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Belge: 19SAB12 WINTER CONDITIONS AT NORTHERN FINLAND AIRPORTS

Tarih: 06.11.2019

Kaynak: IFALPA haberleri · talpa.org

Safety Bulletin

19SAB12 4 November 2019

Winter Conditions at Northern Finland Airports

INTRODUCTION

When pilots think of winter operations, the first things that come to mind are cold temperatures, high winds, frost, snow, ice, and additional time required. There are many other factors to consider and winter flying can create challenges for flight operators. Though these conditions are not always hazardous, they can be if not planned for and managed properly.

Safe winter operations normally require special procedures by airline maintenance, engineering, ground crew, flight crew, and de-icing personnel. In Finland, FINAVIA and TRAFICOM publish an annual Safety Bulletin on winter conditions. The attached Bulletin focuses on operations in northern Finland but the content is relevant to other locations subject to similar weather. It provides excellent guidance for both flight crews and operators.

ATTACHMENTS

Three (3) page Bulletin,

Winter Conditions at Northern Finland Airports - Requirements for Pilots and Air Operators

Helsinki, 15 October, 2019 Finnish Transport and Communications Agency (Traficom), www.traficom.fi
Finavia Oyj, www.finavia.fi

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Helsinki, 15 October 2019

Winter conditions at northern Finland airports – requirements for pilots and air operators

Winter conditions at airports in northern Finland runway designator. In landing can be very challenging from October to March, instructions provided by the ATS unit, when there is plenty of snow and ice. For safety however, they are given in the direction reasons, pilots and air operators with limited of landing. experience

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from difficult winter conditions in - The conditions reported on radio are northern Europe should read these instructions based on the latest inspection. carefully. - SNOWTAM item T) reports information on the total extent of runway Airport winter maintenance in Finland is at top contamination. If the runway is covered level, and Finavia is internationally renowned in both ice and dry or wet snow and the for its snowhow. However, the weather and total extent of contamination is 50– surface conditions at northern Finland airports 100%, the extent of ice coverage may can be very difficult. Besides runways, the still be insignificant to performance taxiways and aprons may also be partly or calculations (10 or 25%). These entirely covered with snow and ice, but yet in situations will be reported in SNOWTAM an operable condition. item T) as follows:

**[ICE COVERAGE ON CLEARED RWY AREA Airport conditions are reported in
DOES NOT EXCEED 25 PER CENT].**

SNOWTAM messages

Airport movement area conditions are reported Further information is provided in the figures on using a SNOWTAM message. Some of the most page 3 and in ANS Finland's SNOWTAM important issues to consider are listed below. instructions: <https://www.ais.fi/ais/snowtam.pdf>

- The cleared runway area may have separate outer and middle parts. Friction Pilots are required to check the content and in the outer parts of the cleared runway effect of SNOWTAMs before operating to area may differ significantly from that in airports in northern Finland. It is important to the middle part. understand how the reported weather
- The friction level is indicated as conditions actually affect flight operations. Air Estimated Surface Friction (ESF) for each carriers must ensure that their pilots receive third of the runway. Friction may vary sufficient SNOWTAM training. The aim is to time along the runway length. runway maintenance according to the needs of
- In SNOWTAM messages, the conditions air traffic. Flight planning must take into are reported for each third of the account the possibility that the conditions runway, beginning from the smaller prevailing at take-off time may be significantly

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different. (Estimated Surface Friction may average level or even lower. At the airports of change.) northern Finland, the Estimated Surface Friction (ESF) is often less than “good”. Up-to-date information on runway conditions is available from the ATS unit. Airport The decision on making a go-around must be maintenance actions can also be requested made early in case of any signs of an where necessary. Sand is not used in Finland to unstabilized approach. It is also important to improve surface friction. The ATS unit and note that the touchdown zone markings may airport maintenance are there at the pilots' not be fully visible.

service. The reported estimated friction (ESF) and the actual braking action (BA) as felt by the crew

En-route and initial approach

may differ considerably. When there are Runway conditions and prevailing weather may reported deposits (e.g. snow and ice) on the vary. Whenever necessary, ask for the latest runway, friction may vary significantly along the information directly from the destination airport runway length and, in some wind conditions, in good time.

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also between the left and right side of the Airports may provide AFIS, radar service or runway centerline. Any significant differences procedural ATC service. The effect of the service are reported separately. level on pilot responsibilities must be noted. At AFIS airports and airports with procedural ATC, Runway, taxiways and apron for example, pilots are responsible for Friction levels on taxiways and at the apron calculating any temperature corrections may differ from those on the runway, usually in themselves. It is particularly important to take the lower direction. Note that there is normally account of temperature corrections in cold snow and ice on the taxiways and apron, and winter conditions. they can be slippery. In such conditions, it is especially important to prepare for any Aerodrome Flight Information Service movements or changes well in advance.

(AFIS)

Some Finnish airports are not providing air At some airports, the apron or aircraft stands traffic control service, but only have an AFIS may be on sloping ground, which means that unit that provides Aerodrome Flight Information parking brakes must be used. Check the need Services. The AFIS unit reports any known for using brakes from airport ground services.

traffic, and the pilot-in-command is responsible It is important to note that freezing for maintaining safe distance to other traffic temperatures may affect brakes and other based on these reports and in compliance with aircraft devices. the Rules of the Air. Pilots are also required to report their own intentions. The AFIS unit is Passengers must also be warned that the apron responsible for the use of any necessary may be slippery. aerodrome equipment, and for controlling vehicle traffic. De-icing Operational procedures for AFIS aerodromes In winter, operators must identify the possible are described in section GEN 3.3, paragraph 3.1 need for aircraft de-icing on the ground, make of the Aeronautical Information Publication, AIP sure that de-icing services are available, and Finland. Please read them before operating to verify that their aircrews are appropriately any AFIS aerodrome. trained also for de-icing operations on the ground.

Approach and landing

Under challenging winter conditions, proper de- To minimize the risk of runway excursion, it is icing is an essential element of flight safety. essential to make sure that the approach is When there is reason to suspect that frost, ice stabilized when the runway friction is at an

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or snow is adhering to aircraft surfaces, the Any contamination observed before a flight can need for de-icing must be determined. This be removed by applying a hot de-icing fluid that must be done from a point offering good will melt and flush off ice and snow deposits. visibility of the aircraft surfaces. Once the need Moreover, anti-icing fluid may be sprayed on for de-icing has been determined, the pilot-incritical surfaces before take-off to prevent new command is responsible for deciding whether formations of frost and ice. de-icing treatment is necessary. The pilot-in-command must check the hold-over The 'Clean Aircraft Concept' ensures safe flight times of de-icing fluids from the tables operations. In all operations, the pilot-inavailable. command is responsible for assessing whether the aeroplane is safe. The aircrew and ground Further information or maintenance personnel must still report Further information on winter operations can be anything that may affect flight safety. Open found in ANS Finland's Aeronautical Information communication is vital, and all matters affecting Publication (AIP Finland), section AD 1.2 and airworthiness must be communicated to

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the specifically for each airport. AIP Finland is pilot-in-command in a clear and brief manner. available at <https://www.ais.fi/en>.

It is crucial that the aeroplane must not take off Please also read the AIC A information circular if the pilot-in-command has not been able to about the seasonal snow plan published at assess whether the aeroplane is free of frost, https://www.ais.fi/ais/aica/AipAicA_en.htm. ice and snow. This requirement can also be met by having the aeroplane checked by personnel with relevant training and ratings.

Have a safe flying season and welcome to Finavia airports!

This information leaflet was drafted jointly by Finavia Corporation and the Finnish Transport and Communications Agency (Traficom), which is the civil aviation authority of Finland.

Finavia provides and develops airport services with a focus on safety, customer-orientation and cost efficiency in Finland. Finavia's comprehensive network of 21 airports enables international connections from Finland — and to areas throughout Finland. Helsinki Airport is the leading northern European transit airport for flights between Europe and Asia.

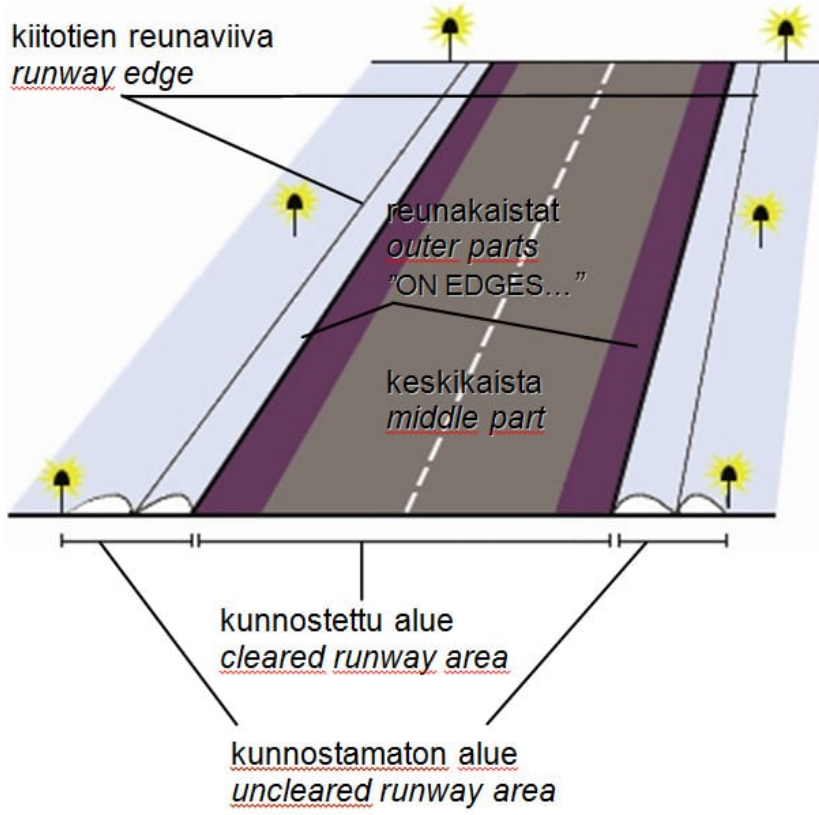
Traficom is a Finnish transport authority and a solid expert in the transport sector, acting decisively in support of responsible traffic.

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