

Summary of changes

Airport Regulations - Edition 6.0



Stockholm Arlanda Airport
Bromma Stockholm Airport
Göteborg Landvetter Airport
Malmö Airport

Part 0. Introduction and changes

No changes.

Part 1. General at the airport

Chapter 1 Basic assignment of responsibilities

1.4.3 The environment

It is incumbent upon the operator to consult, at any given time, the environmental stipulations for the airports where the operator operates. The actor must document which environmental conditions they are affected by and how they handle the requirements. A link to the environmental stipulations can be found under Chapter 1.6 References

Chapter 3 High-visibility clothing

3.1.1 Purpose

GOT site-specific information

At Gothenburg Landvetter Airport, additional requirements apply to wearing high-visibility clothing on the inner ramp, areas at the ramp service building, the glycol station, Madammen and on Råvelåsvägen starting at the height of the air traffic control tower.

See Swedavia's extranet for a web map of where high-visibility clothing is required.

Chapter 6 Raising the alarm and evacuation

6.2.1 Responsibility for raising the alarm

BMA site-specific information

Quarantine Airport

Swedavia Bromma Stockholm Airport is not a designated quarantine airport. All incoming flights with confirmed or suspected cases of illness must be directed to one of the country's designated quarantine airports (Stockholm-Arlanda, Gothenburg-Landvetter, Jönköping, Malmö-Sturup, Umeå).

Chapter 7 Border control of live animals, animal-based foods/products and plant-based foods

BMA site-specific information

Introduction

Bromma Stockholm Airport is not an approved airport for the import of animal food or animals from third countries according to the Swedish Agricultural Code (2021:13) Chapter 4.

For the import of animal food or animals from third countries, such transport must take place via Stockholm Arlanda Airport.

Purpose

The purpose of this AR chapter is to clarify rules and responsibilities regarding the handling of live animals, animal food/products and plant products within the EU.

Applicable regulations**International legislation**

The provisions of the IATA Live Animal Regulation (LAR) apply as national regulations. BCL D 1.8.6.3. adopts the provisions of the IATA Live Animal Regulation (LAR) as national regulations.

IATA LAR regulates responsibilities under 1.1 General

IATA LAR regulates the responsibilities of airlines under 1.3 Carrier's Responsibilities.

EU legislation

Protection of animals during transport 1/2005/EC

Animal Health Law 2016/429/EU

Regulation on non-commercial movement of pet animals 576/2013/EU

Model identification documentations for the non-commercial movement of dogs, cats and ferrets 577/2013/EU (Old model passports 2003/803/EU – Note: these are valid for the life of the animal as long as they were issued before 29 December 2014)

List of third countries from which the entry into the Union of animals, germinal products and products of animal origin is permitted 2021/404/EU

Templates for animal health certificates, including commercial animals 2021/403/EU

Controls Regulation 2017/625/EU on official controls

List of objects subject to official controls at border control posts (BCP) 2021/632/EU.

Swedish legislation

SJVFS (Swedish Board of Agriculture Ordinance) 2010:2 (L5). Regulations on the transport of live animals.

SJVFS 2021:13 (JK3) Regulations on imports with respect to animal health etc.

Animals travelling as checked baggage or hand baggage

When it comes to EU animals, it is always the traveler's responsibility to contact a customs officer at the border crossing. If there is none on site, then by phone or online notification.

Agreements required

The transporting airline (carrier) is always ultimately responsible for ensuring that live animals, plants and animal products/foods are handled in compliance with legislative directives.

In practice, this means that the airline on which an animal or animal products/foods arrives must make sure that there are valid agreements with the cargo terminal operator (as necessary) and ground handling company for the handling of any cargo or baggage shipment that is stopped at customs.

Collaboration with veterinarian

- The cargo operator and/or importer shall, on request, assist the border inspection veterinarian with the inspection of commercial animals.
- The airline, or the person designated by the airline, must always follow the instructions of the border inspection veterinarian.
- The airline must ensure that the ground handling operator and/or cargo operator designated by the airline has procedures for handling live animals and animal products/foods in compliance with this chapter of the Airport Regulations (AR).
- The cargo manager (importer or person designated by the importer), airline, or the terminal operator designated by the airline, is responsible for ensuring that a veterinary inspection can be carried out in compliance with the regulations in force.

Transporting animals and food inside the authorisation area

When transporting shipments of animals, animal products or foods inside the airport area, the ground handling company or terminal operator must ensure that they are handled in such a way that they are not subjected to external violence or injury/damage and that live animals are not let loose in the airport area. If any of the above happen, the airport's ATOS, tel. 010-109 43 33, must be contacted immediately for further instructions.

Animals that are transported by air are covered by the same aviation security regulations as other baggage and cargo.

Disease control and animal welfare

Inside the airport area, animals and animal products/foods must be handled and transported in such a way that the animal/shipment is not injured, damaged or subjected to external contamination or infection or in turn causes the spread of infection or injury. In this respect, it is incumbent upon the ground handling company or terminal operator to have procedures that secure the handling of these shipments.

The County Administrative Boards exercise supervision on animal welfare issues.

References**Contact information**

ATOS, tel. 010-109 43 33

Related information

[Reseguide för hundar och katter till Sverige - Jordbruksverket.se](#)

[Resa med djur - Tullverket](#)

Part 2. Security

No changes.

Part 3. Climate and environment

No changes.

Part 4. Passengers

Chapter 4 – Allocations of resources, check-in and baggage

4.7 Obligations of air and ground handling companies

4.7.1 Bromma site-specific information

All delays exceeding five (5) minutes shall be reported immediately by means of an Estimated Movement message to SITA address BMADCXH.

Information regarding aircraft registration, or any changes thereto, shall be entered into CHROMA and communicated to Swedavia Aircraft Stand Parking by telephone or e-mail to ensure the accuracy of operational information.

The airline/ground handling company shall, as early as possible and no later than three (3) hours prior to the airport's closing time, enter the following day's aircraft registrations into CHROMA, together with the number of booked departing passengers.

Chapter 4.9 References

Terms of Terminal Operations (Arlanda och Landvetter)

Part 5. Aerodrome Manual for operators

Chapter 7 Airport reporting

Swedavia is responsible for supplying data and information about the design, accessibility, operational status and other important aspects of the airports to [LFV's Aeronautical Information Publication Service \(AISP\)](#) for publication.

Chapter 8.2 Prevention of unauthorised access to the movement area

The aerodromes prevent unauthorised access to the movement area through operational rules set out in the Airport Regulations.

Chapter 16 Vehicle traffic monitoring

16.1.7.4 Reflectors

Exceptions to the use of red and white reflectors may be granted for work equipment and special-purpose vehicles that do not have a clearly defined front or rear (e.g. folding boom lifts, scissor lifts, heaters, carts, GPUs, etc.).

These shall instead be marked with yellow reflectors on all sides of the object.

See [Checklist Reflective marking of vehicles and equipment](#) for placement and any exceptions.

16.1.8.1 General

Vehicle permits for privately-owned vehicles are issued in exceptional cases, as specified below:

- There must be an operational need.
- The vehicle in question meets visibility requirements in Airport Regulations.
- There must be insurance in accordance with chapter 1. 16.1.5

NOTE! *The requirement for a vehicle permit may be waived for vehicles temporarily used within an established work area on the Airside. An approved Aviation Safety Plan serves as the basis for determining whether the vehicle permit requirement may be waived. Compliance with the applicable environmental requirements remains mandatory.*

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).

Note: External parties are exempt from the requirement to complete an English language proficiency test.

- Training and certificates of competence for each vehicle to be used, associated equipment, and accessories to be used.
- The employer must thereafter carry out ongoing checks.
- Safety/security training and valid badge

Note! The requirement for an Airside Driving Permit may be waived for vehicles used temporarily within an established work area on the airside. An approved Aviation Safety Plan serves as the basis for determining whether the Airside Driving Permit requirement may be waived.

Chapter 18.1 Introduction

In addition to physical obstacles, matters relating to navigation equipment, electromagnetic radiation, noise, reflections and misleading light are also addressed. Handling referrals and monitoring national interests are important for safeguarding the long-term function of the airports, and establishments of a temporary nature are handled by Swedavia Obstacle Management, hinderhantering@swedavia.se and remisser@swedavia.se.

Chapter 18.3 Radio transmitters

Swedavia has a responsibility under the *Aviation Ordinance (2010:770)*, chapter 6, section 22 to..

Chapter 21 Removal of unusable aircraft

The removal of a disabled aircraft may be carried out either by towing (where the aircraft has no structural damage and is readily accessible for removal) or by recovery using cranes, heavy recovery vehicles, or other suitable equipment (where the aircraft has sustained damage or is not readily accessible for removal due to its condition or location), depending on the circumstances of the incident.

A local, airport-specific aircraft recovery procedure has been established for each airport. The On-Scene Commander shall be contacted before any aircraft recovery operation is commenced.

Chapter 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*

*External parties are exempt from the English language proficiency testing requirement.

Chapter 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.~~

Before an aircraft departs its parking stand, a departure inspection shall be carried out by conducting a visual inspection of the stand.

Chapter 33.12 FOD relating to construction and land projects

Clients within Swedavia Facilities & and Systems and Swedavia Projects are responsible for informing the relevant subcontractors.

Bromma Site-specific information

Chapter 14.10.4 Engine test-runs

Engine Runs on the Runway

Due to the physical limitations of the engine run-up area, certain types of engine runs must be carried out on the runway. This applies to the following aircraft types:

- Large jet aircraft with tail-mounted engines.
- When the engines cannot be oriented toward the noise barrier.
- Aircraft whose engine runs may pose a risk to third parties in the engine run-up area, for example during a **High Power Run**.
- Aircraft with an **Aircraft Classification Number (ACN)** exceeding the **Pavement Classification Number (PCN)** of the engine run-up area.

When conducting engine runs on the runway, the aircraft shall be positioned based on the prevailing traffic situation and wind direction. The following runway locations are approved:

1. At the runway touchdown zone markings for **Runway 12**.

2. At the runway touchdown zone markings for **Runway 30**.

Note: Runway availability depends on the prevailing traffic situation and must therefore be planned well in advance.

Chapter 14.10.5 Marshalling

At Bromma Stockholm Airport, aircraft shall be parked on the apron only under the guidance of a marshaller. Aircraft shall not perform the final taxi-in to a designated parking stand or intended parking area without the presence and guidance of a marshaller.

An exception is permitted for aircraft taxiing to or from the fueling facility on Apron East, where the pilot-in-command may taxi under their own responsibility and shall ensure that the aircraft is correctly positioned within the designated parking area.

Chapter 14.10.6 Deviation

Deviation operations shall be conducted on Taxiway Y2 (TWY Y2) and require the appropriate clearance from Air Traffic Services (ATS).

Operators intending to use the area for deviation operations shall contact Air Traffic Services (ATS) in advance to coordinate the activity.

Chapter 15.15.3 Placement of Safety Cones

Safety cones shall be positioned around an aircraft whenever there is a potential for aircraft movements, vehicle traffic, or other ground handling activities in the vicinity. As a minimum, cones shall be placed in front of and behind the aircraft, as well as at each wingtip, to clearly define the aircraft's protected safety area.

Safety cones are not required in areas where there is no aircraft or vehicle traffic, or any other activity that could reasonably pose a risk of damage to the aircraft.

Chapter 15.15.4 Placement of Wheel Chocks

The minimum requirement is that two pairs of wheel chocks shall always be used when parking Code C aircraft or larger, as well as when parking aircraft on surfaces with a slope exceeding 1%.

Wheel chocks shall be positioned on both main landing gear units, alternatively on one main landing gear unit and the nose landing gear.

If the nose wheel chocks are removed before a towbarless tug, tow tractor, or pushback tractor is connected, wheel chocks shall be in place on both main landing gear units.

On surfaces with a slope exceeding 1%, the aircraft parking brake shall also be applied.

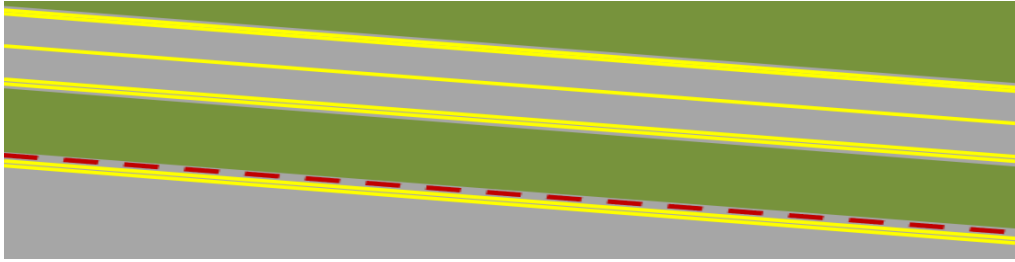
Chapter 15.15.5 Approved De-icing locations at Bromma

Area	Parking position	Annotations
Apron 1	3, 4, 5, 6	Outside the winter season, de-icing may only be performed after confirmation that the drainage channel valves have been adjusted to the winter season position.
Apron 2	7, 8, 9, 10, 11, 12, 13, 14, 15	Outside the winter season, de-icing may only be performed after confirmation that the drainage channel valves have been adjusted to the winter season position.
Apron 3	16, 17, 18, 19	Outside the winter season, de-icing may only be performed after confirmation that the drainage channel valves have been adjusted to the winter season position.
Apron 4, 6, 7 & EAST	All apron	De-icing may only be performed on paved surfaces and in such a way that the de-icing agent does not end up outside of these areas, with immediate absorption of the de-icing fluid.

De-icing Outside the De-icing Season

Area	Parking position	Annotations
Apron 1 Apron 2 Apron 3	3, 4, 5, 6 7, 8, 9, 10, 11, 12, 13, 14, 15 16, 17, 18, 19	Outside the winter season, de-icing may only be performed after confirmation that the drainage channel valves have been adjusted to the winter season position. N/A
Apron 4, 6, 7 (North DMA) Apron EAST (East DMA)	Entire apron	De-icing may only be carried out on paved surfaces and in such a manner that de-icing fluid does not spread beyond the designated area, with immediate recovery of the de-icing fluid.

Chapter 16.2.2 Road and other safety markings



~~Dashed line on Apron 4-~~ **Picture removed**

Göteborg site-specific information

Chapter 16.2.3 Traffic and order rules

- Vehicles operating on the manoeuvring area shall be equipped with the Vehicle Routes on the Manoeuvring Area map.
- Vehicles operating on other airside areas shall be equipped with the Airside, Apron and Operational Area Vehicle Map.
- Refer to Map Information for both maps.

Chapter 16.2.7 General rules for driving on apron

Vehicles and equipment arriving at an aircraft stand during an ongoing turnaround and awaiting their assigned task shall, where practicable, be positioned within the designated pre-positioning area at the stand or, alternatively, within the applicable Equipment Restraint Area (ERA), provided this can be done safely.

This is to avoid:

- interfering with the ongoing turnaround process; and
- obstructing aircraft movements at adjacent parking stands.

Arlanda site-specific information

Chapter 15.15.2 Arrivals at aprons H, J, K, L, and M and the hangar areas at Aprons K and S, and departures from apron H

Companies operating on aprons H, J, L and M ~~and also or in~~ the hangar areas ~~on at~~ aprons K and S are themselves responsible for ~~meeting and receiving aircraft to be parked there~~ notifying Air Traffic Planning of scheduled arrivals to these areas. ~~The companies are responsible for notifying traffic planning when this will take place.~~ This in turn ensures that the aircraft is cleared directly to the intended designated apron.

Upon arrival at Apron H, J, L and the hangar areas at Apron K and S, the companies are responsible for meeting and receiving the aircraft to be parked there.

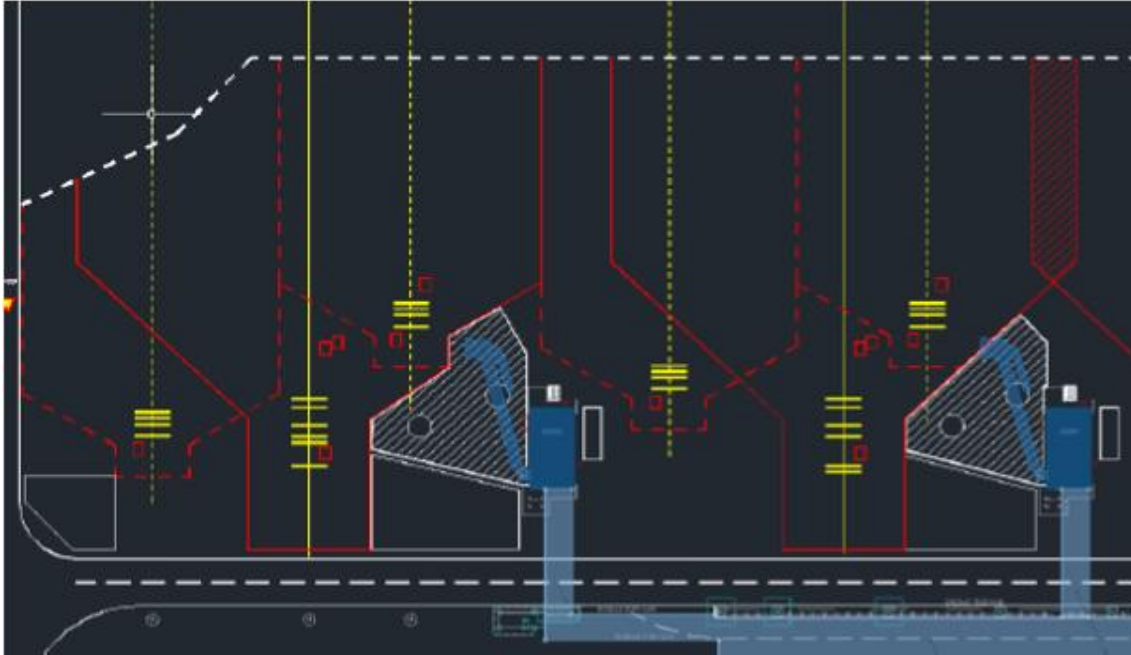
The following procedure shall be followed:

- ~~Before~~ Prior to landing, the company shall notify traffic planning if a particular flight is to be sent proceed to apron H, J, K, L, M or S. ~~or the hangar areas at Apron K or S.~~
- ~~Before taxiing on the apron, A~~ company representative must be on site to indicate a stop at a marked position so that taxiing can be carried out without the aircraft being forced to stop so that taxiways or vehicle paths are blocked. ~~shall be present before the aircraft enters Apron H, J, L or the hangar areas at Apron K or S, in order to indicate the stopping position.~~ This ensures that the aircraft can be taxied into position without having to stop in a manner that blocks taxiways or vehicle routes.
- Taxiing to apron H should follow the solid yellow centre line until up to the stop line. A single dashed white line marks centre line for further movement by towing. A Double-dashed sideline marks the obstacle-free limit. ~~Outgoing~~ Departing aircraft shall be

towed up to the drop point mark where engine start prior to taxiing is permitted.
designated release point, where engine start is permitted prior to taxiing.

Chapter 16.2.2 Road and other safety markings

The rear line at the stand will be red dashed or double white dashed during a transition period). See picture below on the left.



Flexible aircraft stands are currently available on Pier F and Apron D/E. A flexible aircraft stand is designed to accommodate a Code E/wide-body aircraft but can also be divided to accommodate Code C/narrow-body aircraft. Pier F has an intermediate safety line marked with a red dashed line. These lines apply when the stand is used as a flexible aircraft stand.

Note: Apron D/E does not have dashed safety lines.

~~**Note:** Flexible stands do not have a red intermediate safety line; this currently applies to pier F and ramp D/E~~

Chapter 16.2.6.1 Baggage halls

In the baggage halls, the following general rules apply:

- A maximum of 3 baggage/container trolleys may be connected.
- A maximum of four baggage/container carts may be connected to BK11.
- Maximum trolley train of 2 trolleys/cages when unloading at a transfer position.
- Vehicles with internal combustion engines are not allowed.
- When exiting the baggage halls, the exit rule applies.
- Vehicles driven in the baggage halls must be connected to a system that restricts the speed so that the vehicle cannot be driven at a speed higher than 8 km/h. The regulation applies to all baggage halls and throughout the vehicle's stay in the baggage hall area.
- Trucks designated as baggage moped, three-wheeled truck, stand-on truck, counterbalance forklift and pedestrian stacker may, with great caution, be driven against the direction of travel in the baggage sorting halls. Other rules relating to the operation of these trucks are set out in the procedure for operating these vehicles.

Chapter 16.2.7 General rules for driving on apron

Site-specific information Arlanda

- The height of vehicles driven on the inner transport road between piers A and B must not exceed 4.5 m.
- Push tractors, buses and vehicles transporting pallet trolleys should, when moving between pier and/or terminals, use the inner transport road.
- Apron S (S77-S82), apron M and apron J are designated as restricted areas and handle non-security. At an aircraft stand, when an aircraft is parked and work is in progress, a maximum speed of 8 km/h applies.