



Leonardo Da Vinci - Fiumicino Aerodrome

E-15 - SAFETY RULES

VOLUME 5 - Adverse Weather Conditions

SUMMARY

5.0. AUDIT LOG VOLUME 5..... 3

5.1. LOW VISIBILITY CONDITIONS..... 3

5.2. STRONG WIND CONDITIONS AND/OR GUSTS 5

5.3. ELECTRICAL DISCHARGES IN THE AERODROME OR IN ITS IMMEDIATE VICINITY 7

5.4. HEAVY RAIN 8

5.5. SNOW, ICE AND HAIL..... 9

5.0. AUDIT LOG VOLUME 5

Revision	Date of Issue	Effective Date	Section and Chapter	Page	Summary description of the review
0	01/03/2019	21/03/2019	Whole Volume	/	- First Issuance
1	01/09/2022	01/09/2022	From 5.1.4 to 5.1.10; 5.2.1, 5.2.9, 5.2.10; from 5.3.1 to 5.3.8; from 5.4.1 to 5.4.6; from 5.5.1 to 5.5.6; 5.2.5, 5.2.7, 5.2.8, 5.1.5	/	- Integration of Safety Rules: <ul style="list-style-type: none"> • E-15-001-2020 • E-15-007-2020 • E-15-002-2021

5.1. LOW VISIBILITY CONDITIONS

The complexity of the Aerodrome layout, the size of the aircraft, the visibility conditions, may make the strategic organisation of traffic insufficient, imposing the need for tactical action on the part of the respectively competent organisation (ENAV on aircraft, the Aerodrome Manager on means and personnel) which, in any case, will have to coordinate with the other because of the repercussions that such action may have on the prerogatives and responsibilities of the other.

5.1.1. The driver must reduce speed to below the permitted limits in order to allow the vehicle to brake in such a way as to be able to stop in the line of sight that allows them to see the vehicle in front of them and to stop the vehicle in the vicinity of the stop/passing signal.

5.1.2. In the event of the "Low Visibility Procedures" being in place, all vehicles and workers involved in construction, maintenance and other non-essential activities shall suspend the movement of their vehicles, which shall be brought back within the limits of the worksite in the safety zone, previously assigned, without causing an obstacle to airport operations. Where no special parking areas are provided for vehicles, follow the instructions given by ADR/ISE Operational Safety.

5.1.3. In visibility condition 2/3, the only vehicles authorised to operate in the Manoeuvring Area, subject to authorisation by ENAV- TWR are:

- Aeroporti di Roma: vehicles for runway inspections, friction tests, snow clearing and de-icing, maintenance and control of facilities and infrastructure, follow-me, bird control (BCU).
- ENAV C.A. Fiumicino: vehicles used in facility maintenance and control activities.
- TECHNO SKY: vehicles used in facility maintenance and monitoring activities.
- VVF: fire-fighting vehicles.

5.1.4. Under conditions of visibility 2/3, the only vehicles authorised to operate in Apron are:

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

5.1.5. LVPs are suspended during the activation period:

- aircraft refuelling operations with passengers on board;
- Escorts of vehicles, means and equipment. Only escorts of rescue vehicles, vehicles and equipment engaged in the management of an emergency (activation of the Aerodrome Emergency Plan) are permitted.

5.1.6. Information on low visibility conditions will also be disseminated through the switching on of illuminated signs and messages on information displays placed at airside access points.

5.1.7. The Airport Operator will carry out hybrid boarding/disembarkation and/or walk-through (GEN04) only through the boarding gate and/or from the aircraft's front door and will inform its service providers accordingly, according to its internal procedures.

5.1.8. Aircraft refuelling operations with passengers on board are suspended during the LVP activation period.

5.1.9. The signal emitted by the ILS is subject to unacceptable interference should an aircraft, vehicle or person be within the critical area; it follows that the critical area must always be protected, in all weather conditions, when precision instrument approaches are in progress; critical areas are delimited with breakable stakes, ropes and vertical 'no entry' signs. Therefore, with the activation of LVPs, the sensitive area of the ILS will also have to be protected from access by vehicles and people when approaches, landings or guided take-offs are in progress.

5.1.10. The driver must stop at the stop sign in case of doubt or in case of lack of sufficient visibility when crossing aircraft taxiways. Under these conditions, only vehicles strictly necessary for airport operations are authorised to circulate in the airside area and all other vehicles are forbidden to move.

5.2. STRONG WIND CONDITIONS AND/OR GUSTS

5.2.1. The airport operator, once it has received the telex/email message forecasting strong winds on the ground, is obliged to relay it to its service providers, according to its own internal procedures.

5.2.2. Carriers and Airport Operators are obliged to ensure the docking of their aircraft, vehicles and materials.

5.2.3. Public and private entities operating at Airside are obliged to promptly remove any FOD detected or contact ADR-CEA reporting the finding and allowing its removal.

5.2.4. Carriers and Airport Service Providers must consider the fact that reductions in airport services may occur due to specific risk mitigation measures taken by Airport Operators.

5.2.5. Carriers, Lenders and Aircraft Maintenance Companies must ensure:

- the affixing of heels to aircraft, in compliance with the Carrier's IGOM.
- The removal of cones in accordance with IGOM IATA.

5.2.6. Site managers must ensure the rules of Volume 4 of this Document, Airside Construction Sites.

5.2.7. The Lender/Self handler/Manufacturer is obliged to use the elevating/lifting means and in general all handling means/equipment, according to the manufacturer's specifications and the rules of IGOM IATA and within the limits stated therein (if conflicting, the choice of the most restrictive value is obligatory) regarding the maximum wind intensity to which the equipment can be safely used.

5.2.8. The Lender/Self handler/Manufacturer is obliged to use the elevating/lifting means and in general all handling means/equipment, according to the manufacturer's specifications and the rules of IGOM IATA and within the limits stated therein (if conflicting, the choice of the most restrictive value is obligatory) regarding the maximum wind intensity to which the equipment can be safely used.

5.2.9. Information on strong wind conditions and/or gusts will also be disseminated through messages on information displays placed at airside access gates.

5.2.10. In the event of a downpour with associated wind greater than 25 kt, the Airport Operator will carry out hybrid boarding/disembarkation and/or walk-through (GEN04) exclusively through the boarding gate and/or from the aircraft front door and will inform its service providers, according to its internal procedures.

5.3. ELECTRICAL DISCHARGES IN THE AERODROME OR IN ITS IMMEDIATE VICINITY

The condition 'thunderstorm on field' means a thunderstorm event with electrical discharges, located on the Aerodrome or within 3 nautical miles of the Control Tower building.

ADR has equipped itself with a system called MeteoCast that can detect storm activity and provide detailed time and geographical location.

5.3.1. Airport operators, vehicles, human resources and passengers are exposed to risks from electrical discharges.

5.3.2. The ADR CEA, in case of thunderstorms on the field detected through MeteoCast, promptly informs all airport operators; furthermore, it **SUSPENDS ALL** refuelling activities and **DOES NOT AUTHORISE** new refuelling activities with passengers on board, providing timely information to the Refuelling Handler and to the Assistance Handler, dedicated to the flight(s) concerned, through the respective Coordination Centres. Information on the presence of lightning will also be disseminated through the switching on of lightning boards and the posting of messages on information displays located at airside access gates.

5.3.3. The Airport Operator, upon receipt of the request referred to in the preceding article, is obliged to relay the message to its service providers and immediately stop refuelling operations.

5.3.4. The Airport Operator will carry out hybrid boarding/disembarkation and/or walk-through (GEN04) only through the boarding gate and/or from the aircraft's front door and will inform its service providers accordingly, according to its internal procedures.

5.3.5. Should it not be possible to access the MeteoCast system due to malfunctioning or interruption of data availability, CEA ADR will inform, by Telex/email, all Airport Operators of the unavailability of the data provided by CESI SIRF. For the suspension and reactivation of the refuelling service, the CEA ADR will forward the information on the beginning and end of the storm activity, provided by the ENAV Weather Service, which, although covering a larger area, is in any case the most precautionary solution, in the interest of the safety of refuelling operations.

5.3.6. Since electrical discharges are an easily detectable phenomenon, if system problems make it impossible for ADR to transmit the warning message, once the presence of electrical discharges in the field has been identified, ground handling service providers and manufacturers must immediately interrupt refuelling operations and strictly adhere to the rules of their organisation's risk assessment regarding Legislative Decree 81/08 to safeguard the safety of their workers.

5.3.7. The storm event with electrical discharges can be considered to have ended as of the 30th minute after the last discharge detected within three miles. This data is recorded by the CEA ADR and consequently communicated, reporting the time of the last storm discharge.

5.3.8. Carriers and Airport Service Providers must consider the fact that reductions in airport services may occur due to specific risk mitigation measures taken by Airport Operators.

5.4. HEAVY RAIN

5.4.1. The airport operator, once it has received the telex/email message forecasting strong winds on the ground, is obliged to relay it to its service providers, according to its own internal procedures.

5.4.2. Information on the current weather condition will also be disseminated through the publication of messages on the information displays placed at the driveways and pedestrian access points in the airside.

5.4.3. In the event of a downpour with associated wind greater than 25 kt, the Airport Operator will carry out hybrid boarding/disembarkation and/or walk-through (GEN04) exclusively through the boarding gate and/or from the aircraft front door and will inform its service providers, according to its internal procedures.

5.4.4. The driver will have to reduce speed below the permitted limits in order to allow the vehicle to brake in such a way as to be able to stop the vehicle in the section separating it from the vehicle in front, and to stop the vehicle in the vicinity of the stop/passing signal.

5.4.5. Carriers and Airport Service Providers must consider the fact that reductions in airport services may occur due to specific risk mitigation measures taken by Airport Operators.

5.4.6. Site managers must ensure the rules of Volume 4 of this Document, Airside Construction Sites.

5.5. SNOW, ICE AND HAIL

5.5.1. The airport operator, once it has received the telex/email message forecasting strong winds on the ground, is obliged to relay it to its service providers, according to its **own internal procedures**.

5.5.2. Information on the current weather condition will also be disseminated through the publication of messages on the information displays placed at the driveways and pedestrian access points in the airside.

5.5.3. Carriers and Airport Service Providers must consider the fact that reductions in airport services may occur due to specific risk mitigation measures taken by Airport Operators.

5.5.4. The Airport Operator will carry out hybrid boarding/disembarkation and/or walk-through (GEN04) only through the boarding gate and/or from the aircraft's front door and will inform its service providers accordingly, according to its internal procedures.

5.5.5. The driver will have to reduce speed below the permitted limits in order to allow the vehicle to brake in such a way as to be able to stop the vehicle in the section

separating it from the vehicle in front, and to stop the vehicle in the vicinity of the stop/passing signal.

5.5.6. In the event of accumulation of snow and/or ice on the ground, the Lender/Self handler shall ensure the availability of vehicles with the necessary equipment to ensure the road-worthiness of its vehicles and the availability of pushback with sufficient power to allow the safe pushing of aircraft with contaminated soil.