Leonardo Da Vinci– Fiumicino Aerodrome

E-15- SAFETY RULES

VOLUME 5 - Adverse Weather Conditions
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5.1. **LOW VISIBILITY**

The complexity of the aerodrome layout, the size of the aircraft and the visibility conditions may render the strategic organisation of traffic inadequate, resulting in the need for tactical action by the competent organisation. Said competent organisations are ENAV for aircraft and the Aerodrome Manager for vehicles and personnel and they must communicate with one another about the effects that their actions may have on the rights and responsibilities of the other organisation.

5.1.1. The driver must reduce his/her speed below the permitted limits so that the vehicle can brake and stop within his/her range of visibility, allowing the vehicle in front to stay visible and in time for stop/priority signs.

5.1.2. If 'Low Visibility Procedures' are put into operation, all vehicles and workers involved in construction, maintenance and other non-essential activities must suspend the movement of their vehicles, which must be brought within the limits of the worksite in the previously assigned safety zone, without obstructing aerodrome operations. If there are no parking areas for vehicles, follow the instructions given by ADR7ISE Operational Safety.

5.1.3. If visibility is reduced to 2/3, the only vehicles authorised to operate in the Manoeuvring Area, subject to the authorisation of ENAV-TWR, are:

- Aeroporti di Roma: vehicles for runway inspections and for testing friction, snow removal and de-icing vehicles, vehicles used for servicing and testing facilities and infrastructure, follow-me vehicles, bird control vehicles (BCU).
- ENAV C.A. Fiumicino: vehicles used for maintenance and repairs and for testing installations.
- TECHNO SKY: vehicles used for servicing and testing installations.
- VVF: firefighting vehicles.

5.1.4. If visibility is reduced to 2/3, the only vehicles authorised to operate in the Apron, subject to the authorisation of ENAV-TWR are:

- Vehicles already authorised to operate in the manoeuvring area.
- Vehicles required for regular ramp activities.
- Vehicles for security services.

5.1.5. Refueling operations for aircraft with passengers on board are suspended whilst the LVP is in operation.

5.1.6. The signal emitted by the ILS is exposed to unacceptable interference whenever an aircraft, vehicle or person is within the critical area; this means that the critical area must always be inaccessible, regardless of the weather conditions, when precision instrument approaches are in progress; critical areas are enclosed with removable stakes, ropes and vertical “no access” signs. Therefore, when the LVP is in operation, the critical area of the ILS must be inaccessible to vehicles and people whenever approaches, landings or guided take-offs are in progress.

5.1.7. Drivers, when crossing aircraft taxiways, must wait at the stop if in doubt or if visibility is insufficient to see the follow-me vehicle. In these conditions, only vehicles strictly necessary for aerodrome operations are permitted to travel in the Airside area and all other vehicles are prohibited from doing so.

5.2. **STRONG WINDS AND/OR GUSTS**

5.2.1. If an aerodrome Operator receives a telex message forecasting strong winds at ground level, it must forward the message to its service providers in accordance with its internal procedures.

5.2.2. Carriers and aerodrome operators are obliged to ensure that their aircraft, vehicles and materials are securely anchored.

5.2.3. Public and private entities operating in Airside are obliged to promptly remove any FOD identified or to contact ADR-CEA to report the discovery and allow for its removal.
5.2.4. Carriers and aerodrome service providers should acknowledge the fact that there may be reduced aerodrome services due to specific risk mitigation measures adopted by Aerodrome Operators.

5.2.5. Carriers, service providers and aircraft maintenance companies must ensure that aircraft are fitted with wheel chocks, in compliance with the IGOM rules of the Carrier itself.

5.2.6. Worksite managers must ensure that the rules of Volume 4 of this document, “Airside Construction Sites”, are complied with.

5.2.7. Service Providers/Autoproducers/Maintenance technicians must use raiseable/tall vehicles in compliance with the manufacturer's specifications and within the limits indicated therein regarding the maximum wind intensity for which the equipment can be used safely.

5.2.8. To limit the use of boarding bridges in windy conditions, refer to the Technical Instructions for the use of boarding bridges attached to the Aerodrome Regulations.

5.3. ELECTRICAL DISCHARGE IN THE AERODROME GROUNDS OR ITS IMMEDIATE VICINITY

The 'thunderstorm in the aerodrome grounds' status signifies that a thunderstorm emitting an electrical discharge is present within 3 miles of the aerodrome grounds.

ADR has adopted a programme known as CESI SIRF, which is able to detect weather activity and provide detailed timetables and geographical locations.

5.2.9. Aerodrome operators, vehicles, staff and passengers are exposed to risks from electrical discharge.

5.2.10. In the presence of an electrical thunderstorm within 3 NM of the aerodrome grounds (displayed via CESI SIRF), and/or the activation of the PEA (Yellow or Red level aircraft alert), ADR CEA will SUSPEND all refueling activities and WILL NOT
AUTHORISE new refueling operations for aircraft with passengers on board. They will provide timely information in this regard to the refueling Handler and the Assistance Handler assigned to the flight(s) concerned, via their respective Coordination Centres.

**5.2.11.** If the Aerodrome Operator receives the notification referred to in the previous article, it must forward the message to its service providers and immediately stop refueling operations.

**5.2.12.** If, due to malfunctioning or interrupted data transfer, it is not possible to access the data provided by CESI via the SIRF system, ADR CEA will notify all Aerodrome Operators of this issue via Telex. For the suspension and recommencement of refueling activities, ADR CEA must forward the start and end times of the storm as provided by ENAV Meteorological Service. Although this information covers a wider area, it is the most vigilant solution to ensure the safety of refueling operations.

**5.2.13.** Since electrical discharges are easily detectable, if system problems make it impossible for ADR to transmit the warning message, Service Providers and Autoproducers of ground handling services must immediately stop refueling operations as soon as they notice electrical discharges within the aerodrome grounds and must strictly comply with the rules of their organisation’s risk assessment regulations regarding Legislative Decree n. 81/08 in order to ensure the safety of its workers.

**5.2.14** Electrical thunderstorms can be considered finished once thirty minutes have elapsed since the detection of the last electrical discharge within 3 miles. This data is collected by ADR CEA and then communicated, reporting the time of the last electrical discharge.

**5.2.15** Carriers and aerodrome service providers should acknowledge the fact that there may be reduced aerodrome services due to specific risk mitigation measures adopted by Aerodrome Operators.
5.4. HEAVY RAIN

5.2.16 Drivers must reduce their speed below the permitted limits so that they can brake and stop within the section separating them from the vehicle in front and in sufficient time to comply with stop/priority signs.

5.5. SNOW, ICE AND HAIL

5.2.17 Drivers must reduce their speed below the permitted limits so that they can brake and stop within the section separating them from the vehicle in front and in sufficient time to comply with stop/priority signs.

5.2.18 If snow and/or ice accumulate on the ground, the Service Provider/Autoproducer must ensure that vehicles equipped with the tools necessary to protect the roadholding of their own vehicles are available. Pushback vehicles with sufficient power to safely push aircraft when the ground is contaminated with snow or ice must also be made available by the Service Provider/Autoproducer.