic patterns to apply; production is planned accordingly.
- Staffing and pre-snowfall checklists are reviewed.

Heavy snowfall:

- The Snow Coordinator and Winter Coordinator are called in.
- A Tactical Traffic Forum (TTF) is convened before the weather arrives, when there is $\geq 40\%$ risk of capacity disruptions/extreme weather. The TTF is initiated in consultation with the Snow Council (SNL/Snow Coordinator/APOC Supervisor/TWR meteorologist). The APOC Supervisor convenes.
- The Snow Council meets daily by phone; extra sessions as needed.
- The Council agrees on conditions, capacities and traffic patterns to apply; production is planned accordingly.
- Staffing and pre-snowfall checklists are reviewed.

Extreme snowfall:

- The Snow Coordinator and Winter Coordinator are called in.
- A TTF is convened before the situation occurs—when there is $\geq 40\%$ risk of capacity disruption/extreme weather. The TTF is initiated in consultation with the Snow Council (SNL/Snow Coordinator/APOC Supervisor/TWR meteorologist). The APOC Supervisor convenes.
- The Snow Council meets daily by phone; extra sessions as needed.
- The Council agrees on conditions, capacities and traffic patterns to apply; production is planned (staff, equipment, catering, formate, other materials).
- Staffing and pre-snowfall checklists are reviewed.

3.5 Airside priorities

During heavy snowfall with strong winds, it may become necessary to prioritize efforts. Such changes are promulgated via NOTAM.

When snowfall increases from very light to light, RWY 01R–19L is closed. As soon as the snowfall ends, clearing begins and the objective is to reopen RWY 01R–19L no later than 24 hours after the end of snowfall.

A continuous dialogue is maintained with the shift supervisor in Air Traffic Control before, during and after snow removal operations.

Priority 1

- Runway in use.
- Taxiways serving the runway in use.
- Aprons and stands in accordance with the current traffic plan.
- Emergency routes from the fire station to the runway in use.

Priority 2

- Preparation of an additional runway and related taxiways.
- Operational service roads airside.
- Other current response routes for fire and rescue vehicles.

Priority 3

- Completion of terminal apron and ramp, GP and LOC areas.

Until winter maintenance personnel arrive, ground handling agents (GHA) are responsible for keeping these areas clear and applying sand using the hand tools placed nearby.

Clearing of City Road and Inner Transport Road is performed as soon as capacity allows per the tasks under Priority 1. If urgent, contact the Snow Coordinator.

Clearing within 5 metres of parked aircraft is performed by the responsible GHA.

3.6 Reporting / NOTAM / SNOWTAM

Winter maintenance actions comprise:

- Inspection of the movement area.
- Reporting of movement area conditions.
- Corrective actions sufficient to meet the target level of service for each infrastructure element.

Winter maintenance at Arlanda is carried out such that flight operations can continue without compromising safety and, where possible, without impeding air traffic.

When weather prevents improvement work from being conducted concurrently with operations, the accountable manager or delegate, after consultation with ATC, shall decide to close a part of or the entire movement area. The duration of closure shall be established and promulgated by NOTAM.

Current information on field conditions and winter maintenance shall be available at the ATC unit.

3.7 Runway condition reporting

When water, snow, slush, ice or frost is present on a runway, an RCR (Runway Condition Report) is issued including RWYCC (Runway Condition Code) and a description of surface conditions with coverage, depth and contaminant type.

For reporting, each runway is divided into three equal thirds. The RWYCC is assigned according to the RCAM (Runway Condition Assessment Matrix).

Runway condition assessment matrix (RCAM)			
Assessment		Downgrade assessment criteria	
Runway condition code	Runway surface description	Aeroplane deceleration or directional control observation	Pilot report of runway braking action
6	<ul style="list-style-type: none">• DRY	---	---
5	<ul style="list-style-type: none">• FROST• WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth): Up to and including 3 mm depth:<ul style="list-style-type: none">• SLUSH• DRY SNOW• WET SNOW	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
4	<ul style="list-style-type: none">• SPECIALLY PREPARED WINTER RUNWAY -15°C and Lower outside air temperature:<ul style="list-style-type: none">• COMPACTED SNOW	Braking deceleration OR directional control is between Good and Medium.	GOOD TO MEDIUM

3	<ul style="list-style-type: none">• SLIPPERY WET• DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW More than 3 mm depth: <ul style="list-style-type: none">• DRY SNOW• WET SNOW Higher than -15°C outside air temperature: <ul style="list-style-type: none">• COMPACTED SNOW	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	MEDIUM
2	More than 3 mm depth of water or slush: <ul style="list-style-type: none">• STANDING WATER• SLUSH	Braking deceleration OR directional control is between Medium and Poor.	MEDIUM TO POOR
1	<ul style="list-style-type: none">• ICE	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	POOR
0	<ul style="list-style-type: none">• WET ICE• WATER ON TOP OF COMPACTED SNOW• DRY SNOW or WET SNOW ON TOP OF ICE	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	LESS THAN POOR

3.8 It gets heavy quickly!


The snow windrow left by PSB formations can weigh around 120 kg per meter. Arlanda therefore have high-capacity snow blowers.

Airside paved surfaces are extensive—about 3.2 million m². Just 2 cm of snow on the terminal aprons equals roughly 1,200 truckloads that must be transported to the airport's snow dumps. The airport has two snow dumps that together can accept about 750,000 m³ of snow during a season.

Snow dumps Airside



Meltwater from the snow dumps is collected in ponds and then conveyed by pipeline to the treatment plant.

 Snowbanks Airside



3.9 Minimal environmental impact

The runway de-/anti-icing agent used at Arlanda is potassium/sodium formate—organic formate salts that biodegrade naturally.

Formate-based runway de-/anti-icing agents comply with international SAE AMS 1431/1435 standards and have properties that prevent damage to aircraft (e.g., corrosion).

Anti-skid treatment is also carried out with sand. For airside use, the sand fraction must be in accordance with ICAO Doc 9137, Part 2 to avoid aircraft damage.

4. Contact channels / Ordering snow removal

4.1 Landside

For urgent matters related to landside snow removal, contact the Landside Coordinator: 010-109 17 35 or 073-385 28 91.

For less urgent daytime matters, contact the planner/preparer at +46 70-891 66 51 or +46 70-897 86 82.

Questions regarding the landside snow plan:
Kenneth Skoog – kenneth.skoog@swedavia.se;
Mats Stern – mats.stern@swedavia.se

4.2 Airside

For questions regarding airside snow removal, contact the Snow Coordinator: 010-109 15 00. The Snow Coordinator is on duty 24/7 during the winter season, coordinates snow removal, and maintains continuous contact with the APOC Supervisor and the WS TWR Shift Supervisor

4.3 New service orders

Orders on airside are placed with the Coordinator at 010-109 15 00. Orders on landside are placed with the planner/preparer: (Susann) +46 70-891 66 51 or (Britt) +46 70-897 86 82.

For external providers without an agreement, specify scope, contact person and billing details when ordering. The recipient will document the number of machines, personnel and materials used.

5. Everyone must help

All stakeholders operating at the airport contribute to keeping the airport usable. During heavy snowfall, it is especially important that everyone helps each other to achieve the highest possible capacity.

5.1 Stands and equipment areas

Equipment must always be parked in designated locations. During snowfall, equipment must also be temporarily moved to facilitate snow removal.

Stands must be kept clear of equipment such as cables, cones, ladders, chocks, etc. During snowfall this is critical, as loose objects can damage snow removal equipment or cause injuries.

In the cargo area, large volumes of freight must be handled within short timeframes, making coordination of snow removal particularly important to enable efficient logistics on stands.

5.2 Keep up to date with the weather

All stakeholders must monitor public weather forecasts to plan their operations.

5.3 Resources

All stakeholders must appoint resources/contacts available to move equipment when required. These must be known to Swedavia's Winter Coordinator.

5.4 Proper equipment and procedures

All stakeholders must ensure that ground support equipment and procedures are prepared for winter conditions. Use engine heaters where possible for environmental reasons. Use high-quality tyres appropriate for winter conditions, and secure loads on baggage carts to avoid incidents.

5.5 Sanding on aprons

Each stand is equipped with sand boxes with scoops and shovels. Each pier also has a sand spreader. Our anti-skid sand is washed/sieved with a grading curve and a fraction passing a 4.75 mm sieve. This sand is approved in accordance with applicable EASA provisions.

Ground handling companies are responsible for the initial anti-skid action on aprons (sanding). Return equipment to its place after use to ensure availability for the next snowfall.

5.6 Road salt

Note that road salt is not allowed on airside.

6. Process description during snowfall

Day-to-day operational responsibility for snow removal at Arlanda lies with Swedavia's Airfield Maintenance through a delegation from the Head of Operations to the respective Snow Removal Leader, while overall accountability rests with the Accountable Manager/Airport Director.

All involved parties (airport operator, airlines, ground handlers, service providers and other ARN departments, etc.) must take measures, as far as possible, to keep the airport open and fully operational during winter conditions.

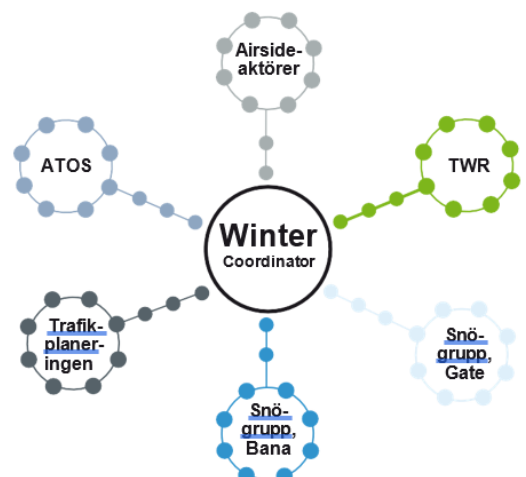


To maintain high punctuality, Arlanda operates the Tactical Traffic Forum (TTF). The purpose of the TTF is to ensure that the airport and its stakeholders have the right information, tools, preparedness, action plans and decision-making structure in connection with snowfall or other anticipated situations/events that could affect airport capacity.

Each day there is a coordination regarding the coming 24 hours between ATOS, WS TWR, Aircraft Stand Parking and the Snow Coordinator. The meteorological providers contracted by us and TWR always participate. If there is a risk of disruptions, coordination is more frequent. Forecast horizon is up to 5 days.

Apron snow removal is planned and executed through continuous dialogue between the Winter Coordinator, Traffic Planning and ATOS, with prioritization according to the current traffic plan. Ground handling companies must ensure sufficient staff to relocate equipment so that clearing can be carried out efficiently.

Winter maintenance shall, as far as possible, avoid casting snow into ILS-critical areas and avoid covering visual aids and protection areas with excessive snow. If unavoidable, clearing/levelling begins immediately.



6.1 Scope of winter services

- Continuous monitoring and reporting of winter conditions.
- Information dissemination and support for issuing NOTAM/SNOWTAM.
- Initiation, coordination and execution of snow removal and anti-/de-icing on airside.

6.2 Duration of winter services

Winter services remain active as long as winter conditions prevail, meaning:

- As long as ice, snow or slush is present.
- As long as anti-skid treatment or sanding is required.

6.3 When capacity is affected

When forecasts indicate potential capacity disruptions, a TTF is convened.

6.4 Tactical Traffic Forum (TTF)

Purpose: Ensure that the airport and its stakeholders have the right information, tools, preparedness, action plans and decision-making structure during snowfall or other anticipated capacity-impacting events.

Convener: Swedavia APOC Supervisor or Ground Coordinator.

Attendance: Mandatory for invitees; one representative per organization/function, able to present their organization's situation and responsible for internal dissemination.

Venue: Preferably at APOC Supervisor or TWR (advised in the invitation).

Chair: APOC Supervisor or Ground Coordinator.

Invitation: Issued with good lead time via phone, SMS or e-mail.

Documentation: The meeting is not minuted; a brief summary is published at www.swedavia.net/Arlanda.

6.5 Tactical Weather Coordination (TVA)

TVA is a series of two meetings per week over the winter season. The purpose is to ensure a common situational awareness of weather that may impact airport capacity.

Convener: Swedavia Ground Coordinator. Presenter: SMHI.

Attendance: One representative per organization/function, able to present their organization's situation and responsible for internal dissemination.

Venue: Microsoft Teams. Chair: APOC Ground Coordinator. Invitation: Sent before the winter season. Documentation: Minutes are prepared by the APOC Ground Coordinator and distributed as agreed.

6.6 Information dissemination

SMS via ARN OP INFO

In the event of disruptions, an SMS is sent to registered representatives at the companies at the airport. These representatives are responsible for onward internal distribution.

A dedicated snow page is available at www.swedavia.net/Arlanda with information on winter-specific conditions, the current Snow Plan and summaries from TTF meetings.

7. Snow removal if Runway 1 is unavailable

If circumstances prevent use of Runway 1 during winter conditions, alternative methods will be used to enable single-runway operations on Runway 3. This results in reduced capacity on runway, taxiways and stands. The procedures illustrated in the original plan are indicative and may be adjusted as circumstances require.

Note: Images and diagrams referenced in the Swedish original are not reproduced in this English version.

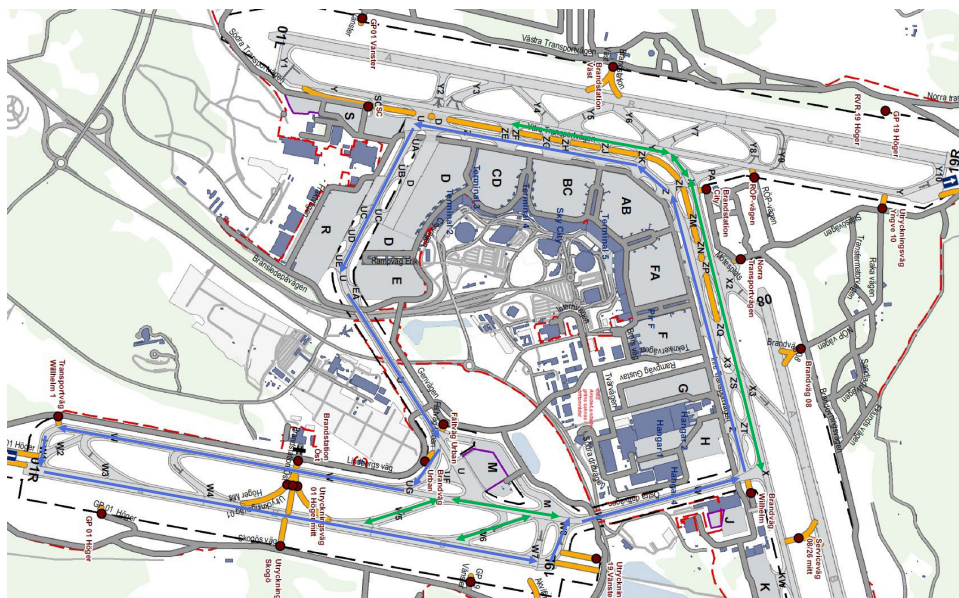
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Enbana 01R

Sopgrupp

Diagonal



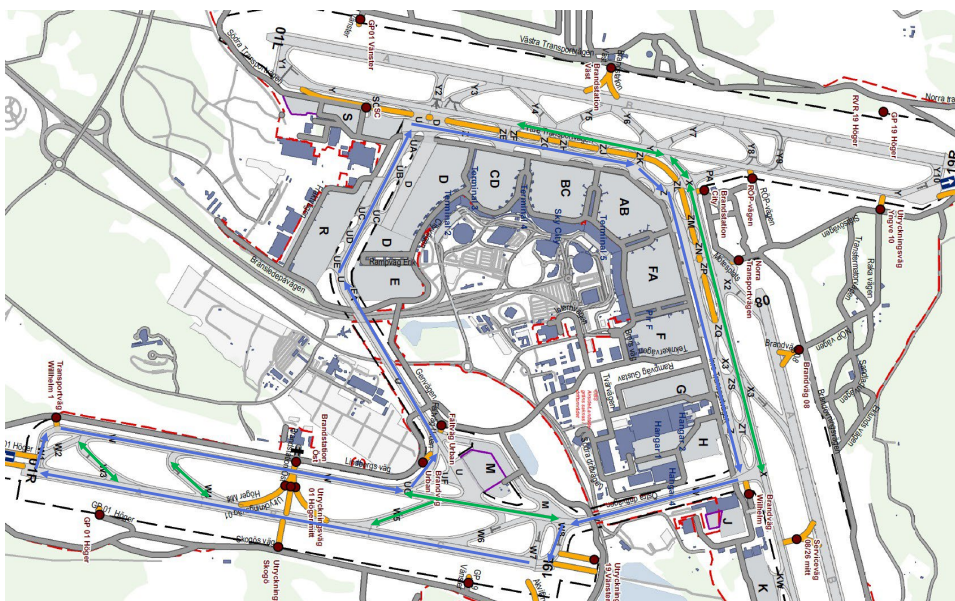
Sekretess: Begränsad



Enbana 19L

Sopgrupp

Diagonal



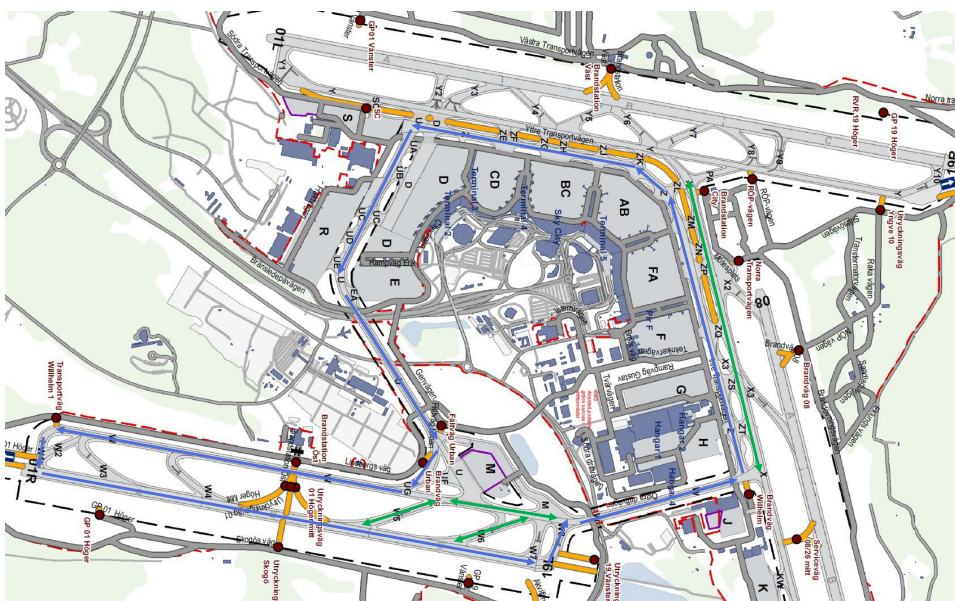
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Enbana 01R
TWY Y stängd

Sopgrupp

Diagonal



Sekretess: Begränsad



Enbana 19L
TWY Y stängd

Sopgrupp

Diagonal

