



Bromma Stockholm Airport SNOW PLAN



Contact - Field Operations

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Snow Plan: Table of contents

1	Bromma Stockholm Airport	
1.1	General information	4
1.2	Local winter conditions Glossary	4
2	Glossary	5
3	Organization	
3.1	Organizational structure	6
3.2	Snow committee	6
3.3	Scheduled meetings	6
3.4	Chain of command	6
3.5	Methods of communications	7
4	Resources	
4.1	Vehicles	8
4.2	Tools & chemicals	9
4.3	Manpower & resources in use	11
4.4	Planning of resources and machinery	13
5	Operations	
5.1	Priority of surfaces to be cleared	14
5.2	Clearance limit for aircraft using the aerodrome	14
5.3	Collection and dissemination of RCR	15
5.4	Clearing method - Movement area	16
5.5	Clearing method – Other airside surfaces	17
5.6	Clearing method – Closing the RWY	18
6	Temporary snow locations	
6.1	During weather category 1	19
6.2	During weather category 2	19
6.3	During weather category 3, 4 and 5 CSRA	20
6.4	During weather category 3, 4 and 5 DMA	21
7	Permanent snow locations	
7.1	After snowfall and clearing	22
8	Deicing	
8.1	Deicing	23
8	Appendix	
A	Landside operations	24

1. Bromma Stockholm Airport

1.1 General information

Stockholm Bromma Airport (IATA: BMA, ICAO: ESSB) is a Swedish domestic and minor international airport in Stockholm. It is located 4 NM (7.4 km; 4.6 mi) west-northwest of downtown Stockholm and is the closest airport to the city compared to the other commercial passenger airports in the area around Stockholm (Arlanda, Skavsta and Västerås).

Opened: 23 May, 1936
Operated by: Swedavia AB
Elevation AMSL: 14 m / 47 ft
Coordinates: 59°21'16"N 017°56'23"E
Website: www.swedavia.com/bromma

Runways direction: 12/30
Runways length: 1668 m / 5472 ft
Runways surface: Asphalt

Swedavia International Airports: ARN, BMA, GOT, MMX
Swedavia Regional Airports: KRN, VBY, RBY, OSD, UME, LLA

1.2 Local winter conditions

Following statistics are based upon data gathered between 2018-2024 and shows the average percentage on site weather category.

Category 1 – 56,09%

-Dry, wet, +°C ambient & ground

Category 2 – 29,93%

-Risk for freezing, frost etc. no precipitation, -°C

Category 3 – 12,21%

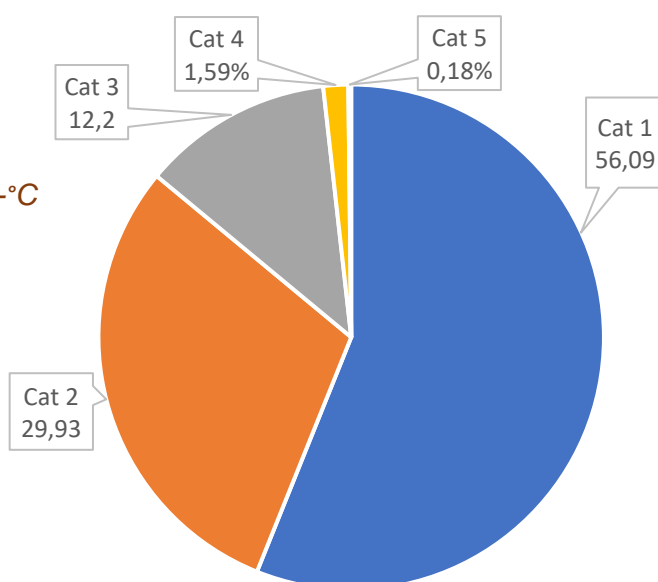
-Light snow, precipitation up to 1 cm/hour

Category 4 – 1,59%

-Intense snow, precipitation 1-4 cm/hour

Category 5 – 0,18%

-Extreme snow, precipitation >4cm/hour



2. Glossary

AIP	Aeronautical Information Publication
A/L	Airside/Landside
APOC	Airport Planning Operations Centre
AR	Airport Regulations
ATOS	Airport Technical and Operative Supervisor
ATC	Air Traffic Control
ATS	Air Traffic Service
AWOS	Automated Weather Observation System
BMA	Bromma Stockholm Airport
EASA	European Aviation Safety Agency
EUROCONTROL	Pan-European, civil-military organisation
FPC	Flight Planning Centre
GP	Glide Path Indicator
ICAO	International Civil Aviation Organisation
ILS	Instrument Landing System
LFV	Air Navigation Service Provider
NOTAM	A notice to air men (NOTAM) is a notice filed with an aviation authority to alert aircraft pilots of potential hazards and conditions
PAPI	Precision Approach Path Indicator
RCR	Runway Condition Report
RGL	Runway Guard Light
RWY	Runway
SNAP 2.0	A digital SNOTAM/RCR reporting tool
SNOTAM/RCR	A report describing live weather conditions of runways, taxiways and aprons at an aerodrome
TWR	Tower
UHF	Ultra High Frequency
VHF	Very High Frequency

3. Organisation

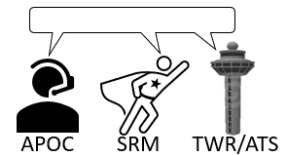
3.1 Organizational structure

Bromma Stockholm Airport belongs to the organization within Swedavia International Airports.

Swedavia International Airports: ARN, BMA, GOT, MMX
Swedavia Regional Airports: KRN, VBY, RBY, OSD, UME, LLA

3.2 Snow committee

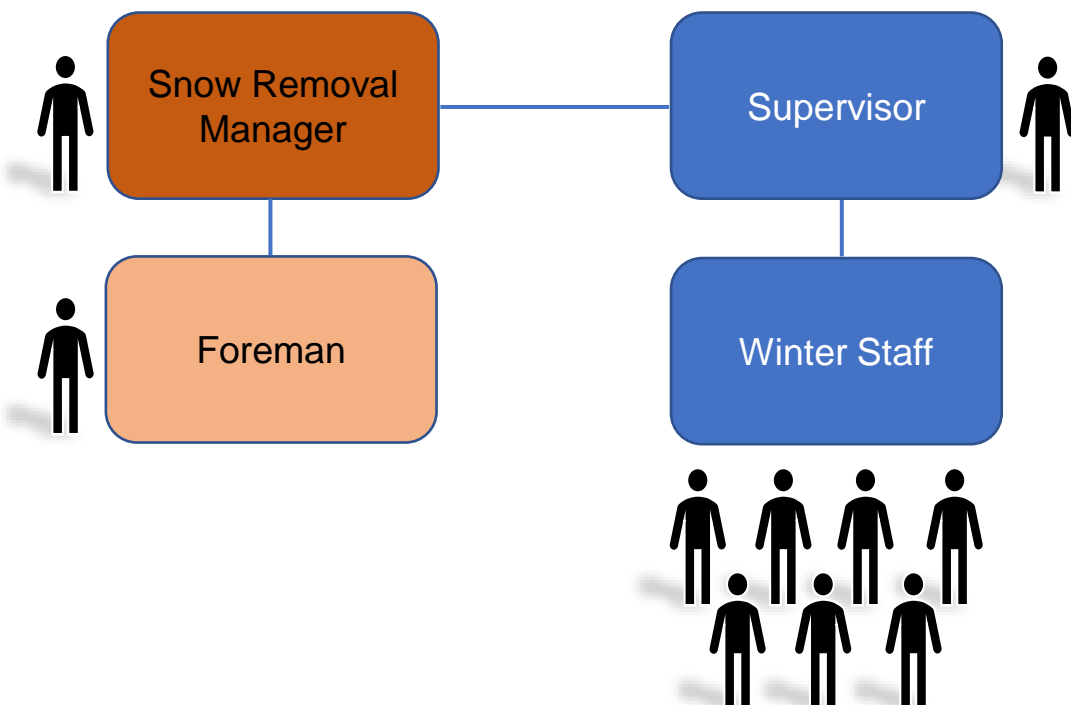
Unexpected changes in weather, resources, or limitations are discussed, planned and mitigated by the Snow removal manager (SRM), APOC and ATS. Together they make up the snow committee. Daily follow up is done by APOC.



3.3 Scheduled meetings

Traffic Tactical Forum	“TTF”	when necessary
Local Runway Safety Team	“LRST”	every quarter
Airside Safety Group	“ASSG”	every two months

3.4 Chain of command



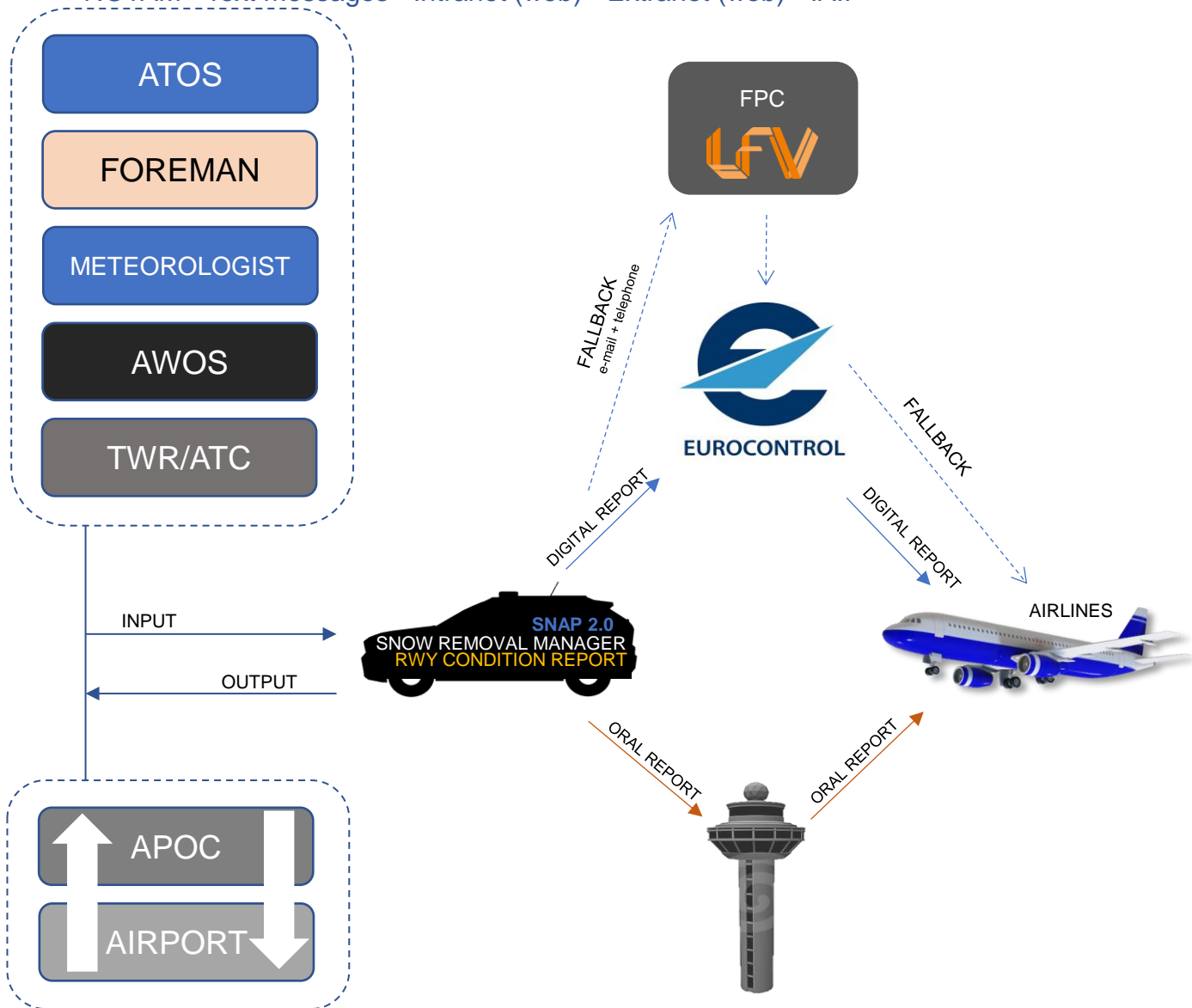
3.5 Methods of communication

The Snow Removal Manager gathers relevant information through other systems and reports the runway, taxiways and apron status with a digital tool (SNAP) and sends the report directly from the mobile office. The Snowtam report goes from reporting tool to Eurocontrol and further on out to the airlines.

The Airport is obligated to send a new Snowtam or RCR report with every significant change in weather based on assessment of conditions according to RCAM (Runway Condition Assessment Matrix)

Other means of communication:

- VHF radio - UHF radio – Telephone - E-mail - AI (Airport Information)- SNOWTAM – NOTAM - Text messages - Intranet (web) - Extranet (web) - IAIP



4. Resources

4.1 Vehicles

TOWED JET SWEEPER

7 x



DE-ICING SPRAYER (45 meter)

1 x



FRICTION TESTER

2 x



SAND & DE-ICING SPRAYER (36 meter)

1 x



CARRIED SNOW BLOWER

2 x



WHEEL LOADER

3 x



TRACTOR

1 x



SMALL CARRIER

2 x



DE-ICING SWEEPER

2 x



PICK-UP TRUCKS & CARS

3 x



EXTERNAL TRUCKS (FOR SNOW REMOVAL)

7 x



SNOW TRANSPORT (40 m3)

1 x



4.2 Tools & Chemicals

WEATHER & FLIGHTPLANNING SYSTEMS

DIGITAL REPORTING TOOLS

AUTOMATIC WEATHER OBSERVING SYSTEM

GEOFENCED DE-ICING TECHNOLOGY



RWY DE-ICING FORMATE

AVIFORM L50 LIQUID: 200 m³
AVIFORM S-SOLID: 15 tons

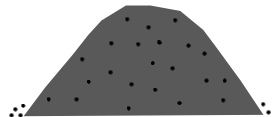
DIESEL
HVO100: 50 m³

AD-BLUE
2 m³

AIRSIDE GRIT
600 tons (< 4,75 mm)

LANDSIDE SALT
20 tons

LANDSIDE GRIT
50 tons (6-8 mm)



AIRCRAFT DE-ICING FLUID

TYPE I: 15 m³

TYPE II: 8 m³



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4.3 Manpower & resources in use

Standard manpower = 3 shifts x 10 resources.

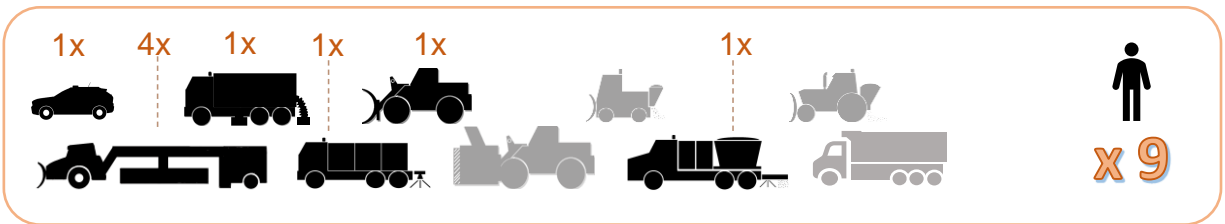
On-site workshop = 2 resources 07:00-16:00 local time. (available on call after standard working hours)

Image below shows the minimum number of resources/shift needed to comply all operative surfaces during a specific weather category number.

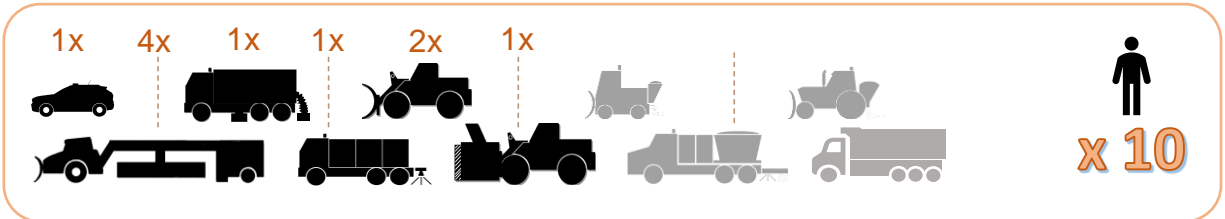
Category 1 – Plus degrees, no snow (no restrictions)



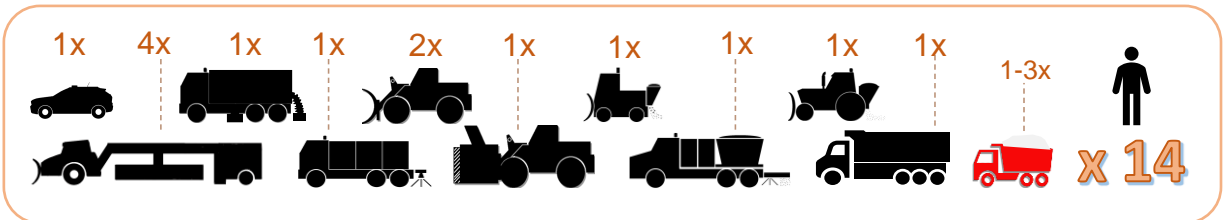
Category 2 – Frost/Ice, no snow (no restrictions)



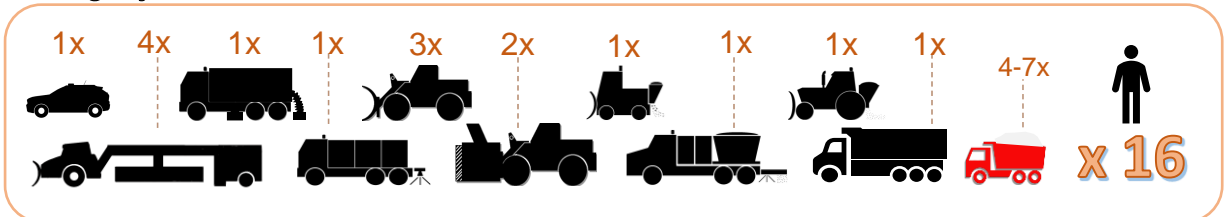
Category 3 – Light/medium (15 min clearing – 11 min take off & landing)



Category 4 – Intense (15 min clearing – 8 min take off & landing)



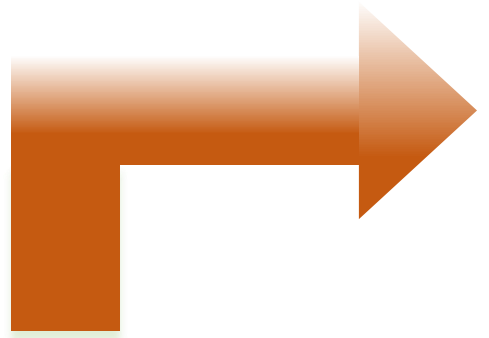
Category 5 – Extreme (15 min clearing – 4 min take off & landing)





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4.4 Planning of resources and machinery

BMA Airport plans the number of working resources based on weather categories.

The specific categories are based on weather data gathered over 10+ years and determines the manpower in use during that specific category.

Category and manpower equals the necessary amount of resources to ensure snow clearing of prioritized areas and safe take-off and landing.

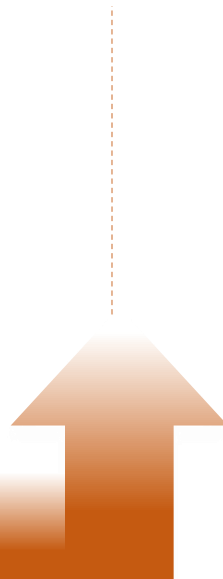
The categories are provided by the weather service along with the weather forecast.

The Snow Removal Manager is responsible to ensure that the categorized number of resources are at the scene. The list (see 4.1) is an example of machines in use (type of machines in use varies during operating hours).

During category 3-5 closed TWY and aprons may occur due to clearing of visual aids and snow profiles.

BMA Airport field staff and BMA Vehicle workshop maintains and ensures that the vehicle fleet is operational.

The snow removal manager is responsible to ensure adequate number of resources per category. APOC tracks status daily.



5. Operations

5.1 Priority of surfaces to be cleared

ESSB winter operations priorities clearing of the aerodrome areas in the following order:

During snowfall and clearing

1. Areas and aids necessary for take off and landing (landside, threshold, PAPI, ILS, signs)
2. Runway & emergency routes
3. Taxiways* serving the runway
4. Aprons* & remote aprons (clear all markings visible, eventual emergency call-offs)

After snowfall and clearing

5. Measures designed to increase airport usability
6. Completion of runway and taxiways (*snow profiles)
7. Aircraft hangar and stand locations
8. Completion of aprons
9. Other relevant emergency routes (approach 12/30)
10. GP and Localizer areas
11. External requests (asap or within 2 hours)
12. Snow transportation from temporary spots to permanent locations



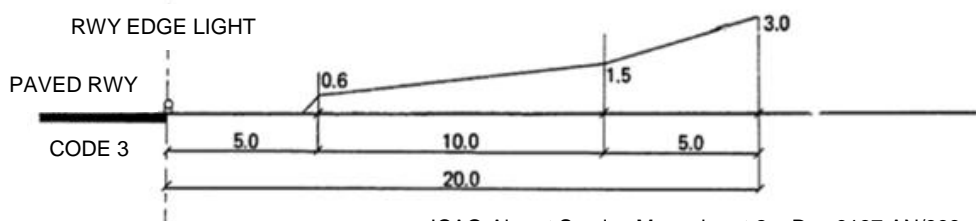
* Taxiway Y3, Y4 & G1 will not be prioritized during weather category 3-5

* Aprons 2, 3 & North Remote will not be prioritized during weather category 3-5

1. 5.2 Clearance limit for aircrafts using the aerodrome

Image shows the general distance and height limits (metric scale) for adjacent snowbanks (snow profile) used on Bromma Stockholm Airport. Profiles around visual aids and ILS-equipment may vary due to equipment specifications.

For example: Glide Path indicator, PAPI, threshold lights etc.



ICAO-Airport Service Manual part 2 – Doc 9137 AN/898

5.3 Collection and dissemination of RCR

Snow removal manager

Assesses and determines contamination type and depth on RWY acc. to RCAM.

Adds assessed data in digital reporting tool from mobile office.

Sends oral report to ATS

Sends digital report to EUROCONTROL and FPC

Updates RCR/SNOWTAM report with every significant change on any of the obligated surfaces

Surface friction tester

The snow removal manager measures friction with a surface friction tester vehicle (SFT) to see the rate of change in surface status and to plan clearing actions and frequencies with ATS and to follow up clearing results.

*Note: NO friction readings/values will be reported on RCR/SNOWTAM
(but can be reason for up- or downgrading RCR code acc. RCAM)*

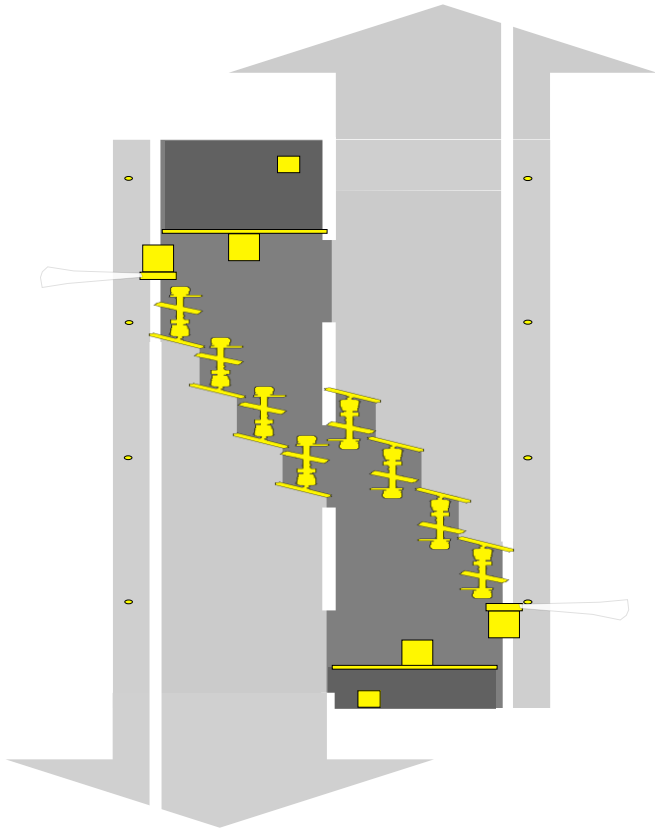
Experience and training

Surface status is determined by the snow removal manager.

All reported depths of snow are measured with ruler or tool (metric).

The snow removal manager have received adequate training within all related fields. It takes between 1-3 years of experience and training to become a fully trained Snow removal manager.

5.4 Clearing method of movement area



Method

The two sweep cycle is the standard snow clearing method at ESSB. This method divides the runway clearing into two separate sweeps, where the group turns around at RESA to clear the second half of the runway on the way back, before exiting the runway where they initially entered. During active clearing, limited access to the runway and taxiways may vary depending on the weather category (3-5). Once the runway clearing is completed, the snow clearing procedure continues according to the established priority order. Meanwhile, the remaining airfield maintenance team is working on snow removal, prioritizing taxiways, aprons, and other areas around the airport.

Total cycle time: 15 minutes
Time on RWY: 14 minutes

Areas covered

Runway: 12-30
Taxiways: Y5, YU, YW



Areas covered

Runway: 12-30
Taxiways: Y1, Y2



Formation on runway

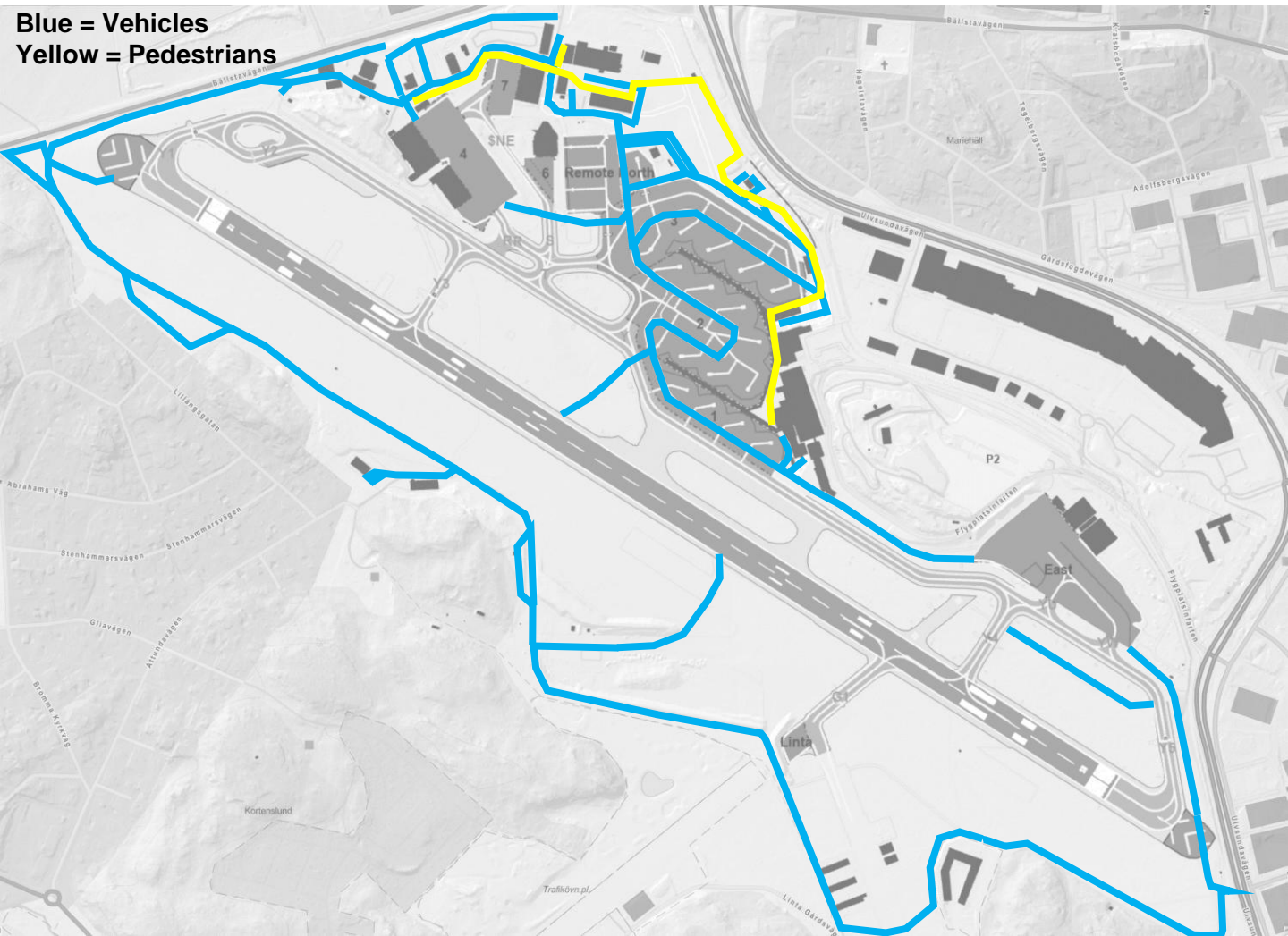
4 x Towed Jet Sweepers
1 x Big snowblower
1 x 45 m wide Sprayer (can fold to 24m)
1 x Surface friction tester

5.5 Clearing method of other airside surfaces

The other airside areas, surfaces and roads are being cleared simultaneously to the movement area. In short the airfield maintenance unit is divided into two groups, “runway unit” and the “apron unit”. The apron unit clear and handles all the other airside objects where the runway unit can’t reach or handle.

The main focus during snowfall is to make passable and de-iced tracks for vehicles and pedestrians and to support these tracks during the snowfall. After snowfall the focus switches to completely remove all areas from snow.

The apron unit supports the following areas and follows a specific clearing pattern during snowfall:



5.6 Closing the runway

Reasons to close RWY and closing procedure

If obstacle limitations, visual aids and/or ILS is affected by accumulated snow due to heavily sustained snow fall and any of the red marked areas are inaccessible we have a reason to close the RWY. The RWY in itself is usually not the issue for snow clearing, it is the visual aids and snow profiles that can't be maintained during a heavily sustained snow fall.

The Snow removal manager has the mandate to close the RWY. The snow removal manager means to forecast the time for closing 2 hours before due.

An eventual closing decision is always consulted with ATC/FPC for a proper moment to close.

During snowfall and clearing

1. Areas and aids necessary for take-off and landing (*landside, threshold, PAPI, ILS, signs*)
2. Runway & emergency routes
3. Taxiways serving the runway
4. Aprons* & remote aprons (*clear all markings visible, eventual emergency call-offs*)

After snowfall and clearing

5. Measures designed to increase airport usability
6. Completion of runway and taxiways (**snow profiles, (see 5.3)*)
7. Aircraft hangar and stand locations
8. Completion of aprons
9. Other relevant emergency routes (approach 12/30)
10. GP and Localizer areas
11. External requests (asap or within 2 hours)
12. Snow transportation from temporary spots to permanent locations

Opening procedure (when closed)

To clear all necessary snow profiles and visual aids to open up the RWY the time for clearing is:

- 3 hours (1,5 hours for each runway direction, we initiate both directions when closed)
- 3 hours (snow profiles)
- Clearing take place in parallel

Total time: 3 hours

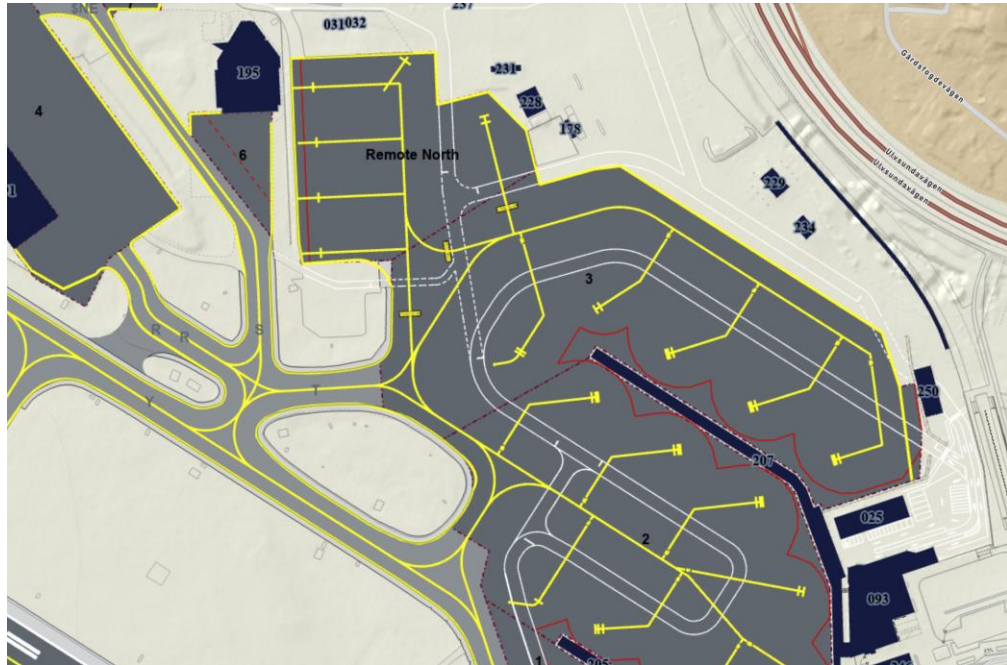
Note: GP and Localizer areas are always cleared pro-actively and active objects cannot be assessed for clearing during opening hours due to blocking of signal.

6. Temporary snow locations

The Aircraft Stand Parking Unit allocates aircraft according to the snow locations described below. The marked snow locations are temporary and are expected to be closed during current weather category.

6.1 During weather category 1

No temporary locations expected.



6.2 During weather category 2

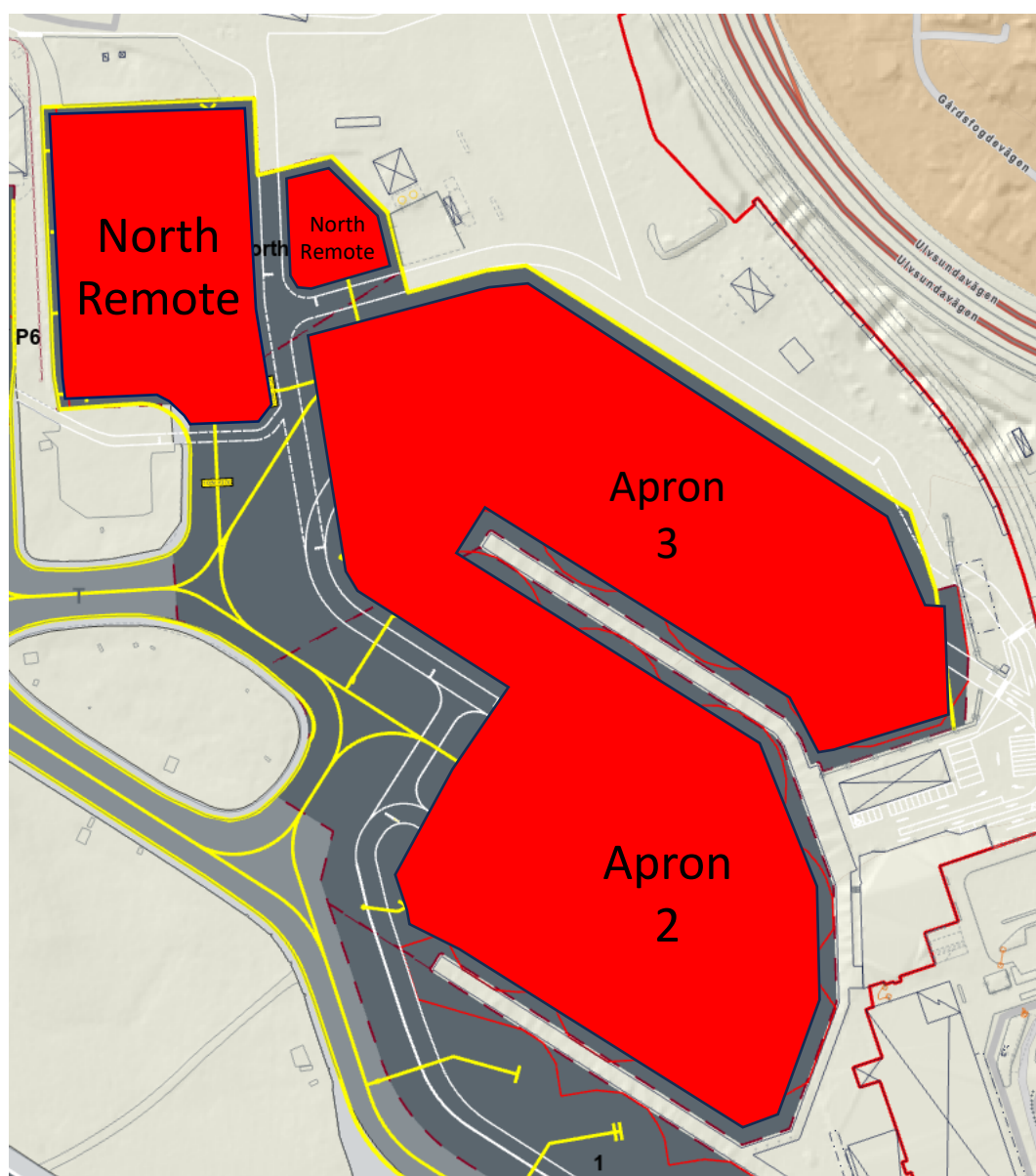
Apron 2 stands: 12-15
Apron 3 stands: 16-19
North Remote: 7 & 8



6.3 During weather category 3, 4 and 5

The following areas **will not be cleared for maintenance**

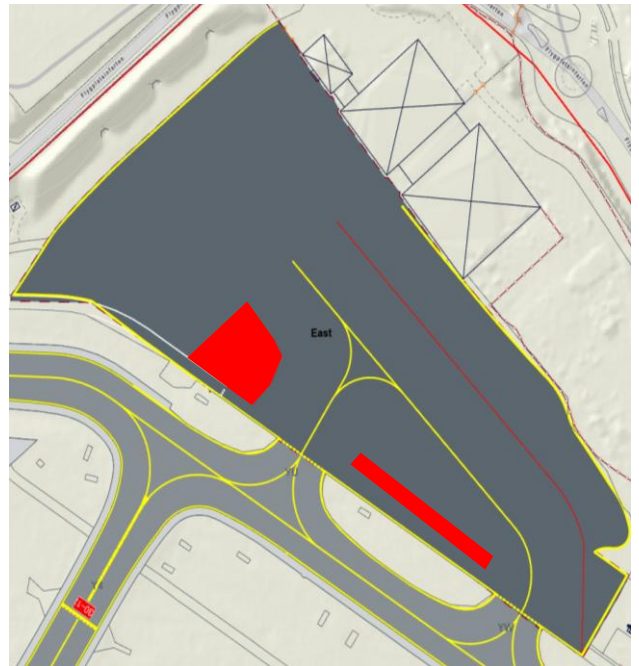
- Apron 2 stands: 7-15
- Apron 3 stands: 16-19
- North Remote stands: R5-R9
- Inner service road



6.4 During weather category 3, 4 and 5 DMA

East Apron

Snow wall between YU and YW
 Snow wall left of YU



North Aprons


Apron 4: Snow wall towards apron 6 and 7
 Apron 7: Snow wall outside of the taxiway side strip marking
 Narrow part connection: Snow wall outside of the taxiway side strip marking

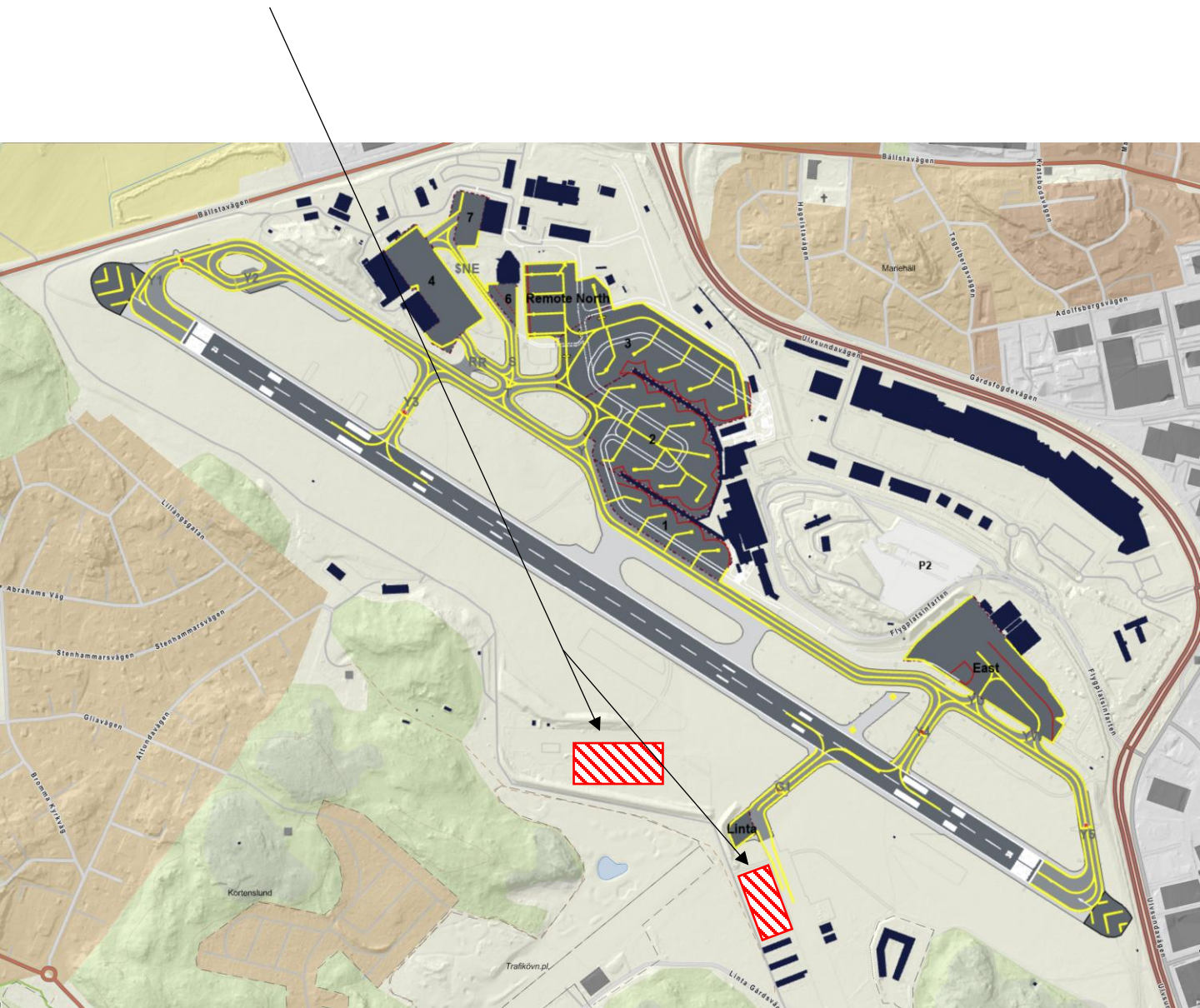


7. Permanent snow locations

Snow is transported from temporary snow locations after snowfall and clearing

7.1 After snowfall and clearing

 Permanent snow location on grass area



8. Deicing

8.1 Deicing

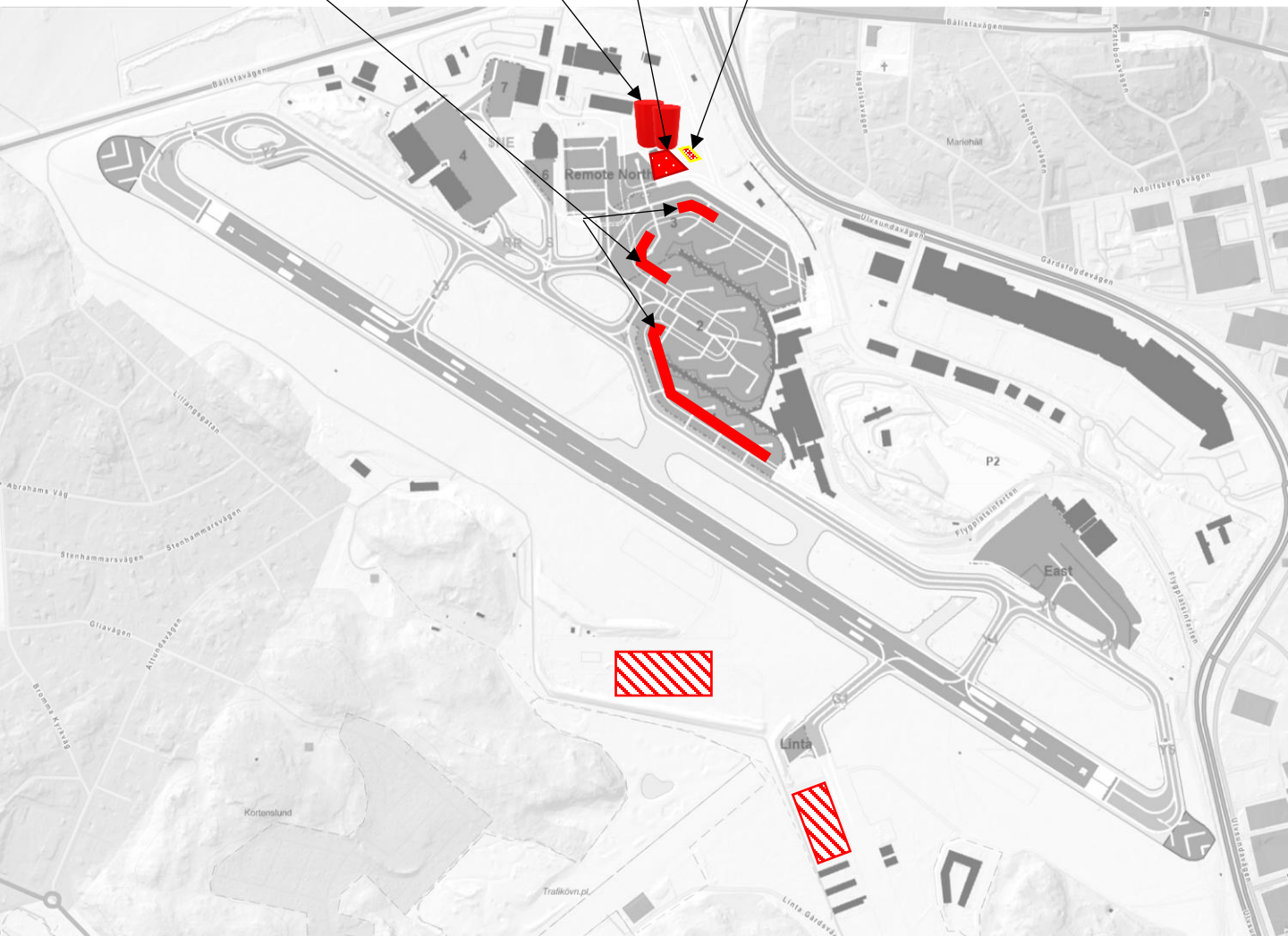
Deicing is performed at actual stand. Deicing liquids are recycled through deicing chutes on Aprons 1-3 and by vacuum trucks and is pumped into recycling towers.

Deicing chutes

Recycled Deicing liquid towers

Red snow area (contaminated snow)

Dumping chute for vacuum truck (pure liquid)



Appendix A: Landside operations

Airfield maintenance prioritize Landside Terminal area according to the following order during Snowfall:

Small carrier (Belos TransPro)

Orange

1. Walkways from train to arrivals
2. Narrow strip taxi zone
3. Arrivals Square (by hand)
4. Bus connection
5. HCP slot terminal
6. Stairs up to parking lot (by hand)
7. Walkways along terminal
8. Unloading zone terminal
9. Stairs up to upper parking lot
10. Goods reception
11. Walkways towards Bromma Blocks
12. Walkway and stairs B20 (by hand)
13. Walkway from P1 to Car rental

Repeat...

Wheel loader (Volvo L60)

Blue and White

1. Main road
2. Taxi pick-up zone
3. Drop-off/pick-up zone
4. Bus zone
5. Taxi-bus strip on hill
6. TWR/B20
7. Parking lot terminal
8. Road to aviation fuel

Repeat...

The main focus during snowfall is to make passable and de-iced tracks for vehicles and pedestrians and to support these tracks during the snowfall. After snowfall the focus switches to completely remove all areas from snow.



- Tracks are de-iced with landside grit and salt (sodium formate 100 m before airside passage/gate)
- No salt, sodium formate or grit on walkways in front of departure terminal unless absolutely necessary.

Bromma Stockholm Airport
2025-2026



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