



Vantaa, November 27, 2017

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

Winter conditions at the airports of Northern Finland can be very challenging from October to March, when there is plenty of snow and ice. For safety reasons, pilots and air operators with limited experience from difficult winter conditions in Northern Europe should carefully read these instructions.

Airport winter maintenance in Finland is at top level, and Finavia is internationally renowned for its *snowhow*. Due to the challenging weather conditions during winter in Northern Finland, taxiways and aprons may be partly or entirely covered with snow and ice. They are, however, yet in an operable condition.

Airport conditions are reported in SNOWTAM messages

Airport movement area conditions are reported using a SNOWTAM message. Some of the most important issues to consider are listed below.

- Friction in the outer parts of the cleared runway area may differ significantly from that in the middle part.
- The friction level is indicated as Estimated Surface Friction (ESF) for each third of the runway. Friction may vary along the runway length.
- In SNOWTAM messages, the conditions are reported for each third of the runway beginning from the smaller runway designator. In landing instructions provided by the ATS unit, however, they are given in the direction of landing.

- The conditions reported on radio are based on the latest inspection.

For further information, please see pictures on page 2 and SNOWTAM instructions published by ANS Finland: <https://www.ais.fi/ais/snowtam.pdf>.

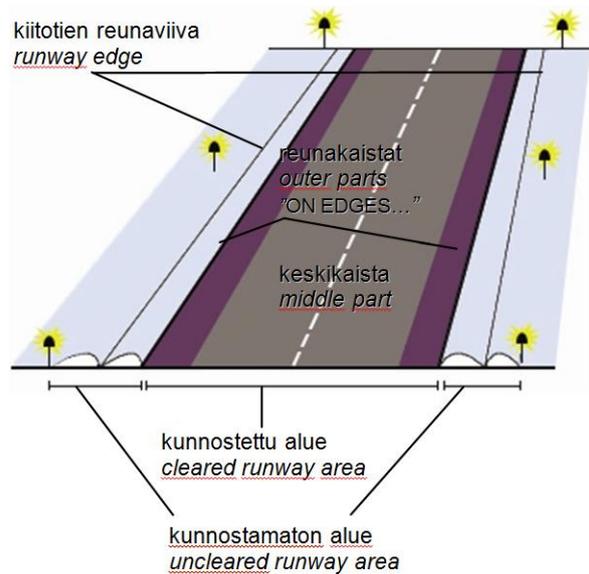
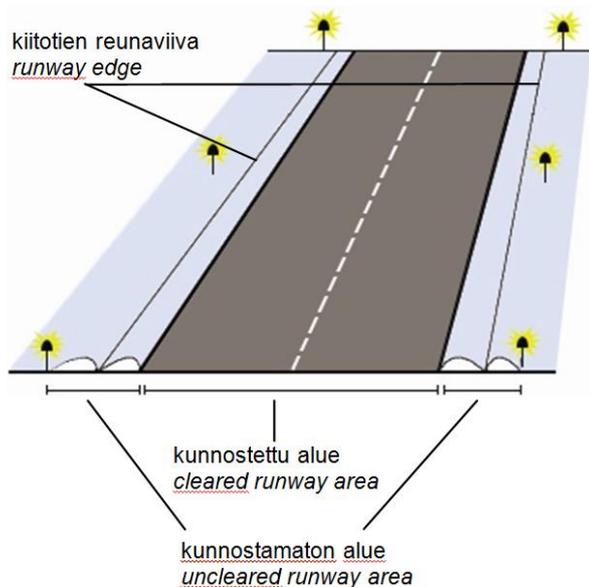
In case of any uncertainty, it is safest to check the current conditions from the ATS unit. Airport maintenance actions can also be requested where necessary. The ATS unit and airport maintenance are at the pilots' service.

Pilots are requested to check the content and effect of SNOWTAMs before operating to airports in Northern Finland. It is important to understand how the reported weather conditions actually affect the flight operations. Operators must ensure that pilots have received appropriate SNOWTAM training.

En-route and initial approach

Runway conditions and prevailing weather may vary. Whenever necessary, ask for the latest information directly from the destination airport in good time.

Airports may provide AFIS, radar service or procedural ATC service. The effect of the service level on pilot responsibilities must be noted. At AFIS airports and airports with procedural ATC, for example, pilots are responsible for calculating any temperature corrections themselves. It is particularly important to take account of temperature corrections in cold winter conditions.



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Approach and landing

To minimize the risk of runway excursion, it is essential to make sure that the approach is stabilized when the runway friction is at an average level or even lower. The threshold for making a go-around must be kept low in case of any signs of an unstabilized approach.

The reported estimated friction and the actual braking action as felt by the crew may differ considerably. When there are reported deposits (e.g. snow and ice) on the runway, friction may vary significantly along the runway length and, in some wind conditions, also on the left and right side of runway centerline. Any significant differences are reported separately.

Runways, taxiways and apron

Friction levels on taxiways and at the apron may differ from those on the runway, usually in the

lower direction. Note that there is normally snow and ice on the taxiways and apron, and they can be slippery.

On some airports, the apron or aircraft stands may be on sloping ground, which means that parking brakes must be used. Check the need for using parking brakes from airport ground services.

It is important to note that freezing temperatures may affect brakes and other aircraft devices.

Passengers must also be warned that the apron may be slippery.

Further information

Further information about winter operations is available in AIP Finland, section AD 1.2 and specifically for each airport. Please go to www.ais.fi, the website of ANS Finland.

Have a safe flying season and welcome to Finavia airports!

This information leaflet was drafted jointly by Finavia Corporation and the Finnish civil aviation authority, Transport Safety Agency (Trafi).

Finavia provides and develops airport services with focus on safety, customer-orientation and cost efficiency in Finland. Finavia's comprehensive network of 21 airports enables international connections from Finland — and to different parts of Finland. Helsinki Airport is the leading Northern European transit airport for long-haul traffic. Revenues in 2016 were EUR 381 million, and the number of employees 1900.

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