Summary of changes

Airport Regulations - Edition 7.0

Stockholm Arlanda Airport
Bromma Stockholm Airport
Göteborg Landvetter Airport
Malmö Airport

Swedavia Airports

Swedavia Airports

Summary of changes

Airport Regulations - Edition 7.0
Valid from 23 November 2026

Part 0. Introduction and changes

No changes

Part 1. General at the airport

Changes in part 1 are a harmonization towards a Swedavia-wide AR (IA + RA)

Chapter 1.4.2.1 Security manager

Each operator must have a security manager. The head of the operator shall designate either themselves or another person to be the security manager for operations at the airport. The security manager has overall responsibility for security matters and is authorised to apply for visitor rights and authorisation documents.

The name of the designated security manager (only one person) must be reported via an application to the Service Center (International Airports) or Service Center Regional (Regional Airports) – see contact information on the extranet for each airport.

The appointed security manager must carry out Swedavia's safety and security training and have good knowledge of applicable regulations and pass these on to the employees.

Chapter 3.2 Requirements for warning clothing

High-visibility clothing must comply with the requirements for Class 2 under the European standard EN 471 alternatively EN ISO 20471:2013. The company or function must be stated on the high-visibility clothing in the form of text and/or a logo. The high visibility clothing must be worn on the upper body and shall be the outermost garment. The high-visibility clothing must be in such a condition that the color and reflections are clearly visible.

Chapter 3.3 Colours of High-Visibility Clothing

To distinguish certain roles and functions at the airport, high-visibility clothing should have the following colours:

Yellow or Green:

All employees who do not have any of the roles below

Orange:

- Airport Manager
- Loading Supervisor
- ADO/ATOS/ADM within Swedavia
- Crisis Coordinator or equivalent
- Supervisory staff of operators, unless otherwise required by the airline

Red:

- Safety Hunter

Chapter 4.5.1 Automatic water sprinklers

In premises protected by an automatic water sprinkler system, it is important that the sprinkler system is not blocked in order for the sprinkler to function as intended. Leave at least 1 meter of free space vertically between stored material and the bottom edge of the sprinkler head.

Chapter 4.5.1 Disconnection of fire-technical function

Added text:

Disconnection of a fire-technical function that is estimated to exceed 10 hours must be reported to the fire engineer at HSSE or Swedavia's insurance manager, with information about which system is affected, the reason for disconnection, the start and end time and what compensatory measures are being taken during the time the disconnection takes place.

Part 2. Security

No changes

Part 3. Climate and Environment

Chapter 1 Chemical Products

1.3.4 Risk assessment

Operators must draw up work and safety instructions that describe how chemical products, that may have a negative impact on health and/or the environment, should be handled.

Comment: Text amended. The requirements remain as before.

1.4 Storage and handling

- All refuelling/filling operations must be carried out under supervised conditions. Overflow protection must not be used as a stop function.

Comment: Amended point for clarification within the relevant section.

Chapter 2 Clean-up

2. 2 Clean-up in the event of leakage and spills

2.2.4 Reporting

All spills and leaks, reagardless of size, must be reported in Swedavia's incident reporting system.

Comment: minor adjustment and clarification.

Chapter 3 Discharge to water

3. 2 Illegal release to water

3.2.2 Aircraft maintenance and workshops

It is recommended that dirty floors be cleaned by dry sweeping in the first instance. When floor scrubbers is used, water from workshop surfaces, hangars and other premises that may be contaminated with heavy metals and oil must be treated as hazardous waste. See the clarification of requirements under 3.2.3 Use of floor scrubbers. The floors must not be rinsed with discharge to drains.

Comment: clarification of the rules governing the handling of water from the use of floor scrubbers.

3.2.7 Oil Separators

Oil separators must be installed if there is a risk of water contaminated with oil spreading from the operations to the wastewater and stormwater network. Examples of operations that require oil separators are workshops, garages, vehicle washing facilities, hangars and fuel facilities.

Each operator with an oil separator must know:

- Where the oil separators that connect to their own operations are located.
- That the oil separator has sufficient capacity for its intended purpose and the nature of the business.
- ….

Comment: Additional text under the section on what the operator needs to know.

Chapter 4 Waste

4.5 Additional requirements

4.5.2 Invasive species

Invasive species, such as Japanese knotweed, Himalayan balsam, lupin etc., must not be allowed to spread. A complete list of invasive species is available from the Swedish Environmental Protection Agency. Plant material from invasive species must be handled in accordance with current regulatory requirements. Control measures are coordinated and planned in conjunction with Swedavia.

Comment: new text providing additional information and clarification.

4.5.4 Category 1 waste

Waste from third countries containing biological material is classified as Category 1 waste. This waste must be handled separately from other waste, in accordance with current legislation.

Comment: No change to the substance; only the word order and choice of words.

Changes to site-specific information

ARN

Chapter 7 Use of APU (Auxiliary Power Unit)

7.2 APU Operation at Arlanda

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 ATIS) 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 11-19, 32-42, 101–119 and 102–112 that are equipped with ground air cooling.
**These APU requirements are also found in the AIP (Aeronautical Information Publication).*

Comment: The text reflects the content of the AIP.

MMX

4.6 Site specific information Malmö

4.6.1 General

Swedavia provides services for the collection, reception and handling of waste from airport operators.

The landside environmental station is open on Tuesdays and Thursdays from 11.00 to 12.00.

In urgent cases, waste may be handed in outside normal opening hours, provided you have contacted Swedavia beforehand. Contact details are available on the extranet Waste Management Malmö Airport

4.6.2 Hazardous waste

If you operate a business at Malmö Airport and wish to dispose of hazardous waste, you must enter into an agreement with Swedavia regarding the registration of hazardous waste on the Swedish Environmental Protection Agency's reporting portal. For further information, please see the extranet Waste Management Malmö Airport

Comment: Updated site-specific information regarding waste management at the airport.

Updates to documents relating to AR

ARN Environmental Conditions in the Airport's Environmental Permit

New revised edition of **ARN Environmental Conditions in the airport's environmental permit.**

Comment: Minor adjustments. Out-of-date information has been removed, along with a few minor updates and adjustments, and paragraphs have been reordered so that the structure better reflects the original environmental ruling. The revised text is highlighted in yellow in the document.

Part 4. Passengers

No changes

Part 5. Aerodrome Manual for operators

Chapter 2

Chapter 2.1.1.3 Basic governance principles

- Policy

  Swedavia has adopted and introduced a common policy for the operators at the airport that describes and supports the administration and development of the established aviation safety standard. The policy is set out in ~~as stated in the section on~~ the Aviation safety policy section on Swedavia.net.

- Audits and compliance checks

  Aviation safety audits and checks are carried out to ensure that the operation meets the specified requirements and is working in line with the Aerodrome Manual and SMS/AR control. Depending on the extent of the operation's assessed impact on aviation safety, audits are carried out on a risk-based basis by the HSSE. ~~See chapter 2.3.~~

Chapter 2.1.5.3 Identification of Risks

The risks of the operation are largely identified reactively through the events and trends that are recorded (see AR Part 5 section 2.1.8 ~~section 2.2.8~~), but also through audits (see section 2.3) and operational controls, as well as externally identified risks that come to the airports through international feedback and safety promotion (see AR Part 5 section 2.1.1 ~~section 2.2.11~~).

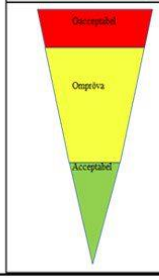
Chapter 2.1.5.5 Evaluation of Risks

All identified risks are evaluated based on the likelihood of the risk occurring and the consequence if it does. The need for measures is determined by the assessed risk level. Practically, the risk level assessment is carried out directly in connection with incident investigation (see AR Part 5 section 2.1.8 ~~section 2.2.8~~), in connection with updating the risk bank/Hazard Log, or in risk assessment meetings in project and change initiatives (see AR Part 5 section 2.1.10 ~~see section 2.2.10~~).

~~Risk Assessment Matrix for Evaluating Aviation Safety Risks~~

New picture

Konsekvens och skadebeskrivning	Konsekvens och skadedefinition	Konsekvens allvarlighet					
Totalhaveri med förlust av luftfartyg eller betydande materiel skada och/eller allvarligt skadade eller flera dödsfall bland de ombordvarande eller händelse med allvarlig fara för haveri. Inga kvarvarande säkerhetsbarriärer. Utgången av händelse går inte att styra och leder med stor sannolikhet till haveri.	Haveri eller händelse med allvarlig fara för haveri	A	1A	2A	3A	4A	5A
Stor reduktion i säkerhetsmarginaler. Utgången av händelsen går att styra genom att använda nödprocedurer eller onormala procedurer och/eller nödutrustning. Säkerhetsbarriärerna är en eller mycket få och hastigt minskande. Mindre skador kan uppstå på luftfartyget. Risk för enstaka dödsfall eller allvarliga skador kan uppstå bland de ombordvarande.	Mycket allvarlig händelse	B	1B	2B	3B	4B	5B
En betydande reduktion av säkerhetsmarginaler. Flera säkerhetsbarriärer kvarstår med möjlighet att förhindra haveri. Reducerad förmåga hos flygbesättningen att hantera den ökade arbetsbelastningen eller att effektivt hantera situationen. Risk för mindre skador bland de ombordvarande och/eller på luftfartyg.	Allvarlig händelse	C	1C	2C	3C	4C	5C
Operativa begränsningar och/eller användning av alternativa procedurer eller nödprocedurer. Händelsen kan vid enstaka fall leda till haveri. Händelsen indikerar brister i säkerhetsledning-/kvalitetssystemet. Risk för besvär bland de ombordvarande.	Mindre allvarlig händelse	D	1D	2D	3D	4D	5D
Ingen direkt eller liten säkerhetspåverkan. Användning av god operationell praxis och/eller existerande säkerhetsbarriärer för att undvika säkerhetspåverkan.	Händelse med liten säkerhetspåverkan	E	1E	2E	3E	4E	5E

ALARP principen	Risknivå	Acceptanskriterium
	2A, 3A, 4A, 5A, 3B, 4B, 5B,5C	Oacceptabel under befintliga omständigheter
	1A, 1B, 2B, 2C, 3C, 4C, 4D, 5D, 5E	Ompröva. Acceptabel förutsatt att det finns riskreducerande åtgärder
	1C, 1D, 1E, 2D, 2E, 3D, 3E, 4E	Acceptabel

Sannolikhet för att händelsen inträffar	1	2	3	4	5
Sannolikhets definition	Extremt liten	Mycket liten	Liten	Stor	Mycket stor
Sannolikhets beskrivning Kvalitativ / Kvantitativ	Kommer sannolikt inte att inträffa (en gång per 100 år) / <10^{-9} per enhet	Kommer sannolikt inte att inträffa men kan anses som möjligt (en gång per 25 år) / 10^{-9} till 10^{-7} per enhet	Kommer sannolikt inte att inträffa men det kan hända ett antal gånger under en tioårsperiod / 10^{-7} till 10^{-5} per enhet	Kan inträffa en eller två gånger per år / 10^{-5} till 10^{-3} per enhet	Kan inträffa ett par gånger per år (en gång per månad) / >10^{-3} per enhet

Chapter 2.1.5.6 Risk-Reducing Measures

To maintain the risk level over time, any criteria for monitoring and follow-up of the system/change should be defined. See AR Part 5 section 2.1.6. ~~2.2.6~~.

For follow-up of risks and risk-reducing measures, see ~~AR Part 5 section 2.1.6.~~ ~~2.2.6.~~

Chapter 2.1.6 Monitoring and follow-up of the implmentation and effect of risk-reducing measures

In various parts of the safety management system, decisions are made on measures to be taken to reduce aviation safety risks or to establish an acceptable level of aviation safety. These measures can be defined in, for example:

- Investigations of incident reports ~~(section 2.2.8)~~
- Aviation safety plans developed in connection with changes ~~(section 2.2.10)~~
- Analyses initiated as a result of monitoring and follow-up of aviation safety performance ~~(section 2.2.7)~~
- Analyses following safety directives and recommendations from the authority ~~(section 2.7)~~

Evaluation of the effect of risk-reducing measures is thus also carried out in connection with analyses initiated by monitoring outcomes against SPIs. ~~see further section 2.2.7.~~

Chapter 2.1.6.1 Measures from investigations of incident reports

In the investigation of incidents ~~(see section 2.2.8),~~ there is often a need for measures to:

- Directly address the consequences of the incident

Chapter 2.1.7.2 Aviation safety goals and aviation safety indicators (SPI)

No accidents or serious incidents should occur at Swedavia's airports.

- In addition to continuous trend monitoring, Swedavia works with the following action plans and activities to ensure that no accidents or serious incidents occur at the airport.
- Communicate and anchor the purpose and function of the safety management system to all actors at the airport, with the goal that aviation safety has the highest priority in accordance with the aviation safety policy. This is carried out in regular aviation safety meetings, as well as through increased/targeted information. ~~See further in section 2.2.11.~~

Results of aviation safety performance

~~To assess the severity of an occurred RWYI, this matrix is applied~~

Matris (1) Runway Incursions

Runway Incursion (G)			
Kategori A	Kategori B	Kategori C	Kategori D
(Katastrof, Mycket Allvarlig Händelse) Intrång på bana, där extraordinära åtgärder måste vidtas för att undvika kollision eller som slutar i kollision	(Allvarlig Händelse, Mindre Allvarlig Händelse) Intrång på bana, med stor risk för kollision	Intrång på bana, med tillräcklig separation för att undvika kollision utan större åtgärder	Intrång på bana, med obefintlig risk för kollision
Kategori A-B innebär dels att luftfartygets besättning behövt agera enligt riskvärderingsmatrisens konsekvensexempel dels att händelsen inneburit oriktig närvaro av luftfartyg, fordon eller personer på det skyddade området av en yta som är avsedd för start och landning av luftfartyg.			
Kategori C innebär att luftfartygets besättning inte behövt agera enligt riskvärderingsmatrisens konsekvensexempel, men att händelsen inneburit oriktig närvaro av luftfartyg, fordon eller personer på det skyddade området av en yta som är avsedd för start och landning av luftfartyg.			
Kategori D att händelsen inneburit oriktig närvaro av luftfartyg, fordon eller personer på det skyddade området av en yta som är avsedd för start och landning av luftfartyg.			

Figure 2. This matrix is used to assess the severity of an RWYI occurrence.

~~To assess the severity of an occurred TWYI, this matrix is applied~~

Chapter 2.1.7.3 Data collection

Data collection for the follow-up of aviation safety performance is carried out through:

- Incident reporting system ~~(see section 2.2.8)~~.
- Safety Office compiles and reports data for each airport, such as status and outcomes against SPIs, significant events, and overall assessment of the aviation safety situation. This is produced for the current month and compared trend-wise against rolling 12 months to continuously see the status for the equivalent of a whole year back.
- Compliance Monitoring Manager reports monthly status for outcomes against audit plans and associated action plans at both SAG and SRB. ~~See further in section 2.3~~.

Chapter 2.1.7.6 Aviation Safety Investigations and Studies

Events impacting aviation safety are investigated to identify the root cause and develop risk mitigation measures. Aviation safety investigations are also conducted when a safety issue or a compliance deficiency has been identified. The scope of investigations varies with the severity and complexity of the identified or reported issue. ~~See further in section 2.2.8.~~

Chapter 2.1.9 Emergency planning

The airports have a trained and practiced crisis management organization to handle crises and serious incidents regardless of origin and scope. The crisis management organizations are designed according to a generic functional model with established routines for crisis management, including cooperation with external actors, situational awareness, reporting, information, and communication. This is described in more detail in AR part 5 ~~E~~, chapter 19.

Chapter 2.1.10 Management of change

Swedavia manages changes in accordance with risk identification described in section ~~2.2.5~~ 2.1.5 and as illustrated below.

Chapter 2.1.10.3 Exemption from Regulations

When an ELOS application is completed and approved, the relevant parts of the AIP must be updated before the exemption is implemented. ~~See chapter 4 for more information about each airport and chapter 7 for guidance on updating the AIP.~~

Chapter 2.1.10.7 Overall Methodology

4. Identify risk sources and analyse the risks Document the risks associated with the change. ~~See section 2.2.5.~~

5. Evaluate the risks The risks should be evaluated and documented using the established risk evaluation matrix. ~~See section 2.2.5.~~

6. (If necessary) Define risk-reducing measures If the risk is not acceptable, reducing/mitigating measures and those responsible for the measures should be documented. ~~See section 2.2.5.~~

8. Accept residual risk Analyse and evaluate the risks again. Ensure that the risk is acceptable after the measures have been taken. ~~See section 2.2.5.~~

Chapter 2.1.11.3 Safety Meetings

There are established safety meetings, both joint and at each airport, where external actors also participate. ~~see section 2.1.~~

Chapter 2.1.11.4 Safety Training

Procedures for safety-related training to increase awareness are described in AR Part 5 Chapter 3. The training plan covers everything from basic training in safety-related knowledge (badge training) to advanced training on SMS and regulations.

Chapter 2.1.12 Outcomes from SMS

The outcomes from SMS are followed up in the different perspectives within SMS (predictive, proactive, and reactive) through:

- Measurement and follow-up of aviation safety measures ~~(2.2.6)~~.
- Trend monitoring and follow-up of aviation safety performance ~~(2.2.7)~~.
- Evaluation of the aviation safety policy ~~(2.2.2)~~.
- Operational controls and audits ~~(2.3)~~.
- Sharing of aviation safety data/information and experiences with both internal and external stakeholders and authorities ~~(2.1)~~.
- Aviation safety investigations of serious incidents.
- Recurring surveys, such as safety climate measurement.
- Continuous evaluation of the SMS.

Chapter 2.1.12.1 Continous Evaluation

SMSAT allows Swedavia to systematically assess the main components of its SMS:

- Aviation safety policy and objectives ~~(AM 2.2.1, 2.2.2, 2.2.3, and 2.2.4)~~
- Management of aviation safety risks ~~(2.2.5, 2.2.6, and 2.2.8)~~
- Promotion of aviation safety ~~(2.2.11)~~
- Aviation safety assurance ~~(2.2.7, 2.2.10, and 2.2.12)~~

Chapter 2.2 Reporting of accidents and serious incidents to the authorities

Here you will find information about incidents, serious incidents, and accidents (crashes), as well as how to notify and/or report them.
A description of how the airport and cooperating organizations and stakeholders take action and handle an accident or serious event occurring at or near the airport is described in AR Part 5 chapter 19 ~~of this Aerodrome Manual~~. Crisis and emergency planning are described in section 2.1.9 ~~2.2.9~~.

Chapter 16

16.1.1 Definitions

16.1.1.2 Definition of work tools

Work tools refer to "Tools needed to perform a job" such as push-back bars, trolleys, shovels & chocks. Non-mobile and mobile but non-motorised equipment is defined as work tools. Bicycles and kick scooters are also defined as work equipment.

16.1.6 Approved vehicle

16.1.6.2 Inspection and traffic safety inspection

Vehicles in the above categories that are not specified in the Swedish Transport Agency's car register, for example registered in another country, shall in connection with an application for a vehicle permit, otherwise prove that the vehicle is inspected, taxed, insured and does not possess other deficiencies that compromise road safety.

16.1.6.5 Self-inspection of vehicles

Operators shall themselves implement self-inspection programmes for vehicles ~~and work tools~~ used on Airside.

For vehicles, this means establishing procedures that ensure that these undergo a self-inspection every new 24-hour period that the vehicle is to be used. The self-inspection must be signed and be vehicle-specific and include at least, but not exclusively, the items in the Checklist for daily self-inspection of vehicles.

Vehicles ~~and work tools~~ that are not found to be in a safe condition during self-inspection must be removed from service until corrective measures are implemented. It is up to each business to ensure that these are not used until the deficiencies have been rectified and they are deemed to be in a safe condition again.

~~**16.1.6.4 Approved workshop**~~

~~who are to handle deficiencies from traffic safety inspections or to perform service must use vehicle repair shops that sign Swedavia's Checklist for being an approved supplier for vehicle maintenance to perform maintenance in accordance with the airport's certificate requirements.~~

16.2 Traffic

16.2.17 Parking

Throughout Airside, parking bans apply in zones. 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)*)~~. The control fee for unauthorised parking will be charged to the company for which the vehicle permit is issued. ~~the vehicle owner. For unregistered vehicles, the company to which the vehicle permit is issued is charged.~~ On Airside there are fixed parking spaces that are marked with the names of the activities used. Fixed parking spaces are leased by Swedavia.

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.

16.4.2 Reference documentation

- ~~Act on Control Fees for Unauthorised Parking, LKOP 1984:318~~
- Road Traffic Ordinance (1998:1276)
- Road Traffic Register Regulation (2001:650)
- Vehicle Act (2002:574)
- TSFS Series SEC
- EU Regulation No 2015/1998
- EASA (EU 139/2014) (Aerodrome Manual chapters 16 & 30)

Chapter 28

28. Use of the Aerodrome by Aircraft Exceeding the Aerodrome Reference Code ~~certified design characteristics of the aerodrome~~

Introduction

This chapter describes the procedure for permitting aircraft that exceed the aerodrome reference code to use the aerodrome on a temporary or regular basis.

Prior approval from the Swedish Transport Agency is required to permit movements by aircraft that exceed the aerodrome reference code. Such approval is based on an Aviation Safety Plan. The aircraft operator is responsible for:

1. Submitting a request to the aerodrome.
2. Providing the aerodrome with technical information about the aircraft concerned, as specified below:

Aircraft Specifications

- Aircraft model
- Code
- Wingspan: XX m
- Outer main gear wheel span: XX m
- Wheelbase: XX m
- Maximum aircraft mass: XX t
- ACN value:
- Fuselage length: XX m
- Fuselage width: XX m
- Tail height: XX m
- Maximum passenger capacity: Maximum XX / Standard XX
- Maximum fuel capacity: XX l = XX t

For any questions regarding approved aircraft types, please contact the aerodrome.

~~This chapter describes the procedure for allowing an aircraft that exceeds one or more aspects of the airport's certified design to use the airport, either temporarily or regularly. The purpose is to ensure continued safe operations through structured handling and risk assessment in accordance with applicable regulations.~~
~~The chapter covers all situations where an aircraft whose physical dimensions exceed the certified design of an airport requests to conduct operations at the airport.~~

~~**Responsibilities**~~
~~Swedavia is responsible for:~~

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

~~**Prior Approval for Landing of Aircraft Exceeding the Airport's Certified Design**~~
~~To allow landing of an aircraft that exceeds the airport's certified design, prior approval from the Swedish Transport Agency is required, based on an Aviation Safety Plan. The aircraft operator is responsible for:~~

1. ~~Submitting a request.~~
2. ~~Providing technical information about the aircraft in question as a basis for assessment.~~

~~Complying with the restrictions and procedures established in connection with the approval.~~

Chapter 33
33.14 FOD resulting from exceptional occurrences and conditions

33.14.4 Snow removal

Snow removal entails risks in terms of the occurrence of FOD. Below is a description of objects that may constitute FOD in connection with snow removal, along with the activities required to prevent the occurrence of FOD or remove FOD that has occurred.

Lights and other infrastructure that are run over and broken during the course of snow removal

Activity: Checks on the alarm systems for lights and targeted FOD checks in the event of an alarm

Performance: During ongoing snow clearing and after snow clearing has been completed

Bolts, wire bristles and other parts that detach from the equipment

Activity: Use of magnetic sweeper

Performance: After snow clearing has been completed

Lumps of ice, snowbanks, etc., which may constitute FOD, and which are hidden in snowbanks and emerge and spread when the snow melts

Activity: Extended checks of the paths and shoulders when the snow melts

Performance: After snow clearing has been completed

Granulate lumps, i.e. granules that are packed together and do not “precipitate” and constitute FOD on surfaces that have been treated with anti-skid measures.

Activity: Extended checks when inspecting the movement area.

Performance: After snow clearing has been completed

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.

Performance: During ongoing snow clearing and after snow clearing has been completed

Generic text Regional Airports

Chapter 13

13. Works at the Airport

Works and/or events that will take place on airport grounds and are not part of normal operations shall be planned, prepared and approved prior to implementation, in order to minimise aviation safety risks and disruption to normal operational activities.

~~The approval of these works and/or events takes place at a Change Approval Meeting (CAM) arranged at the respective airport.~~

Work that involves temporary or permanent physical changes to land, buildings, control systems or other infrastructure that is owned or leased by the airport shall always require the approval of the ~~facility owner.~~ Maintenance Manager.

The airports have established forums and contact channels for planning, coordinating and anchoring the work, as well as for communicating information to the various operators at the airport (such as Airport Information).

~~Coordination and communication with Air Navigation Services during implementation takes place primarily via established communication channels (such as meeting forums, Operating~~

~~Instruction, Airport Information etc.) and functions (e.g. APOC, ATOS, project implementer etc.).~~

~~Air Traffic Services is part of the Change Approval Meeting as a reviewer of the methodology.~~

~~These are supplemented with additional channels should the work require (e.g. daily briefings, telephone calls when carrying out a work procedure, etc.).~~

The execution of works is governed by the Airport Regulations and established procedures, as well as checklists, aerodrome safety plans, Operational Instructions, etc., which may need to be developed specifically for a particular work activity.

Coordination and communication with Air Traffic Services (ATS) during the execution of works shall primarily take place through established communication channels (e.g. meeting forums, Operational Instructions, Airport Information, etc.) and designated functions (e.g. ADO, Operations and Maintenance, Project Managers, etc.).

15.5 Site-specific information Arlanda

Chapter 13

For ARN Airport, the following site-specific appendices also apply and are available under Governing Information:

- General Rules for Working at the Airports
- General Safety Rules for Work in supply Tunnels
- General Safety Rules for Terminals, Buildings and SkyCity

15.15.9 Approved de-icing locations at Arlanda

Terminal 4

Stop line W can be used when necessary to complete full-body de-icing for the following aircraft types (IATA code):

- A319 (319)
- A320 (320, 32A, 32N)
- A321 (321, 32B, 32Q)
- B737MAX9 (7M9)

Stop line W is found on the following stands: 31, ~~32,~~ 33, ~~34,~~ 35, 37, ~~38,~~ 39, ~~40,~~ 41 och 43.

New map: Approved areas for de-icing



Chapter 31

31.6 Towing at Arlanda

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

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

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

When towing aircraft larger than Code C, the driver must state, upon the initial call to Clearance Delivery (CD), that a "Heavy" is being towed.

Site-specific information Gothenburg

Chapter 25.1

When the threshold for a high risk of thunderstorms is reached, refueling must be stopped immediately; refueling of aircraft is prohibited. The procedure may not resume until the risk level is no higher than the threshold for a moderate risk of thunderstorms. When the threshold for a moderate risk of thunderstorms is reached, aircraft refueling must be conducted with a high level of risk awareness, or in accordance with the refueling operator's own procedures. Operators may choose to apply lower thresholds than those specified. When the threshold for a low risk of thunderstorms is reached, no specific measures are required.