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Routine Aerodrome works ARN

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1. General

This routine replaces the previous AR G-13, dated 1 November 2024, as site-specific information related to AR

1.1. Planning and preparation

1.1.1 General

Work to be carried out at the airport and which is not included in normal aerodrome operations must be planned, prepared, and approved via a Change Approval Meeting (the CAM process) prior to implementation. For the CAM process, see <u>Change Approval Meeting</u>.

The term "work" in this case includes:

- Work affecting the airport's infrastructure, including demolition, renovation and extension of buildings and field structures
- Work that limits or may limit access on roadways and/or the movement area



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- Work that may entail limits on airspace (such as blasting or work with cranes/tall equipment)
- Work that may affect aeronautical systems, the power supply, aviation fuel hydrant system, water and wastewater system, telecommunications etc.
- Work that affects flows in the terminal or other functions at the airport.

The client has ultimate responsibility for ensuring that hired staff, including contractors and subcontractors, have the right qualifications and are given, understand and comply with Airport Regulations as well as project specific safety/security instructions.

1.1.2 Approval of change (temporary/permanent)

Approval from the facility owner in writing is always required before temporary or permanent physical changes are made in land, buildings, or other infrastructure (for example, jet bridges, docking guidance systems, aeronautical ground lights etc.) that is owned or leased by Swedavia.

Acceptance must always be given in writing from the stakeholders affected from Swedavia's different operational functions affected by a change.

To ensure that airport data published in Aeronautical Information Publications (AIP) is updated as necessary, information about changes concerning the physical design (including obstacles added or removed) or operational functions shall be provided to the relevant data owner at Swedavia. Information about who the data owner is can be obtained, if necessary, via <u>aim@swedavia.se</u>.

1.1.3 Coordination and approval before work is carried out

Before work that is planned to be carried out at Stockholm Arlanda Airport, Process Planning & Coordination must be contacted well in advance to obtain the conditions and limits in time and space for the work planned. This is required in order for Process Planning & Coordination to coordinate the planned work with other operations.

After the initial contact, the client is responsible for preparing an application for work (*arbetsanmälan*). After it is presented in the CAM, the documentation identified is to be prepared and approved, based on the needs for the work in question:

- Safety case/aviation safety plan (for risks to aviation safety); see further section 1.1.4
- Risk analysis (for all kinds of operational risks)
- Work environment plan (*arbetsmiljöplan*)
- Work environment notice (*arbetsmiljöbesked*)
- Traffic management plan (*trafikanordningsplan* or *TA-plan*)
- Swedavia's checklist (in Swedish) *Hantering för arbeten som riskerar att påverka kablage för CNS/MET-system* ('Management of work that risks affecting cables for CNS/MET systems')
- Application for crane/tall equipment permit
- Application for hot work permit



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Forms are available, where appropriate, at <u>Change Approval Meeting</u> (note that only some application forms are available in English)

When the required documentation has been prepared and approved to the extent applicable, a coordination meeting for which minutes are kept is to be arranged for formal approval. Before approval, a coordination meeting can be arranged by CAM. Depending on the nature of the work, the Work notifier can arrange coordination meeting after dialogue with CAM. Process Planning & Coordination. Participants are determined by the CAM forum depending on the nature of the work:

For limited excavation, blasting and crane work, the following applies:

- excavation work that will be carried out on land owned by Swedavia (see Appendix G-13-2017 Land map). It must be possible to verify that measures to reduce risks as specified in section 3.3 were taken to a sufficient extent.
- blasting work that will be carried out on land owned by Swedavia (see Appendix G-13-2017 Land map) or blasting work whose risk zone is located within the airport's obstacle limitation surfaces (see Appendix G-13-2017 Obstacle limitation surfaces). It must be possible to verify that measures to reduce risk as specified in section 3.4 were taken to a sufficient extent and that blasting has been approved and coordinated, in accordance with CAM Coordination and Support's decision in each individual case, before work is carried out.
- set-up of cranes or tall equipment within the airport's obstacle limitation surfaces (see Appendix G-13-2017 Obstacle limitation surfaces). See further section 3.5.

1.1.4 Aviation safety plan (safety case)

The aviation safety plan must include a detailed description of the planned work as well as a description of its effect on operations at the airport.

It should be specified in the aviation safety plan that performance of the work and the design of the physical change comply with appropriate requirements for aviation safety in accordance with the regulations applicable to the airport; see further the airport's Aerodrome Manual, chap. 2, Safety Management System (SMS).

It should also be specified in the aviation safety plan what risks to aviation safety are entailed by the performance of the work and the design of the change as well as what mitigating actions must be taken to reduce risks and who is responsible for ensuring that these are implemented.

The aviation safety plan must be approved in accordance with the client's safety management system and be distributed to stakeholders affected.

The aviation safety plan must be updated in new versions. That is, when information in the aviation safety plan is no longer accurate due to a change in conditions or for other reasons, a new version of the document must be prepared and approved.



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1.1.5 Traffic management plan

When traffic needs to be rerouted temporarily, a traffic management plan (*trafikanordningsplan* or *TA-plan*) must be prepared well in advance and be approved before the work can start. On airside, the traffic management plan is approved by the person responsible for work environment (or that person's agent) together with the work environment plan (*arbetsmiljöbesked*). For the rerouting of traffic on landside, traffic management plans are approved by the Municipality of Sigtuna (*Sigtuna kommun*).

The traffic management plan is part of the work environment plan and must include a sketch with a realistic depiction of the work being carried out that describes what traffic and safety devices will be put in place in order to clearly warn, direct and protect drivers, passengers, employees and equipment.

Approval of the traffic management plan does not exempt the applicant from responsibility for the work environment or from responsibility to comply with the Swedish Work Environment Authority's regulations. Further measures to enhance safety may be required beyond what is specified in the traffic management plan in order for the work environment to be acceptable.

1.1.6 Distribution of information before start of work

For work that has or may have an effect on operations for different operators, information must be provided well in advance via an Airport Information (AI) that contains the following:

- What is being done
- Where and when the work will be carried out
- What the consequences of the work will be
- Who will be affected by the work
- Who should be contacted to obtain further information

Before the Airport Information is published, there should be consultation with Process Planning & Coordination concerning the text and pictorial content.

ATOS and/or the Process Coordinator is responsible for publishing NOTAM if necessary.

Those operators involved and stakeholders who are directly affected by the work must be provided with and study the aviation safety plan and Process Planning & Coordination's list of responsibilities.

1.1.7 List of responsibilities

Process Planning & Coordination is responsible for preparing a list of responsibilities that is updated with new versions for those parties affected by the work planned and applied for to be carried out on airside. The list of responsibilities must include at least the following details:

- What work will be carried out
- The person responsible at the worksite/workplace including contact information
- Case/document number of the valid aviation safety plan
- Date and time of work



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- Publication of Airport Information
- Publication of operational instructions (operativ föreskrift)
- Publication of NOTAM
- Map of the worksite including marking to indicate where barriers/cordoning will be located and where entrance and exit to the worksite will take place
- That aeronautical ground lights leading to the worksite will be turned off and restored after the work is completed, including a visual inspection
- That airport signs are to be covered if necessary and returned to their original state after the work is completed
- Other risk-mitigating measures where necessary.

APOC is responsible for the list of responsibilities being signed in conjunction with completion of the measures included.

1.2. Start of work

1.2.1 Start of work in the movement area

For work to be carried out **in the movement area** (in other words, in the manoeuvring area or on the apron), the work starts with the set-up of a **worksite**. A worksite is an area in the movement area that is clearly delimited by cones marking off the area. In cases where the worksite is set up in the manoeuvring area, clearance is required from ATS only to get to and from the worksite. Once the worksite is set up, it is not considered part of the movement area and people can be within the worksite limits without any follow-up from ATS.

The following requirements apply at the worksite in conjunction with its set-up:

- The worksite must be set up so that its scope and height take into consideration the obstacle-free zone (the airport's obstacle limitation surfaces and the minimum separation distance to aircraft in the relevant area)
- The worksite must be set up taking into consideration the safety zones for navigation, ground radar and meteorological equipment (see AR A-11-2013)
- Safety cones must be red and white, at least 0.5 metre in height and lit with a fixed red obstacle light when it is dark or there is low visibility.
- Barriers/cordons must be suitable for the prevailing weather and taxi pattern, and when passing across a taxi line the distance between cones should not exceed 3 metres.
- A cable protector must be placed over any cables for obstacle lighting at the entrance/exit to the worksite
- Aeronautical ground lights leading into a worksite must be turned off and a visual inspection must be carried out to ensure that there are no lights misdirecting traffic
- Signs must be covered if necessary, and a visual inspection must be carried out to ensure that the right signs are visible for the taxi pattern in use.



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• If access to/from emergency roads may be affected, the airport fire and rescue service must be consulted before the worksite is set up and the work started.

Exemptions from requirements for how the worksite is delimited on aprons and aircraft parking stands may be decided by the Process Coordinator and/or ATOS.

1.2.2 Start of work outside the movement area

For work that will be carried out **outside the movement area**, a **workplace** is set up. A workplace can be cordoned off, for instance, with fencing or cones, or not cordoned off at all, depending on the nature of the work. The following requirements apply in conjunction with the set-up of the workplace:

- The workplace must be set up taking into consideration the obstacle-free zone and the safety zones for navigation, ground radar and meteorological equipment
- The area within 3 metres of a fence on airside, both outside and inside the fence, must be free of objects that can facilitate breaching of the fence
- Unless otherwise approved by the Process Coordinator and/or ATOS, construction fencing used to delimit workplaces on airside must be equipped with a well secured safety net that is solidly fastened to the ground and covers from the ground up to at least 1,5 meters height to prevent the spread of foreign object debris (FOD) out in the movement area
- If access to/from emergency roads may be affected, there must be consultation with the airport's fire and rescue service before the workplace is set up and the work starts

1.3. Performance of work

When work is performed, the following worksite-related requirements must be complied with:

- After each shift, equipment, machinery and work materials must be parked at the worksite in the area specified by ATOS/ADO or in accordance with the instructions in the aviation safety plan in effect or based on the decision in the CAM.
- Work materials stored at the worksite may not exceed what is required for use in the short term (that is, the next day or couple of days).
- Work materials are to be stored in such a way that there is no risk of FOD or fire (see also AR G-04-2013).
- Waste must be handled in such a way that there is no risk of FOD or fire (see also AR G-09-2013). Containers and bins must always be covered with a net or closed with a lid.
- The worksite, the surrounding areas and any interim arrangement must be inspected daily by the supervisor, or more often, if necessary, to ensure compliance with Airport Regulations as well as project specific safety/security instructions. The inspection must be entered into a log.



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1.4. Dismantling of worksite and placing in service

When work is completed, the worksite/workplace is dismantled and placed back in service. This is to be coordinated by ATOS/ADO. The following steps must be carried out:

- The facility owner and the client or people delegated by them must inspect the worksite to ensure that the design meets requirements and is in accordance with specifications.
- Existing infrastructure that has been subject to damage (such as buildings, road railings) must be restored
- The worksite must be emptied of employees, vehicles, equipment and any waste
- Barriers/cordons must be removed
- An assessment of the area's fitness for use must be carried out by ATOS and if necessary by ADO in the terminal and on landside.
- Companies and other organisations affected must be informed that the work has been completed and that the area has been placed back in service.

1.5. Alarm procedures in case of incidents

In case of fire, suspected fire or another emergency: Call 112!

The APOC Supervisor (formerly ADM) must be contacted in case of workplace accidents and workplace-related incidents, for instance, an acute risk of the operations of a company or other organisation causing illness or an accident of a serious nature to someone else.

The Airport Technical and Operative Supervisor (ATOS) must be contacted in case of serious incidents that can affect aviation safety or cause disruptions to traffic on airside.

The Airport Duty Officer (ADO) must be contacted in case of serious incidents that can create disruptions on landside or in the terminal.

APOC Supervisor	Tel. 010-109 13 00
ATOS	Tel. 010-109 15 10
ADO	Tel. 010-109 13 01

For further information, see AR G-11-2013.

2. Traffic

Work must be planned so that it is scheduled to the greatest extent possible for periods when it has no or little impact on traffic.

If there is a risk that the work will be delayed so that it has an adverse impact on the timeframe established, ATOS/ADO must always be contacted. ATOS/ADO are responsible for ensuring that CAM



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Coordination and Support are informed of the delay and operational measures taken due to the delay or in an attempt to mitigate it.

3. Safety

3.1. Operation of vehicles and transports

Vehicles that are operated in the movement area must be equipped and operated in accordance with the requirements specified in AR A-08-2013. In addition, the following requirements must be complied with for transports on airside:

- Transport of employees or materials/equipment to and from the worksite/workplace may only occur via specified roads
- Transport in and out of the worksite must only occur via specified entrances and exits
- Transports of blasted/excavated material (and the like) in the movement area must always be subject to a thorough inspection of the load to ensure that it is secure and an inspection of the wheels/tyres in order to prevent FOD (such as stones/gravel from tyres) in the movement area.

3.2. Work lighting

To minimise the risk of blinding pilots and air traffic controllers, the following measures must be implemented:

- Work lighting must be placed, aimed and screened off so that it is not directed at the air control tower and/or aircraft in movement
- In case of blinding problems reported by pilots or air traffic controllers, corrective measures must be implemented immediately.

3.3. Excavation, drilling in ground and demolition

To minimise risks related to **damaged utility lines/pipes**, the following measures must be implemented:

- An inventory of lines/pipes (including, for instance, for electricity, fibre optics, telecom, water and waste) must be carried out through a check of drawings and contact with the owner of lines/pipes in the area. The inventory must be approved by the owners before excavation starts
- Swedavia's checklist (in Swedish) *Hantering för arbeten som riskerar att påverka kablage för CNS/MET-system* ('Management of work that risks affecting cables for CNS/MET systems') must be filled in and approved
- The lines/pipes must be marked out before work begins
- In case (suspected) critical lines/pipes are present, resources must be available to carry out an immediate repair when the work is being carried out
- In case (suspected) critical lines/pipes are present, the excavation must be done cautiously
- If additional lines/pipes are detected while the work is under way, the work must be suspended, the lines/pipes must be surveyed, and the client and/or owner of the lines/pipes must be informed immediately



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• Damage to lines/pipes must be reported at once to ATOS (010-109 15 10) and the Technical Coordinator at APOC, Airport Operations Center (010-109 66 00).

To minimise the risk of open shafts, areas of open soil, and large pools of water attracting **birds and other wildlife**, and to minimise the risk of **FOD**, at a minimum, the following measures must be implemented to the necessary extent:

- Covered bins for collecting waste must be located at the worksite
- Deposits and transports of excavated/dug material must be covered (secured)
- Large pools of water must be drained if possible
- If there is nonetheless a significant accumulation of birds, ATOS or the wildlife control officer must be contacted to assess the risk and implement measures.

To minimise risks linked to **obstacles and holes**, the following measures must be implemented:

- Piles of excavated/dug material and pits/holes must be kept as low/shallow as possible
- Pits/holes must be refilled and compressed as soon as possible.

To minimise risks linked to the **build-up of dust** (primarily a risk of aircraft engine interference and reduced visibility), the following measures must be implemented:

- The work must be planned so that the risk of dust build-up is minimised
- If there is a build-up of dust, watering and clean-up must be carried out to eliminate the build-up.

3.4. Blasting

ATOS must approve all blasting that takes place on Swedavia's land (see Appendix G-13-2017 Land map) and all blasting whose risk zone is located within the airport's obstacle limitation surfaces (see Appendix G-13-2017 Obstacle limitation surfaces). Blasting on airside must always be coordinated, while blasting on landside is coordinated if ATOS decides so.

If there are any aeronautical systems or other critical systems or critical infrastructure (such as supply tunnels or utility lines underground, or facilities on land) in the risk zone, the following are needed in addition to a blasting plan:

- A risk analysis that gives an account to the necessary extent of geotechnical conditions, an inventory of critical equipment, necessary protective measures and vibration levels allowed must be prepared by the client and approved by the airport
- Swedavia's checklist (in Swedish) *Hantering för arbeten som riskerar att påverka kablage för CNS/MET-system* ('Management of work that risks affecting cables for CNS/MET systems') must be filled in and approved.



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3.5. Set-up of cranes and tall equipment

To set up cranes and other tall equipment at and in the vicinity of the airport, a special permit is required. To apply for a crane permit, fill in Part 1 of the permit application and send to <u>hinderhantering@swedavia.se</u>

The permit application form is available on the airports extranet, under the Contact/Apply/Order tab.'

Alternatively, send the following information in an email to hinderhantering@swedavia.se:

Before a decision to issue a permit can be made, the following is required:

- Planned start date
- Planned end date
- Applicant's Name/Company/Email/Telephone
- Type of equipment (Tower crane/Mobile crane/Crane truck, etc.)
- Position (Coordinates/address/property designation)
- Height (current crane height/ground height/lifting radius)
- Phone to operator
- Planned working hours

A copy of the permit issued, which may also contain specific conditions for the set-up in question, must be kept so that it is clearly visible in the crane (or equivalent) for which the permit was issued.

Fixed obstacle lights must always be used, except for truck-mounted low-hoist cranes.

3.6. Hot work

Requirements in effect for hot work are specified in *AR G-04-2013 (New AR Part 1 Chapter 4)*. Before hot work is carried out at the airport, a permit must be obtained from the airport rescue officer (ARO).

3.7. Radio transmitters and electric equipment

To prevent electromagnetic interference and the risk of interference in navigation, surveillance and radio communication systems, the following measures must be implemented before work starts:

- All electronic equipment that will be used/installed must be CE-marked.
- All electronic equipment that will be used/installed must comply with the EMC standard set by Swedavia in AR G-08-2013.



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• In setting up LED lights for workplace lighting, it must be verified by self-inspection that they meet EMC requirements. If training to carry out self-inspections is needed, contact the Radio Council (<u>fmradior@swedavia.se</u>).

If radio voice communication is needed during temporary set-ups, contact Airport Telecom to use the existing Airport Radio system, Airport Telecom: 0770-11 15 38, (<u>airporttelecom@swedavia.se</u>).

Equipment that does not meet the requirements above may only be used if permission has been obtained from the Radio Council (<u>fmradior@swedavia.se</u>). See also *AR G-08-2013 (New AR Part 5 Chapter 18)*.

3.8. Adverse weather conditions

3.8.1 Reduced visibility

When low visibility procedures (LVP) are in place at the airport, all employees at the following work sites must suspend their work and leave the worksite free of obstacles:

- Worksites that are isolated in the manoeuvring area
- Worksites adjacent to a runway.

ATOS will inform the person in charge whether a worksite falls under one of these categories before the worksite is set up.

3.8.2 Strong wind

When strong winds (wind speeds exceeding 20 knots (10 m/s) and/or wind gusts exceeding 28 knots (14 m/s)) are expected at or in the vicinity of the airport, necessary precautionary measures must be implemented to ensure that construction material and equipment are not scattered or overturned. Precautionary measures may need to be implemented at lower wind speeds than those given above depending on the type of construction material and equipment and how they are placed.

Necessary precautionary measures include:

- Ensuring that construction material and equipment are secured to a sufficient extent, such as by using straps or netting, using weights for anchoring, bringing material down or moving material or equipment.
- Tarpaulins and plastic sheeting must be handled with attention paid to conditions.
- Equipment that is used must be secured and the brakes set, especially before hoisting equipment is used. Equipment that does not have brakes must be secured with wheel chocks or by other means to ensure that it cannot be moved unchecked and cause damage.

Employees must be available on short notice to implement further measures if initial precautionary measures are insufficient.



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3.8.3 Heavy precipitation and winter conditions

Heavy precipitation may entail reduced visibility, which has an adverse effect on the visibility of ground markings and signs. The speed of vehicles must be adjusted to prevailing circumstances and to surface conditions to prevent drivers from taking the wrong route and other dangers.

Vehicles and equipment shall be kept free from snow and ice when they are operating on airside. To ensure an unobstructed view, all vehicle windows shall be kept free from snow, ice and fog.

3.9. Organic waste

Organic waste (such as food and food scraps) must be immediately sealed in suitable packaging and deposited in closed/covered bins to avoid attracting birds and other wildlife at and around the airport area.

4. Security

Tools that are to be taken along on airside must be kept under constant supervision and kept out of reach of unauthorised people. See further AR-A-03-2013.

5. Environment

5.1. Spillage/leaks

In case of a spillage of oil, fuel, diesel or other contaminant in the airport area, an alarm must be raised immediately with the airport's fire and rescue service via the Airport Security Center (*Ledningscentralen*) (010-109 66 66). Whoever caused the spillage must immediately begin clean-up, and, in the event the spillage cannot be stopped, limit the flow as much as possible. See further AR G-05-2013.

5.2. Construction waste

Construction waste must be handled in accordance with regulations specified in AR G-09-2013.



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6. Work environment

6.1. Responsibilities

The person at Swedavia in charge of the work environment coordination and that person's representative must work to minimise the risk of an employer's operations constituting a risk of illness and accidents to another employer's staff and to the airport's passengers. Responsibility for coordination only concerns the coordination of work environment issues between the different companies and other organisations at the airport. All companies and other organisations at the airport are thus fully responsible for their own employees' work environment.

For further information, see AR G-12-2013 (New AR Part 1).

6.2. Work environment in adverse weather conditions

6.2.1 Strong wind

In case of strong wind, employees must ensure that they are wearing the necessary protective equipment, for instance protective eyewear, and be aware that work may need to be carried out at a slower pace or be suspended in full.

6.2.2 Thunderstorm/lightning

When there are thunderstorms/lightning at or in the vicinity of the airport, the necessary precautionary measures must be implemented to protect employees and equipment.

Elevated points and objects in open terrain run a greater risk of being hit by lightning so work such as excavation, work with cranes and work on pylons or ladders must be suspended until the thunderstorms/lightning have passed. Nor should any employee be on construction scaffolding or a roof when there are thunderstorms/lightning.

Power lines and metal fencing may carry lightning long distances. These sites and objects and their nearby environment are vulnerable to lightning and must be avoided.

Work with electric tools and inflammable goods must be suspended.

Employees must seek protection in cars or buildings with lightning conductors or reinforced concrete or else seek somewhere that is not vulnerable to lightning.



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6.2.3 Winter weather conditions

Construction work during the winter months may cause problems that make it difficult to carry out or sometimes prevent work so necessary precautionary measures must be taken.

The use and operation of a construction vehicle must always be adapted to current road conditions. The build-up of snow and ice must be removed from vehicles and equipment to minimise risks when they are used.

The person in charge of the work environment at the workplace must have continuous oversight and must without unreasonable delay remove snow and ice to a sufficient extent to maintain a safe workplace and ensure that snow and ice cannot fall down, injure people or damage property. Before snow removal is completed, work may need to be carried out at a slower pace or be completely suspended.

7. Monitoring and compliance

7.1. General

The client and the contractor carrying out the work at the airport are responsible not just for planning, preparing and getting approval for the work, but also for continuously monitoring performance of the work, through self-inspections, to ensure that this is done in line with the approved plan and requirements in effect. In case of deviations from the plan and the requirements in effect, ATOS/ADO must be informed, and measures must be taken to ensure that the work is carried out safely and in accordance with requirements, unless otherwise indicated by Process Planning & Coordination. This also means that the work may need to be suspended for an analysis of necessary measures and an updating of appropriate documentation before the work can continue.

Work that entails a major change may mean that a change in scope needs to be made in accordance with CAM, which means that the Applicant needs to contact the CAM Coordinator.

7.2. Monitoring of work

The airport is entitled to access a worksite/workplace or material storage area to inspect and ensure that the work is being carried in compliance with Airport Regulations as well as with project specific safety/security instructions. Monitoring and inspection for this purpose are carried out by ATOS/ADO on a continuous basis.

7.3. Corrective measures

Any client and any contractor carrying out the work at the airport who is contacted by Swedavia staff with regard to unacceptable aviation safety problems must immediately implement measures to eliminate the problem identified.



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7.4. Suspension of work

The airport may suspend work:

- in case of non-compliance with Airport Regulations or project specific safety/security instructions
- if people, the environment or property may be damaged
- if there is a risk of an adverse impact or there is an actual adverse impact on airport operations

The airport is not liable for any costs or damage that may be entailed by a suspension of work based on the reasons given above.

The following people/functions are authorised to suspend work:

- FC (Airport Director)
- APOC Supervisor (formerly ADM)
- ATOS (Airport Technical and Operative Supervisor)
- ADO (Airport Duty Officer)
- Safety Manager

8. References

8.1. For further information, contact

Head of Process Planning & Coordination

Process Planning & Coordination Airside: <u>arnsamordningairside@swedavia.se</u> Change Approval Meeting (CAM) arbetsanmälan: STO.arbetsanmalan@swedavia.se

8.2. Reference documentation

European Commission Regulation (EU) no. 139/2014 as well as the European Aviation Safety Agency's Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Authority, Organisation and Operations Requirements for Aerodromes.

Aerodrome Manual IA, Part E, Chapter 13

EASA ADR.OPS.B.070 Aerodrome works safety

Change Approval Meeting