

LFV, SE-601 79 NORRKÖPING. Phone +46 11 19 20 00. Fax +46 11 19 25 75. AFTN ESKLYAYT

Principal changes included in this Amendment./
Ändringens huvudsakliga innehåll.

Do not insert in AIP until/Sätt ej in i
AIP förrän **12 AUG 2021**

Subject(s)	AIRAC Changes	AIP page
Fire Fighting and rescue services and snowplan	Fire fighting and rescue services, runway surface condition assessment and reporting and snowplan.	AD 1.2

Subject(s)	Non AIRAC changes.	AIP page
	-	

Remove the following old pages:
Tag bort följande gamla sidor:

GEN 0-4-1-8

AD 0-6-1/2

AD 1 1.2-1-6

Insert the following new pages:
Sätt in följande nya sidor:

GEN 0-4-1-8

AD 0-6-1/2

AD 1 1.2-1-4

Record the Amendment on page GEN 0.2-1.
Anteckna ändringen på sida GEN 0.2-1.

For comments, please contact: aip@lfv.se

- E N D / S L U T -

GEN 0.4 Kontrollista/Checklist of AIP pages

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Malmö ESMS		ESKM 5-9	21 MAY 2020	ESDF 4-6	20 AUG 2015	ESSA 1-7	13 AUG 2020
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ESKS 4-7	17 JUN 2021	ESNU 1-6	30 JAN 2020	ESPE 4-1	17 JUN 2021	ESMX 1-3	08 NOV 2018
ESKS 4-8	05 NOV 2020	ESNU 1-7	30 JAN 2020	ESPE 6-1	17 JUN 2021	ESMX 1-4	25 MAY 2017
ESKS 4-9	17 JUN 2021	ESNU 1-8	03 DEC 2020			ESMX 1-5	08 NOV 2018
ESKS 4-10	05 NOV 2020	ESNU 1-9	30 JAN 2020	Vilhelmina ESNV		ESMX 1-6	26 MAR 2020
ESKS 4-11	17 JUN 2021	ESNU 1-10	18 JUN 2020	ESNV 1-1	30 JAN 2020	ESMX 1-7	26 MAR 2020
ESKS 4-12	05 DEC 2019	ESNU 2-1	17 JUN 2021	ESNV 1-2	26 MAR 2020	ESMX 2-1	26 MAR 2020
ESKS 4-91	17 JUN 2021	ESNU 3-1	30 JAN 2020	ESNV 1-3	26 MAR 2020	ESMX 3-1	10 DEC 2015
ESKS 5-1	17 JUN 2021	ESNU 4-1	03 DEC 2020	ESNV 1-4	07 DEC 2017	ESMX 4-1	28 JAN 2021
ESKS 5-2	03 DEC 2020	ESNU 4-3	30 JAN 2020	ESNV 1-5	30 JAN 2020	ESMX 4-3	25 APR 2019
ESKS 5-3	17 JUN 2021	ESNU 4-4	19 NOV 2009	ESNV 1-6	24 MAY 2018	ESMX 4-91	28 JAN 2021
ESKS 5-4	26 MAR 2020	ESNU 4-5	18 JUN 2020	ESNV 1-7	26 MAR 2020	ESMX 5-1	08 NOV 2018
ESKS 5-5	03 DEC 2020	ESNU 4-6	18 JUN 2020	ESNV 1-8	26 MAR 2020	ESMX 5-2	08 NOV 2018
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ESKS 6-1	26 MAR 2020	ESNU 4-8	18 JUN 2020	ESNV 3-1	30 JAN 2020	ESMX 5-4	08 NOV 2018
		ESNU 4-13	30 JAN 2020	ESNV 4-3	30 JAN 2020	ESMX 5-5	25 APR 2019
Torsby ESST		ESNU 4-15	30 JAN 2020	ESNV 5-1	29 MAR 2018	ESMX 5-6	25 APR 2019
ESST 1-1	17 JUN 2021	ESNU 4-16	30 JAN 2020	ESNV 5-2	29 MAR 2018	ESMX 5-7	25 APR 2019
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ESST 1-3	17 JUN 2021	ESNU 4-20	30 JAN 2020	ESNV 5-5	30 JAN 2020	ESMX 5-10	25 APR 2019
ESST 1-4	17 JUN 2021	ESNU 4-23	05 NOV 2020	ESNV 5-6	30 JAN 2020	ESMX 5-11	20 JUN 2019
ESST 1-5	17 JUN 2021	ESNU 4-24	18 JUN 2020	ESNV 5-7	30 JAN 2020	ESMX 6-1	17 JUN 2021
ESST 1-6	17 JUN 2021	ESNU 4-25	18 JUN 2020	ESNV 5-9	30 JAN 2020		
ESST 1-7	17 JUN 2021	ESNU 4-26	18 JUN 2020	ESNV 5-10	30 JAN 2020	Åre Östersund ESNZ	
ESST 1-8	17 JUN 2021	ESNU 4-91	30 JAN 2020	ESNV 5-11	30 JAN 2020	ESNZ 1-1	17 JUN 2021
ESST 1-9	17 JUN 2021	ESNU 5-1	18 JUN 2020	ESNV 6-1	30 JAN 2020	ESNZ 1-2	28 JAN 2021
ESST 2-1	17 JUN 2021	ESNU 5-2	18 JUN 2020			ESNZ 1-3	17 JUN 2021
ESST 3-1	17 JUN 2021	ESNU 5-3	18 JUN 2020	Visby ESSV		ESNZ 1-4	07 NOV 2019
ESST 4-3	08 NOV 2018	ESNU 5-4	18 JUN 2020	ESSV 1-1	28 JAN 2021	ESNZ 1-5	17 JUN 2021
ESST 5-1	17 JUN 2021	ESNU 5-5	30 JAN 2020	ESSV 1-2	28 JAN 2021	ESNZ 1-6	17 JUN 2021
ESST 5-2	17 JUN 2021	ESNU 5-7	18 JUN 2020	ESSV 1-3	15 AUG 2019	ESNZ 1-7	17 JUN 2021
ESST 5-3	17 JUN 2021	ESNU 5-8	18 JUN 2020	ESSV 1-4	17 JUN 2021	ESNZ 1-8	17 JUN 2021
ESST 5-4	17 JUN 2021	ESNU 5-9	18 JUN 2020	ESSV 1-5	10 SEP 2020	ESNZ 1-9	13 AUG 2020
ESST 5-5	17 JUN 2021	ESNU 5-10	18 JUN 2020	ESSV 1-6	17 JUN 2021	ESNZ 2-1	17 JUN 2021
ESST 5-6	17 JUN 2021	ESNU 6-1	28 JAN 2021	ESSV 1-7	25 MAR 2021	ESNZ 3-1	13 AUG 2020
ESST 5-7	17 JUN 2021			ESSV 1-8	25 MAR 2021	ESNZ 3-3	13 AUG 2020
ESST 5-9	17 JUN 2021	Uppsala ESCM		ESSV 1-9	25 MAR 2021	ESNZ 4-1	28 JAN 2021
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Trollhättan-Vänersborg ESGT		ESCM 1-5	21 MAY 2020	ESSV 4-1	17 JUN 2021	ESNZ 4-9	08 DEC 2016
ESGT 1-1	08 DEC 2016	ESCM 1-6	17 JUN 2021	ESSV 4-3	15 AUG 2019	ESNZ 4-11	08 NOV 2018
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ESGT 1-5	17 JUN 2021	ESCM 3-1	21 MAY 2020	ESSV 4-7	17 JUN 2021	ESNZ 4-17	08 NOV 2018
ESGT 1-6	28 MAR 2019	ESCM 3-3	21 MAY 2020	ESSV 4-8	15 AUG 2019	ESNZ 4-18	09 NOV 2017
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ESGT 2-1	28 MAR 2019	ESCM 5-3	21 MAY 2020	ESSV 4-12	17 JUN 2021	ESNZ 4-23	28 MAR 2019
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ESNZ 5-3	07 NOV 2019						
ESNZ 5-5	28 MAR 2019	Örnsköldsvik ESNO					
ESNZ 5-6	28 MAR 2019	ESNO 1-1	15 AUG 2019				
ESNZ 5-7	08 NOV 2018	ESNO 1-2	15 AUG 2019				
ESNZ 5-8	25 JUN 2015	ESNO 1-3	16 AUG 2018				
ESNZ 5-9	07 NOV 2019	ESNO 1-4	15 AUG 2019				
ESNZ 5-10	09 NOV 2017	ESNO 1-5	28 MAR 2019				
ESNZ 6-1	28 JAN 2021	ESNO 1-6	17 JUN 2021				
Ängelholm ESTA		ESNO 1-7	21 MAY 2020				
ESTA 1-1	25 APR 2019	ESNO 2-1	17 JUN 2021				
ESTA 1-2	05 NOV 2020	ESNO 3-1	15 AUG 2019				
ESTA 1-3	25 APR 2019	ESNO 4-1	13 AUG 2020				
ESTA 1-4	17 JUN 2021	ESNO 4-3	16 AUG 2018				
ESTA 1-5	25 APR 2019	ESNO 4-91	28 JAN 2021				
ESTA 1-6	17 JUN 2021	ESNO 5-1	15 AUG 2019				
ESTA 1-7	18 JUN 2020	ESNO 5-2	07 NOV 2019				
ESTA 1-8	18 JUN 2020	ESNO 5-3	07 NOV 2019				
ESTA 2-1	25 APR 2019	ESNO 5-5	15 AUG 2019				
ESTA 2-3	05 NOV 2020	ESNO 5-6	15 AUG 2019				
ESTA 3-1	25 APR 2019	ESNO 5-7	08 NOV 2018				
ESTA 3-3	07 DEC 2017	ESNO 5-8	08 NOV 2018				
ESTA 4-1	28 JAN 2021	ESNO 5-9	16 AUG 2018				
ESTA 4-3	29 MAR 2018	ESNO 5-11	07 NOV 2019				
ESTA 4-5	28 JAN 2021	ESNO 5-12	07 NOV 2019				
ESTA 4-6	18 JUN 2020	ESNO 5-13	16 AUG 2018				
ESTA 4-7	28 JAN 2021	ESNO 6-1	15 AUG 2019				
ESTA 4-8	18 JUN 2020						
ESTA 4-91	17 JUN 2021	AD 3					
ESTA 5-1	18 JUN 2020	3.1-1	31 MAR 2016				
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ESTA 5-3	18 JUN 2020						
ESTA 5-4	18 JUN 2020						
ESTA 5-5	18 JUN 2020						
ESTA 5-7	18 JUN 2020						
ESTA 5-8	18 JUN 2020						
ESTA 5-9	18 JUN 2020						
ESTA 5-10	18 JUN 2020						
ESTA 6-1	17 JUN 2021						
Örebro ESOE							
ESOE 1-1	15 AUG 2019						
ESOE 1-2	08 NOV 2018						
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ESOE 1-8	06 DEC 2018						
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ESOE 5-7	07 NOV 2019						
ESOE 5-8	07 NOV 2019						
ESOE 5-9	07 NOV 2019						
ESOE 5-10	07 NOV 2019						
ESOE 5-11	07 NOV 2019						
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AD 2 Flygplatser / Aerodromes

Sektionen innehåller nedanstående underrubriker för varje individuell flygplats/
The section contains the following subheadings for each individual aerodrome

- AD 2.1 Platsindikator och namn/Location indicator and name
- AD 2.2 Geografiska och administrativa data/Geographical and administrative data
- AD 2.3 Öppenhållningstider/Operational hours
- AD 2.4 Ramptjänster o dyl/Handling services and facilities
- AD 2.5 Passagerartjänster/ Passenger facilities
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- AD 2.7 Säsongmässig tillgänglighet – snöröjning/Seasonal availability - clearing
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- AD 2.9 Vägledning för taxing, kontrollsystem och markeringar/Surface movement guidance and control system and markings
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- AD 2.17 ATS-luftrum/ATS airspace
- AD 2.18 Radiokommunikationshjälpmedel/ATS communication facilities
- AD 2.19 Radionavigations- och landningshjälpmedel/Radio navigation and landing aids
- AD 2.20 Lokala trafikföreskrifter/Local traffic regulations
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1.2 Brand- och räddningstjänst och snöplan**1.2 Fire Fighting and rescue services and snowplan****1 Brand- och räddningstjänst****1 Fire fighting and rescue services**

1.1 Flygplatskategorier för brand- och räddningstjänst

1.1 Aerodrome categories relating to fire fighting and rescue services

En flygplats skyddsnivå avgör vilken räddningstjänstkategori som krävs på flygplatsen. Räddningstjänstkategorierna fastställs med hjälp av längden på det största luftfartyget som trafikerar flygplatsen samt flygplatsens trafiktäthet, enligt Transportstyrelsens föreskrifter och allmänna råd om beredskap för räddningsinsatser samt räddningstjänst på flygplats (TSFS 2019:25) alternativt förordning (EU) nr 139/2014 ADR.OPS.B.010.

For the purpose of dimensioning the fire fighting and rescue services an aerodrome is referred to a certain category in accordance with Transportstyrelsens föreskrifter och allmänna råd om beredskap för räddningsinsatser samt räddningstjänst på flygplats (TSFS 2019:25) or Regulation (EU) No 139/2014 ADR.OPS.B.010.

The categorization system is based on the size (overall length) of the aeroplanes using the aerodrome and the frequency of movements.

Aerodrome category	Aeroplane over-all length	Maximum fuselage width
1	0 m up to but not including 9 m	2 m
2	9 m up to but not including 12 m	2 m
3	12 m up to but not including 18 m	3 m
4	18 m up to but not including 24 m	4 m
5	24 m up to but not including 28 m	4 m
6	28 m up to but not including 39 m	5 m
7	39 m up to but not including 49 m	5 m
8	49 m up to but not including 61 m	7 m
9	61 m up to but not including 76 m	7 m
10	76 m up to and including 90 m	8 m

1.2 Dimensionsregler för släckmedel

1.2 Calculation of quantities of extinguishing agents

Flygplatsens räddningstjänst ska ha tillgång till den mängd släckmedel som framgår av tabellen nedan. Utrustningen ska kunna prestera den tömningshastighet som framgår av tabellen nedan.

The aerodrome shall have the quantities of distinguishing agents available given by the table below. The equipment shall provide discharge rates given by the table below.

Minsta totala vatten- och skumvätskekapacitet per flygplats-kategori

Minimum usable amounts of extinguishing agents

Aerodrome category	Foam meeting performance level A		Foam meeting performance level B		Foam meeting performance level C		Complementary agents	
	Water (L)	Discharge rate foam solution/minute (L)	Water (L)	Discharge rate foam solution/minute (L)	Water (L)	Discharge rate foam solution/minute (L)	Dry chemical powders (kg)	Discharge rate (kg/sec)
1	350	350	230	230	160	160	45	2.25
2	1 000	800	670	550	460	360	90	2.25
3	1 800	1 300	1 200	900	820	630	135	2.25
4	3 600	2 600	2 400	1 800	1 700	1 100	135	2.25
5	8 100	4 500	5 400	3 000	3 900	2 200	180	2.25
6	11 800	6 000	7 900	4 000	5 800	2 900	225	2.25
7	18 200	7 900	12 100	5 300	8 800	3 800	225	2.25
8	27 300	10 800	18 200	7 200	12 800	5 100	450	4.5
9	36 400	13 500	24 300	9 000	17 100	6 300	450	4.5
10	48 200	16 600	32 300	11 200	22 800	7 900	450	4.5

Anm: Vattenmängden som anges i kolumnerna baseras på den genomsnittliga längden för flygplan i respektive kategori.

Note: The quantities of water are based on the average length of aeroplanes in a given category.

2 Bedömning och rapportering av banans ytförhållanden och snöplan

2.1 Ansvar

Verksamhetsansvarig vid respektive flygplats ansvarar för att inspektion, rapportering och förbättringar på flygplatsens färdområde genomförs. Detaljer för flygplatser publiceras inför varje snösäsong i AIC A, Säsongsmässig snöplan för vintern 2021/2022 osv.

2.2 Inspektion

Förhållandet på färdområdet inspekteras minst en gång per dag för flygplatser med referenskod 1 eller 2 och minst två gånger per dag för flygplatser med referenskod 3 eller 4. Ytterligare inspektioner av banan genomförs om väderförhållanden kan ha påverkat banans ytförhållanden.

2.3 Rapportering

Vid förekomst av vatten, snö, slask, is eller frost på banan fastställs en rapport om banförhållanden (RCR) innehållande en kod för banförhållanden (RWYCC) och en beskrivning av banans ytförhållanden med typ, djup och omfattning av beläggning på banan.

Rapport om banförhållanden innehåller minst uppgift om platsindikator, tid, bana, kod för banförhållanden, andel yta med beläggning, beläggningens djup och typ av beläggning. För rapporteringen är varje bana indelad i tre lika långa sektioner.

Kod för banförhållanden anges med en siffra i enlighet med matris för bedömning av banans förhållanden (RCAM):

2 Runway surface condition assessment and reporting and snowplan

2.1 Responsibility

The aerodrome authority is responsible for inspection, reporting and improvement of the conditions of the movement area at the respective aerodrome. Details for aerodromes are published prior to each winter season in AIC A, Seasonal Snowplan for the winter 2021/2022 and so forth.

2.2 Inspection

The movement area is inspected each day, at least, once where the code number is 1 or 2, and, at least, twice where the code number is 3 or 4. Extra inspections are carried out whenever weather conditions or other circumstances give reason to suspect changes in the conditions of the movement area.

2.3 Reporting

Whenever conditions with water, snow, slush, ice or frost occurs the aerodrome operator reports the runway surface condition using a runway condition report (RCR) including a runway condition code (RWYCC) and a description of the contaminant type, depth and coverage.

The runway condition report contains information about the aerodrome location indicator, time, runway, runway condition code, per cent coverage contaminant, depth and condition description. For reporting the runway is divided into three sections of equal length.

The runway condition code is specified using numbers in accordance with the runway condition assessment matrix (RCAM):

Runway condition assessment matrix (RCAM)

Assessment		Downgrade assessment criteria	
Runway condition code	Runway surface description	Aeroplane deceleration or directional control observation	Pilot report of runway braking action
6	<ul style="list-style-type: none"> • DRY 	---	---
5	<ul style="list-style-type: none"> • FROST • WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth): Up to and including 3 mm depth: • SLUSH • DRY SNOW • WET SNOW 	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
4	<ul style="list-style-type: none"> • SPECIALLY PREPARED WINTER RUNWAY • -15°C and Lower outside air temperature: • COMPACTED SNOW 	Braking deceleration OR directional control is between Good and Medium.	GOOD TO MEDIUM

3	<ul style="list-style-type: none"> • SLIPPERY WET • DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW <p>More than 3 mm depth:</p> <ul style="list-style-type: none"> • DRY SNOW • WET SNOW <p>Higher than -15°C outside air temperature:</p> <ul style="list-style-type: none"> • COMPACTED SNOW 	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	MEDIUM
2	<p>More than 3 mm depth of water or slush:</p> <ul style="list-style-type: none"> • STANDING WATER • SLUSH 	Braking deceleration OR directional control is between Medium and Poor.	MEDIUM TO POOR
1	<ul style="list-style-type: none"> • ICE 	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	POOR
0	<ul style="list-style-type: none"> • WET ICE • WATER ON TOP OF COMPACTED SNOW • DRY SNOW or WET SNOW ON TOP OF ICE 	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	LESS THAN POOR

2.4 Förbättring av ytförhållanden

När förhållanden med snö, slask, eller is på färdområdet kan förväntas tar flygplatsoperatören fram en snöplan.

Snö, slask, is, stående vatten, lera, damm, sand, olja, gummiavlagringar och andra beläggningar avlägsnas så snabbt och fullständigt som möjligt från en bana, i syfte att minimera anhopningar.

Om det inte är praktiskt möjligt att avlägsna all is och snö från banan behandlas ytan så att det inte uppstår någon fara för luftfartyg. Vid vissa flygplatser tillämpas rutiner för trafik på särskilt preparerad vinterbana.

Normalt används snöplogar, snöslungor och fläktsopmaskiner vid snöröjning av instrumentflygplatser.

För borttagning av is, frost, slask och snö som inte kan avlägsnas med maskiner används kemiska smältmedel.

Vid vissa tillfällen används sand, naturgrus eller krossgrus för att förbättra friktionen. Sand och grus som används ska ha passerat en sikt på 4,75 mm.

2.5 Prioritet vid snö/slaskröjning

- Bana för start och landning samt utryckningsväg från brandstation till gällande bana.
- Taxibanor som betjänar bana som används.
- Övriga aktuella utryckningsvägar för brand- och räddningsfordon.

2.4 Improvement of surface condition

The aerodrome operator shall, when the aerodrome is expected to operate in conditions when snow, slush or ice may accumulate on the movement area, develop and implement a snow plan.

Snow, slush, ice, standing water, mud, dust, sand, oil, rubber deposits, and other pollutants should be removed, as rapidly and completely as possible, to minimise accumulation.

If it's not reasonably practically to completely remove all ice and snow from the runway, the runway are treated so that no danger to aircraft arises. Some aerodrome operator uses procedures for the operation of aircraft on specially prepared winter runways.

When snow clearance is performed snowploughs, high-speed sweepers and high-speed blowers are normally used at the Instrument Aerodromes.

To remove ice, frost, slush and snow not removable by using machines chemical methods (de-icing) will be used.

In order to improve friction, sand, gravel and/or crushed rock is used on certain occasions. Loose sand or grit where the grain passes through a 4.75 mm sieve are used.

2.5 Priority of snow/slush clearance

- Runway in use, and access roads from fire station to runway in use.
- Taxiways serving runway in use.
- Other access roads for rescue purposes.

d) ILS och VASIS/PAPI-områden.

d) ILS and VASIS/PAPI areas.

e) Stationsplatta.

e) Apron.

f) Färdigställande av gällande bana och tillhörande taxibanor samt hangarplatta.

f) Final clearance of runway in use and associated taxiways, hangar apron.

g) Övriga områden.

g) Other areas.

2.6 Stängning av banan

2.6 Closure of runway

Delar av färdområdet kan vid behov komma att stängas under den tid som krävs för att inspektera färdområdets skick.

When need arises the movement area will partly be closed during the necessary period of time for inspection of the field condition.

Under exceptionella väderförhållanden när förbättringsarbeten inte kan utföras under pågående flygtrafik och en försening av förbättringsarbetet kan resultera i att en risksituation uppstår, kommer färdområdet att stängas av under så lång tid som situationen kräver.

In exceptional weather condition when improvement work cannot be carried out at the same time as air traffic is going on and postponement of the improvement work may result in a hazardous situation, the movement area will be partly closed during the necessary period of time.

Under väderförhållanden när förbättringsarbeten inte kan utföras under pågående flygtrafik och en försening av förbättringsarbetet på sikt skulle orsaka en sammantaget sämre situation för flygverksamheten (t ex en längre tids stängning), kommer del eller delar av färdområdet att stängas.

In weather situations when improvement work can not be carried out during continuous air traffic and postponement of the improvement work should later cause – totally seen – a worse situation (e.g. closure for a long time) to flight activity, decision about partial closure of the movement area will be announced.

När förbättringsarbete som genomförs under pågående flygtrafik inte uppnår önskat resultat, kommer del eller delar av färdområdet att stängas.

During continuous air traffic when improvement work does not lead to the conditions aimed for, a partial closure of the movement area will be announced.

2.7 Utsändning av rapport om banförhållanden (RCR) och SNOWTAM

2.7 Dissemination of runway condition report (RCR) and SNOWTAM

En rapport om banförhållanden (RCR) distribueras genom den lokala leverantören av flygtrafikledningstjänst. Vid snö, slask, is, frost, stående vatten eller annat vatten i samband med snö, slask, is eller frost på färdområdet sprids en rapport för banförhållanden genom ett SNOWTAM som distribueras genom flygbriefingtjänsten.

The runway condition report (RCR) is disseminated through the air traffic service. When the runway is contaminated by snow, slush, ice or frost, standing water or is wet associated with the clearing or treatment of snow, slush, ice or frost the runway condition report are disseminated in a SNOWTAM through the aeronautical information services.

Ett SNOWTAM är giltigt i 8 timmar. Ett nytt SNOWTAM ersätter automatiskt det tidigare gällande. Om inget nytt SNOWTAM utfärdats efter 8 timmar innebär det att inga betydande beläggningar längre finns på banan och att någon rapport om banförhållanden därför inte krävs.

The maximum validity of SNOWTAM is 8 hours. A SNOWTAM cancels the previous SNOWTAM. When no SNOWTAM is issued after 8 hours of a previous SNOWTAM for an aerodrome, the old SNOWTAM is expired and it is assumed that there is no more significant runway surface condition to be reported.

Om piloten vid landning upplever att banförhållandena är sämre än vad flygplatsen rapporterat ska den lokala leverantören av flygtrafikledningstjänst informeras om detta genom AIREP.

Whenever the runway braking action encountered during the landing roll is not as good as that reported by the aerodrome operator the commander shall notify the air traffic services by means of a special air-report (AIREP) as soon as practicable.