Summary of changes

Airport Regulations - Edition 5.0

Stockholm Arlanda Airport
Bromma Stockholm Airport
Göteborg Landvetter Airport
Malmö Airport

Swedavia Airports

Part 0. Introduction and changes

Chapter 2 Change Management

Minor changes ~~will be published~~ ~~under the heading Upcoming~~ are communicated by publishing **summary of changes** on the extranet and in Airport Information (AI) two weeks before they take effect.

Part 1. General at the airport

Chapter 1 Introduction

1.4 Requirements for operators

1.4.1 Safety

Operators that carry out operations that can affect aviation safety must ensure that their systematic work described in their operating manual complies with the airport's Aerodrome Manual for operators:

See AR Part 5 chapter 2.1, Safety Management System (SMS)

1.4.3 The environment

All businesses, regardless of size, are subject to the self-monitoring regulation. This means that 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 High-visibility clothing

3.1 Introduction

3.1.1 Purpose

Specific at Stockholm Arlanda Airport:

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

Personnel whose work clothing already meets the applicable requirements for visibility are considered to meet this requirement and do not need to wear additional visibility clothing.

Personnel who do not have visibility in their work clothing must wear separate visibility clothing.

Chapter 4 Fire safety

4.2 Responsibility

Every exercise and distribution of information must be documented in the company's own operations, along with details of the participants. It must be possible to show this documentation in connection with Swedavia's audits or municipal oversight.

Practical training can be done with both a hand fire extinguisher and fire as well as with a VR solution, provided that the VR solution contains a hand fire extinguisher dummy and that all steps that must be performed for a regular hand fire extinguisher are carried out before use

4.13 References

4.13.1 Related information

Updated linked document: Instructions to prevent and limit damage and injuries – Fire

Part 3. Climate and environment

Chapter 1. Chemical products

1.4 Storage and handling

Clarified that it is not permitted to store different types of flammable chemical products together or with other goods, if the risk of damage resulting from such storage increases to more than negligible extent. This means that aerosols must not be stored together with flammable gases and flammable liquids.

No change to the requirement; simply a minor adjustment. Products that may react with one another, such acids and bases or oxidizing substances, must be stored separately from one another.

Chapter 2. Clean- up

2.2 Clean – up in the event of leakage and spills, 2.2.2 Clean -up measures

Please note the clarifications regarding emergency contact details provided directly in the text for reporting leaks or spills at all airports. This replaces the link previously provided to the emergency numbers on the extranet.

Chapter 5 Fossil-free airport

5.2 Fossil- free airport 2025

The text has been supplemented to clarify that all commercial, permanent and recurring activities at the airport must be powered by fossil-free energy.

5.2.1 Reporting to Swedavia

Clarification that the reporting requirements apply to all operators with a ground handling service agreement or an operating agreement.

Chapter 7 Use of APU (Auxiliry Power Unit)

7.2 APU Operation at Arlanda

The previous text regarding APU operation at Arlanda has been removed and replaced with the new text below:

The use of the APU at parking stands should be limited as far as possible.

The APU may be used:
- 5 minutes after on-block.
- 5 minutes before Target Off-Block Time (TOBT)

Exception:
When the outside temperature (according to METAR, e.g. via Flightradar24) is +25 degrees C or higher, the APU may be started 20 minutes before Target Off-Block Time (TOBT) * This exception does not apply to stands 101–119 and 102–112.

**These APU requirements are also found in the AIP (Aeronautical Information Publication).*

7.2 APU Operation at Bromma

The previous text regarding APU operation at Bromma has been removed and replaced with the new text below:

The APU must not be used whilst parked, except when required for engine start-up, initiation of the Flight Management System or for regulating the cabin temperature. The use of the APU must be limited as far as possible.

For commercial flights, the APU may be started no earlier than 5 minutes before the estimated time for push-back or taxiing.*

For general aviation, the APU may be started no earlier than 30 minutes before the estimated time for push-back or taxiing.*

**These APU requirements are also found in the AIP (Aeronautical Information Publication).*

Part 4. Passengers

Chapter 2 Boarding and deboarding

2.2 Escorting of passengers

Passenger escort shall be carried out if passengers enter the apron during boarding or de-boarding.

~~Passengers shall be escorted on occasions when aircraft parking occurs in such a way that a jetty (passenger bridge) cannot be connected to the aircraft, e.g.in the case of~~

- ~~short parking,~~
- ~~AFT/FWD boarding/deboarding at gate,~~
- ~~or remote parking.~~

The airline or the ground handling company engaged by the airline is responsible, using its own procedures, for appointing a person in charge of escorting and for ensuring that passengers can move between the aircraft and terminal/bus in a safe manner. ~~"Terminal" is defined as extending to the end of the building and the final doorway.~~

~~The responsibility to escort passengers also applies to jetties, jetty structures and associated walkways.~~

For flights not covered by a ground handling agreement, the captain is responsible for ensuring that the escorting of passengers takes place in accordance with the regulations in force.

The escort procedure may not be organised in a way that limits parking of aircraft at an adjacent stand.

2.3 Escort process

Passengers shall be escorted in such a way that there is never a risk that they will deviate from the planned route. Ropes, bands and cones should be used to clarify the path for passengers to follow, although no ropes, bands or cones can replace the requirement for visual monitoring.

2.3.1 Visual monitoring

Passengers shall be escorted using visual monitoring to ensure that passengers:

- do not walk under the wings of the aircraft, in the fuel safety zone or near propellers and adjacent aircraft parking stands
- are protected against vehicular traffic, equipment and other operations
- are only moved via pre-defined routes to, from and across aprons
- are protected against jet blast and other air flows created by aircraft

2.3.2 Physical presence

~~The person in charge of escorting shall be physically present and located so that the person escorting passengers sees the entire flow of the passengers' route so that measures can be taken quickly to intervene and stop the passenger flow if something unforeseen should occur.~~

The escort shall be a designated representative of the ground handling company and shall remain physically present throughout the escort.

The escort shall hold valid apron authorization, have appropriate training for the task, and be able to raise an alarm in the event of an incident.

Escorting may only be combined with other duties if full control can be maintained. Upon request, the escort shall be able to explain how this control is ensured.

The escort may, if necessary, be supported by other relevant personnel involved in aircraft handling to ensure full control of passengers. Such personnel shall always be able to alert the escort in the event of an incident.

If passengers deviate from the route and the escort in charge is not able to stop this/intervene, a security guard should be called for immediately.

Remote parking

The ground handling company shall ensure that the bus is at the stand in question and that communication has been established with the bus driver **before** passengers are allowed to exit the aircraft.

The same applies for the boarding of an aircraft – communication must be established between the bus driver and the ground handling company **before** passengers are allowed to leave the bus.

It is the responsibility of the airline, or the ground handling company engaged by the airline to ensure that escorting across the apron area between the aircraft and the bus is carried out as described in point 2.3 above.

Part 5. Aerodrome Manual for operators

Chapter 15 Apron Safety Management

15.15.9 De-icing of aircraft at Arlanda

- De-icing of slats and flaps after arrival may be carried out when ice, frost, or snow is present on these surfaces and is assessed to affect safety, functionality, or subsequent ground operations. This type of de-icing shall be performed in such way that it does not adversely affect other personnel carrying out duties around the aircraft. Collection of glycol shall be carried out in connection with the aircraft's departure.

Chapter 16 Vehicle traffic monitoring

16.1.6.2 Inspection and traffic safety inspection

Unregistered vehicles and trailers as well as decommissioned vehicles with a licence plate used within Airside must undergo a *traffic safety inspection** with approved results at the same intervals as the inspection, see the Swedish Transport Agency's website for inspection regulations for exempted vehicle types. The traffic safety inspection must be carried out by an accredited inspection company.

When applying for a vehicle permit for unregistered or deregistered vehicles, applicants must provide the report from the most recent road safety inspection.

16.1.6.3 Maintenance programme

~~Motorised vehicles used in airport traffic areas are covered by maintenance programmes. All operators working at the airport are responsible for ensuring that vehicle and work equipment maintenance programmes are followed according to the manufacturer's recommendations for maintaining road safety, environmental, aviation safety and work environment aspects. It is the responsibility of each operator working at the airports to document maintenance records in their own operations. The documentation must be specified for each individual vehicle. This documentation must be able to be presented at the business audit or at the request of Swedavia.~~

Vehicles operating within airport traffic areas must undergo mandatory servicing. All operators with a permanent presence or assignment at the airport shall ensure that maintenance programs for vehicles and equipment are followed in accordance with the manufacturer's recommendations, to maintain traffic safety, environmental, aviation safety, and occupational health standards. Operators are required to retain service documentation for a minimum of four (4) years after the vehicle is decommissioned, or until reviewed by the Swedish Transport Agency.

~~For each vehicle with a vehicle permit, a maintenance programme shall be established. The maintenance programme must contain at least the following:~~

- ~~Applicable regulatory requirements~~
- ~~Manufacturer's maintenance recommendations~~
- ~~Local climatic conditions (cold, snow, slush etc)~~
- ~~Usability of installed equipment (extra light, radio, transponder etc.)~~
- ~~Performance test results, where appropriate~~

~~Specified maintenance includes:~~

- ~~Frequency of maintenance measures~~
- ~~Activities to be done for each maintenance measure (visual check, measurement, refilling etc.)~~
- ~~Environmental aspects, such as waste management of old spare parts or other materials~~

16.1.8.5 Application for vehicle permit

Operators wishing to introduce vehicles on Airside may apply for a vehicle permit from the company's approved administrator by filling in the vehicle permit form.

The application must be accompanied by a service certificate for the vehicle.

When applying for a vehicle permit for unregistered and deregistered vehicles, the records from the latest traffic safety check must also be attached. *

See the Swedish Transport Agency's website for inspection regulations for exempted vehicle categories.

16.1.9.1 General

- Training and certificates of competence for each vehicle to be used, associated equipment, and accessories to be used.

16.2.7 General rules for driving on apron

Vehicles engaged in aircraft ground handling operations shall, upon each approach towards an aircraft or at a distance of no less than five (5) metres from the aircraft, verify brake functionality by performing a so-called brake/stop procedure (a brake test with a clearly defined deceleration). This shall be carried out with an adequate safety margin relative to the prevailing speed, ensuring that evasive action away from the aircraft remains possible in the event that the brake test indicates reduced braking performance.

16.2.17 Parking

Throughout Airside, parking bans apply in zones. ~~Parking of vehicles and work tools may therefore only take place in marked places.~~ Vehicles and equipment may only be parked in designated areas. Illegal parking outside marked locations or in violation of signage at the relevant location may result in a charge of a control fee according to LKOP (*Act regarding Control Fee with Illegal Parking (1984:318)*).

Vehicles and work equipment that only participate in activities related to aircraft ground stops are allowed to park outside the **"*Equipment Restraint Area*" security area**.

Inspection regarding parking is carried out by Swedavia ~~ATOS & Swedavia's hired contractor for parking monitoring.~~

Chapter 16 Arlanda Site-specific information

16.1.6.2 Inspection and traffic safety inspection

Unregistered vehicles and trailers as well as decommissioned vehicles with a licence plate used within Airside must undergo a *traffic safety inspection** with approved results at the same intervals as the inspection.The traffic safety inspection must be carried out by an accredited inspection company.

~~**Arlanda ***~~

~~Class 2 motor implements do not have to undergo traffic safety checks~~

16.1.8.2 Permanent vehicle permit

Operators working at the airport who have agreements with Swedavia and who need to drive vehicles to perform their commitments can apply for a permanent vehicle permit.

~~**Arlanda:**~~

~~Class 2 motor implements do not need to be subjected to traffic safety checks.~~

16.1.8.5 Application for vehicle permit

Operators wishing to introduce vehicles on Airside may apply for a vehicle permit from the company's approved administrator by filling in the vehicle permit form.

~~**Arlanda:**~~

~~*Not applicable to Class 2 motor implements and tractors.~~

16.2.6 General rules regarding driving on other operational surfaces

- General speed limit within the Airside traffic area is 30 km/h; exceptions are:
  - The shortcut between Arlanda Macken and the depot road has a speed limit of 50 km/h

- The transport routes around the runway system (green area) have a speed limit of 50 km/h
- City road between locations 32 and 68 T2 has a speed limit of 20 km/h.
- The city road past the south side of T3 has a speed limit of 15 km/h and a speed limit of 8 km/h where there is a walkway area.
- City road piers A and B via pier ends has a speed limit of 15 km/h
- On the outer part of apron road Echo, a maximum speed of 8 km/h applies in the pedestrian zone
- In all baggage halls, the speed limit is 8 km/h

At Fire Station East the boundary is towards airside in the apron out towards the road at the fence boundary. The fence has an opening for fire trucks ~~and aircraft~~ to pass through and is equipped with a line detector that sounds an alarm when passing.

At Apron L, the boundary to the movement area runs along TWY LY. The fence includes an opening to allow aircraft and essential airport vehicles to pass; the passage is equipped with a line detector that triggers an alarm when crossed. Vehicles entering Apron L via TWY LY (movement area) are permitted to cross the alarm boundary only after notifying the Operations Control Center (LC). No other traffic is allowed, and visits to these areas must be made via the landside. The eastern service road is closed for crossing TWY LY.

16.2.15.1 Baggage trolley load securing

~~When baggage trolleys are used for the transport of baggage, freight, mail etc., these trolleys must be equipped with four sides to meet the requirement for load securing. If the height of the load exceeds the height of the sides, a roof must also be used to prevent the load from falling off.~~

Drivers must ensure that containers are locked onto the dolly cart and that the curtain on the container is attached according to instructions before moving off.

16.2.18 Vehicle-related accidents/incidents

In the event of a vehicle-related accident inside Airside, the person(s) involved always remain at the accident site and perform the following:

1. Contact ATOS to handle the situation that has arisen
2. Ensure vehicles are not moved until ATOS~~, or similar function~~, approves this.
3. Wait for ATOS~~, , or similar function~~ for further handling such as documentation and/or damage report.
4. Involved parties write an incident report before the end of the working day.

NOTE! *In the event of a collision with aircraft, the airline representative concerned shall also be contacted immediately.*

NOTE! In the event of more serious incidents with confirmed or suspected serious personal injuries, 112 should be called first and then *LC~~/OPC~~* should be contacted via radio or telephone. Notify if ambulance has already been called for *LC~~/OPC or similar function~~* to prepare escort to the accident site.

In the event of a vehicle-related incident, such as a sudden engine failure or breakdown, the driver shall take the following actions:

Contact ATOS by telephone and report the situation. Depending on where the incident has occurred, this unit will close off the area and coordinate with Air Traffic Control if the incident affects arriving or departing aircraft.

Chapter 16 Landvetter Site-specific information

16.2.7 General rules for driving on apron

On the aircraft parking stand, with the aircraft parked and ongoing work, the speed limit is is 8 ~~5~~ km/h (walking pace).

16.2.14 Vehicle escort

Landvetter

Escort on foot can be conducted:

Between the DMA gate to parking positions 2 and 3, and between the FBO gate and parking position 1, provided that the escort holds at least a Red driving permit and communicates the conditions to the driver for the intended route.

16.2.18 Vehicle-related accidents/incidents

In the event of a vehicle-related accident inside Airside, the person(s) involved always remain at the accident site and perform the following:

1. Contact ~~APOC SV/~~OPC to handle the situation that has arisen
2. Ensure vehicles are not moved until ATOS~~, or similar function~~, approves this.
3. Wait for ATOS~~, , or similar function~~ for further handling such as documentation and/or damage report.
4. Involved parties write an incident report before the end of the working day.

NOTE! *In the event of a collision with aircraft, the airline representative concerned shall also be contacted immediately.*

NOTE! In the event of more serious incidents with confirmed or suspected serious personal injuries, 112 should be called first and then *OPC~~/LC~~* ~~, or similar function~~ should be contacted

via radio or telephone. Notify if ambulance has already been called for *OPC~~/LC~~* ~~, or similar function~~ to prepare escort to the accident site.

In the event of a vehicle-related incident, such as a sudden engine failure or breakdown, the driver shall take the following actions:

Contact OPC by telephone and report the situation. Depending on where the incident has occurred, this unit will close off the area and coordinate with Air Traffic Control if the incident affects arriving or departing aircraft.

Chapter 16 Bromma Site-specific information Bromma

16.2.18 Vehicle-related accidents/incidents

In the event of a vehicle-related accident inside Airside, the person(s) involved always remain at the accident site and perform the following:

1. Contact APOC SV/~~OPC~~ to handle the situation that has arisen
2. Ensure vehicles are not moved until ATOS~~, or similar function,~~ approves this.
3. Wait for ATOS, for further handling such as documentation and/or damage report.
4. Involved parties write an incident report before the end of the working day.

NOTE! *In the event of a collision with aircraft, the airline representative concerned shall also be contacted immediately.*

NOTE! In the event of more serious incidents with confirmed or suspected serious personal injuries, 112 should be called first and then LC~~/OPC~~ should be contacted via radio or telephone. Notify if ambulance has already been called for LC~~/OPC~~ to prepare escort to the accident site.

In the event of a vehicle-related incident, such as a sudden engine failure or breakdown, the driver shall take the following actions:

Contact ATOS by telephone and report the situation. Depending on where the incident has occurred, this unit will close off the area and coordinate with Air Traffic Control if the incident affects arriving or departing aircraft.

Chapter 16 Malmö Site-specific information

16.2.18 Vehicle-related accidents/incidents

In the event of a vehicle-related accident inside Airside, the person(s) involved always remain at the accident site and perform the following:

1. Contact **APOC, ~~or similar function~~** to handle the situation that has arisen
2. Ensure vehicles are not moved until **ATOS, or similar function**, approves this.
3. Wait for **ATOS, or similar function**, for further handling such as documentation and/or damage report.
4. Involved parties write an incident report before the end of the working day.

NOTE! *In the event of a collision with aircraft, the airline representative concerned shall also be contacted immediately.*

NOTE! In the event of more serious incidents with confirmed or suspected serious personal injuries, 112 should be called first and then ÖC should be contacted via radio or telephone. Notify if ambulance has already been called for ÖC to prepare escort to the accident site.

In the event of a vehicle-related incident, such as a sudden engine failure or breakdown, the driver shall take the following actions:

Contact APOC by telephone and report the situation. Depending on where the incident has occurred, this unit will close off the area and coordinate with Air Traffic Control if the incident affects arriving or departing aircraft.

Chapter 18 Monitoring of the airport and its surroundings

18.4.3 Limit values and permits

Unwanted electromagnetic radiation (radio signals) from equipment must not exceed limit values corresponding to the following standards

Zone	Requirement
Area marked in blue outdoors – within the EMC protection area	EN 61000-6-3 or alternatively EN 55022/32 Class B
Area marked in red outdoors	EN 61000-6-3 or equivalent ~~The~~ Maximum allowable field strength ~~may not exceed~~ at a 10-meter measurement distance: 21 dBµV/m for the frequency range 108 MHz–137 MHz 24 dBµV/m for the frequency range 380 MHz–430 MHz.
Indoors within the EMC protection area	EN 61000-6-3 or alternatively EN 55022/32 Class B

Chapter 20 Fire and rescue service

The primary objective of ~~Swedavia's~~ the airport Fire and Rescue Service is to save lives in the event of incidents involving aircraft or other incidents at or in the vicinity of the airport by establishing a survivable environment and facilitating evacuation. This is achieved by having sufficient competent staff and appropriate equipment to handle incidents at or in the vicinity of the airport.

The airport fire and rescue service is available and ready for emergency response during air traffic and published opening hours. ~~The category of airport rescue service is determined by the length and cabin width of the most frequent aircraft at the airport.~~ The category of the

airport Fire and Rescue Service is determined based on the types of aircraft operating at the airport, taking into account movement frequency, cabin length, and cabin width.

Rescue equipment includes vehicles with extinguishing agents, powders and supplementary equipment for the task. Maintenance programmes and functional checks ensure that equipment and vehicles work correctly.

~~The response time to any part of the active runway must not exceed 120 seconds, while response times to other areas are regularly tested to ensure effective rescue operations. Rescue service personnel are highly trained and provided with protective equipment and respirators to enable them to work safely in hazardous environments.~~

The airport Fire and Rescue Service ensures that response times, regardless of geographical challenges or integrated tasks, do not exceed 180 seconds, with an operational target of not exceeding 120 seconds, measured from the initial call to the airport rescue service to any part of an active runway.

~~Communication takes place by radio, and staff have access to radio equipment to coordinate their efforts.~~ In the event of an incident involving aircraft, the rescue service is alerted by air traffic services, and direct communication with the crew can be established if necessary.

Chapter 23 Low-visibility LVP

During LVP, construction or maintenance work in the vicinity of the airport's power supply or IT systems shall not be performed.

Chapter 25 Adverse weather conditions

The airports have access to LFV's Airport Weather Observation System (AWOS) where the weather can be viewed in real time for wind (direction and strength) and also the actual temperature at the airport.

Chapter 26 Nighttime operations

~~Swedavia's airports can be open for traffic 24 hours a day. Equipment is therefore in place to enable aircraft, vehicles and other users to use Swedavia's airports safely at night. This applies to all infrastructure such as airport lighting, floodlights, signs and navigation equipment.~~

~~The visual aids installed are managed, inspected and maintained in accordance with the provisions of Chapter 10, thus ensuring safe procedures for nighttime operations.~~

26.1 Aircraft operation

~~Aircraft in motion in the movement area must display navigation lights in order to indicate the relative course of the aircraft to observers. Other lighting should be switched off where this could be confused with navigation lights. Aircraft must display lighting in the movement area that clearly indicates their structure, shape and size as far as practically possible, unless the aircraft is completely stationary and is adequately illuminated by other means.~~

~~Aircraft that are taxiing or being towed in the movement area must be sufficiently illuminated as to make them noticeable. When towing in the movement area in the dark, navigation lights must also be switched on.~~

26.2 Motor vehicle operation

~~Reduced visibility, caused by darkness for example, requires greater concentration from drivers and speed must always be adapted to the prevailing conditions. Dipped headlights or other lights must always be switched on when driving in airside areas. Other lights mean light from daytime running lights, fog lights or reduced voltage dipped headlights.~~

Swedavia's airports have established procedures and infrastructure, including both visual and non-visual aids as well as navigation equipment, which enable round-the-clock operations.

The installed visual aids are managed, inspected, and maintained in accordance with Chapter 10, thereby ensuring safe procedures during night operations. The exact location and specifications of lighting intended for aircraft movement are provided in the current AIP. Any changes in this regard are communicated in accordance with Chapter 7.

When daylight ends, Air Traffic Control manages the lights on the runways and taxiways to be used, following the same principles applied for various types of LVP (Low Visibility Procedures). General lighting is activated via twilight relays. Signs necessary for aircraft take-off, landing, taxiing, and parking are illuminated at night and constructed of retroreflective materials. Specific limitations are addressed in location-specific documents.

Should the airport's primary power supply fail, the secondary power supply takes over. The transition occurs with connection times in accordance with EASA ADR.DSN.

26.1 Aircraft movement
A pilot-in-command is permitted to reduce the intensity of one or more flashing lights if they actually, or potentially, have a strong adverse effect on the pilot's ability to safely and satisfactorily perform one or more tasks required in their duties.

Chapter 26 Malmö Site-specific information

At Malmö Airport, RWY 11/29 is not available for operations during hours of darkness due to the absence of runway lighting. RWY 11/29 and TWY E and F are marked with retroreflective markers.

Chapter 27 Protection and control of radar and other navigation aids

27.1.1 Purpose

For aviation safety reasons, it is important to ensure that ~~Swedavia's~~ CNS equipment used at Swedavia's airports is not subjected to external influences. Processes and routines must therefore be followed when working in areas of influence for communication equipment (C), navigation equipment (N), surveillance equipment (S) and meteorological equipment (MET) at Swedavia's airports.

27.2.1 Access to CNS premises and facilities

The purpose of regulating access to premises and facilities with ~~Swedavia~~ CNS equipment used at Swedavia's airports is to ensure that relevant personnel have adequate training and the necessary knowledge and understanding of the equipment's impact on aviation safety and the risk sources with subsequent consequences linked to this.

- If only occasional visits to Swedavia's premises and facilities containing CNS equipment are necessary, ~~the contracted supplier of CNS operation and maintenance~~ LFV SoU DUS shall be called in as an escort.

Escorts for access to Swedavia premises and facilities with CNS equipment are requested from ~~the contracted CNS operation and maintenance supplier~~ LFV SoU DUS. Orders are made via Swedavia IT/Swedavia IT/Airport Telecom. If there is any uncertainty as to how escorts are requested, contact the facility manager.

27.2.2 System list

The following systems are managed under the responsibility of ~~the Flight Operations Systems~~ LFV SoU CNS.

27.3.3.2 Sensitive area DME

The sensitive area extends up to 3,000 m from the DME mast and in the event of major changes such as new construction at the airport, ~~Swedavia Flight Operations Systems~~ LFV SoU CNS must be contacted to review any potential impact.

27.7 Changes and contact

Work involving changes in critical or sensitive areas may result in changes to the following:

- Ground radar images
- Swedavia GIS
- Signage

Contact CNS/MET

In the event of questions or uncertainty about aviation safety in relation to ~~Swedavia's~~ CNS equipment, contact ~~Swedavia Flight Operations Systems, cns@swedavia.se~~ LFV SoU CNS cnsmetswedavia@lfv.se.

Chapter 30 Communication at the airport

30.2 Communications with air traffic control

~~must be equipped with fixed~~ . Vehicles shall be equipped with a permanently mounted antenna. Continuous radio contact must be maintained with air traffic services. Radio contact must also be maintained using a portable radio if the driver of a motor vehicle is carrying out work outside the cab.

30.3 Communication in the manoeuvring area

In the case of two-way communication with air traffic services, calls shall be made in accordance with established methodology and the allocated call sign shall be used. Radio and communication training for the manoeuvring area is included in driving permit training for the manoeuvring area, ~~which~~ This means that access to the manoeuvring area is granted only to persons who have a driving permit for the manoeuvring area.

33.2.1 What is FOD?

Foreign Object Debris (FOD) refers to dangerous objects and debris occurring in the movement area (apron/manoeuvring area), which can, among other things, cause serious damage to aircraft. Examples of FOD include carcasses and other wildlife, ~~gravel~~ stones, aircraft waste, metal, pieces of glass and items arising in the production and handling of aircraft parts.

33.4.4 Strong wind conditions

When strong winds are forecast, all operators with operations in the movement area and other operational areas must ensure that equipment is secured and anchored so as to reduce the risk of FOD.

~~OPC or a similar unit will provide a warning of high-wind conditions by operational text message according to the Adverse Weather procedure, which is available on Swedavia's extranet. Operators must register with the relevant unit in order to receive operational text messages.~~

33.5.3 Arrival and departure inspections

Prior to the arrival of aircraft at a parking stand, an arrival inspection shall be carried out to ensure there is no FOD at the parking stand in question. To ensure that the parking stand is not contaminated with FOD after inspection, it is expected that no pedestrians or vehicles will enter the area once the inspection is complete.

Once an aircraft has left the parking stand, a departure inspection of the stand shall be carried out.

During towing operations, the operator performing the towing is responsible for ensuring that departure and arrival inspections are carried out.

33.6.2 Which FOD should be reported or cleaned up

Examples of FOD that must be reported: dead animals, ~~gravel~~ stones, aircraft waste, metal, pieces of glass, hard plastic, soft plastic in larger quantities and also such items arising in the production and handling of aircraft parts. This FOD must be dealt with and placed in the FOD station/shelf and reported in the occurrence report.

33.12 FOD relating to construction and land projects

Before construction and land projects are carried out in the airside area adjacent to the movement area and other operational areas, it must be ensured that materials, machinery, tools and waste are taken care of with a focus on minimising FOD.
All projects are reported to the CAM (Change Approval Meeting) or other similar function.

33.14 Snow removal

Large snow and ice accumulations can build up on vehicles during snow removal, which may dislodge during driving and pose FOD hazards on the movement area.

Activity: Enhanced inspection, where vehicle operators shall remove snow and ice accumulations at regular intervals.

33.15 Training

- Vehicle-specific training (e.g., airside maintenance vehicles)