



ULUSLARARASI TEMSİL IFALPA BELGESİ

Belge: 20SAB09 WINTER CONDITIONS AT FINLAND AIRPORTS

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SAFETY BULLETIN

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Winter Conditions at Finland Airports: requirements for pilots and air operators

Please note: this paper supersedes 19SAB12 – 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 Finland Airports: requirements for pilots and air operators

Helsinki 27 October 2020

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Helsinki, 27th October 2020

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

Winter conditions at airports in Finland can be - The conditions reported on radio are very challenging from October to March, when based on the latest inspection. there is plenty of snow and ice. For safety - SNOWTAM item T) reports information reasons, pilots and air operators with limited on the total extent of runway experience from difficult winter conditions in contamination. If the runway is covered northern Europe should read these instructions in both ice and dry or wet snow and the carefully. total extent of contamination is 50– 100%, the extent of ice coverage may Airport winter maintenance in Finland is at top still be insignificant to performance level, and is internationally renowned for its calculations (10 or 25%). These snowhow. However, the weather and surface situations will be reported in SNOWTAM conditions specially at northern Finland airports item T) as follows: can be very difficult. Besides runways, the

[ICE COVERAGE ON CLEARED RWY AREA

taxiways and aprons may also be partly or DOES NOT EXCEED 25 PER CENT]. entirely covered with snow and ice, but yet in an operable condition. Further information is provided in the figures on page 3 and in ANS Finland's SNOWTAM

Airport conditions are reported in instructions:

SNOWTAM messages <https://www.ais.fi/ais/snowtam.pdf> Airport movement area conditions are reported Pilots are required to check the content and using a SNOWTAM message. Some of the most effect of SNOWTAMs before operating to important issues to consider are listed below. airports in Finland. It is important to understand how the reported weather conditions actually

- The cleared runway area may have affect flight operations. Air carriers must ensure separate outer and middle parts. Friction that their pilots receive sufficient SNOWTAM in the outer parts of the cleared runway training. The aim is to time runway area may differ significantly from that in maintenance according to the needs of air the middle part. traffic. Flight planning must take into account
- The friction level is indicated as the possibility that the conditions prevailing at Estimated Surface Friction (ESF) for each take-off time may be significantly different. third of the runway. Friction may vary (Estimated Surface Friction may change.) along the runway length.
- In SNOWTAM messages, the conditions Up-to-date information on runway conditions is are reported for each third of the available from the ATS unit. Airport runway, beginning from the smaller maintenance actions can also be requested runway designator. In landing where necessary. Sand is not used in Finland to instructions provided by the ATS unit, improve surface friction. The ATS unit and however, they are given in the direction airport maintenance are there at the pilots' of landing. service.
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En-route and initial approach reported deposits (e.g. snow and ice) on the Runway conditions and prevailing weather may runway, friction may vary significantly along the vary. Whenever necessary, ask for the latest runway length and, in some wind conditions, information directly from the destination airport also between the left and right side of the in good time. runway centerline. Any significant differences are reported separately. Airports may provide AFIS, radar service or procedural ATC service. The effect of the service Runway, taxiways and apron level on pilot responsibilities must be noted. At Friction levels on taxiways and at the apron AFIS airports an

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d airports with procedural ATC, may differ from those on the runway, usually in for example, pilots are responsible for the lower direction. Note that there is normally calculating any temperature corrections snow and ice on the taxiways and apron, and themselves. It is particularly important to take they can be slippery. In such conditions, it is account of temperature corrections in cold especially important to prepare for any winter conditions. movements or changes well in advance.

Aerodrome Flight Information Service At some airports, the apron or aircraft stands (AFIS) may be on sloping ground, which means that Some Finnish airports are not providing air parking brakes must be used. Check the need traffic control service, but only have an AFIS for using brakes from airport ground services. unit that provides Aerodrome Flight Information Services. The AFIS unit reports any known It is important to note that at freezing traffic, and the pilot-in-command is responsible temperatures may affect brakes and other for maintaining safe distance to other traffic aircraft devices. based on these reports and in compliance with Passengers must also be warned that the apron the Rules of the Air. Pilots are also required to may be slippery. report their own intentions. The AFIS unit is responsible for the use of any necessary

De-icing and anti-icing

aerodrome equipment, and for controlling In winter, operators must identify the possible vehicle traffic. need for aircraft de-icing on the ground, make Operational procedures for AFIS aerodromes sure that de-icing services are available, and are described in section GEN 3.3, paragraph 3.1 verify that their aircrews are appropriately of the Aeronautical Information Publication, AIP trained also for de-icing operations on the Finland. Please read them before operating to ground. any AFIS aerodrome. Under challenging winter conditions, proper de- Approach and landing icing is an essential element of flight safety. To minimize the risk of runway excursion, it is When there is reason to suspect that frost, ice essential to make sure that the approach is or snow is adhering to aircraft surfaces, the stabilized when the runway friction is at an need for de-icing must be determined. This average level or even lower. Specially at the must be done from a point offering good airports of northern Finland, the Estimated visibility of the aircraft surfaces. Once the need Surface Friction (ESF) is often less than “good”. for de-icing has been determined, the pilot-incommand is responsible for deciding whether The decision on making a go-around must be de-icing treatment is necessary. made early in case of any signs of an unstabilized approach. It is also important to The ‘Clean Aircraft Concept’ ensures safe flight note that the touchdown zone markings may operations. In all operations, the pilot-innot be fully visible. command is responsible for assessing whether the aeroplane is safe. The aircrew and ground The reported estimated friction (ESF) and the or maintenance personnel must still report actual braking action (BA) as felt by the crew anything that may affect flight safety. Open may differ considerably. When there are communication is vital, and all matters affecting

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airworthiness must be communicated to the The pilot-in-command must check the hold-over pilot-in-command in a clear and brief manner. times of de-icing fluids from the tables available. It is important to ensure 'Clean It is crucial that the aeroplane must not take off Aircraft Concept' also during departure taking if the pilot-in-command has not been able to and take off regardless of the weather. assess whether the aeroplane is free of frost, ice and snow. This requirement can also be met Further information by having the aeroplane checked by personnel Further information on winter operations can be with relevant training and ratings. found in ANS Finland's Aeronautical Information

Publication (AIP Finland), section AD 1.2 and Any contamination observed before a flight can specifically for each airport. AIP Finland is be removed by applying a hot de-icing fluid that available at <https://www.ais.fi/en>. will melt and flush off ice and snow deposits. Moreover, anti-icing fluid may be sprayed on Please also read the AICA information circular critical surfaces before take-off to prevent new about the seasonal snow plan published at formations of frost and ice. https://www.ais.fi/ais/aica/AipAica_en.htm.

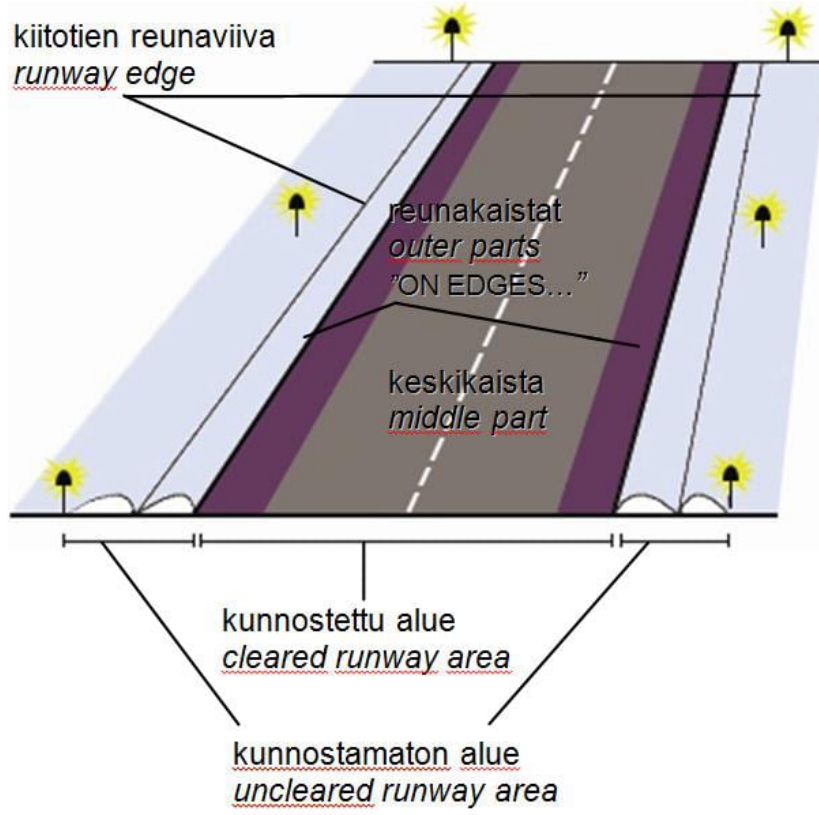
Have a safe flying season and welcome to airports in Finland!

This information leaflet was drafted jointly by Finavia Corporation, Lappeenranta, Mikkeli and Seinäjoki airports, Finnair, Norra, ANS Finland and the Finnish Transport and Communications Agency (Traficom), which is the civil aviation authority of Finland.

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