

PPR Information

Safety assurance concerning traffic outside ATS opening hours at ESOW.

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1 LOCAL REGULATIONS/ PROCEDURES

1.1 TRAFFIC CIRCUIT

Traffic circuit to RWY shall be E of RWY outside TWR opening hours, this is for all traffic.

At ESOW the maximum contemporary number of aircraft in the circuit is three (3). During takeoff/Landing there is chance of temporary exceedance of this number.

If the commander assesses the situation as too complicated or that there is too much traffic, a decision to await joining the circuit should be made as well as waiting to takeoff/land.

Departing traffic shall after departure climb to 1000 ft MSL along the extended runway centerline and leave towards the published entry/exit points on the VAC chart. No turns shall be made prior to DER (Departure End of Runway). Monitoring and collision avoidance towards the traffic circuit shall be made.

Arriving VFR traffic shall, with the exception of SAR (Search and Rescue), HOSP, and POLICE FLIGHTS whom has precedence before all other traffic, enter the TMA through the published entry/exit points.

If there is any uncertainty regarding runway in use, the entry points should be assessed according to wind direction. Wind from the north (runway 01 in use), use entry points Vikhus and Golfbanan. With wind from the south, use Björksta and Romfartuna.

Overflying Västerås city requires a minimum altitude of 2000 ft for noise abatement. At other areas the general minimum heights of 1000 ft AGL above residential areas shall be followed. After passing the city, it is allowed to reduce the altitude accordingly. The reason for this is because according to the environmental certificate, over flying the city is not in direct entry to the approach or departure and shall therefore follow previously explained procedure.

Power-off landings, engine failure during takeoff and similar exercises is only allowed to be performed when the traffic situation and flight safety allows this.

Aircraft already established in the traffic circuit has precedence over all other arriving aircraft. Outside of ATS opening hours the grass runway is completely closed and shall not be used.

ESOW 2.21 MINSKNING AV BULLERSTÖRNING

Flygning över Västerås centrala delar, Irsta och Björnön bör undvikas under 2000 ft utom i direkt samband med in- eller utflygning.

NOISE ABATEMENT PROCEDURES

Flight should be avoided over the central part of Västerås, Irsta and Björnön below 2000 ft, except in direct connection to take-off or landing.

If any of the aircraft in the traffic circuit decides to extend their downwind leg due to the traffic situation, the aircraft behind in sequence shall also extend their downwind leg as to not cut in front of the arriving traffic and follow the correct order.

This is in effect until the traffic situation has been resolved, or if a common decision together with the other aircraft preceding the traffic allows for the aircraft behind to turn bas and therefore end up ahead of the original aircraft extending the downwind.

Runway 01 entry points are Vikhus och Golfbanan.

Runway 01 exit points are Romfartuna och Björksta.

Runway 19 entry points are Romfartuna och Björksta.

Runway 19 exit points are Vikhus och golfbanan.

For all information not listed in this document, refer to the AIP.

1.2

Arriving from West (W)

Arriving from W (Arriving from Vikhus or Romfartuna) shall fly towards holding W. After this you shall pass over the airfield to be to the right of taxiway C at 1 500 ft and thereafter join the traffic circuit. Altitude reduction occurs in accordance with current traffic situation and commanders judgement, but it may not be before passing the runway.



1.3 Arriving from east (E)

Arriving from E (Arriving from Björksta or Golfbanan) shall fly towards holding E. Altitude reduction occurs at the same time as the aircraft flies towards the traffic circuit.

At commanders judgement of the traffic situation, you can join the traffic circuit directly on the east side of the airfield without having to pass over the airport.

2 LIMITATIONS

2.1 ILS

At Stockholm-Västerås airport there is an ILS for runway 19. ILS is monitored by the air traffic controllers and there is a requirement that the system is monitored for correctness and that it remains within limitations when in use. The ILS is always active as it is seen as a safety backup for aircraft to use in case of emergency, even though its performance is not monitored. The risks associated with using the ILS when operating outside of ATS opening hours are:

- No signal from the air, could happen for example due to damage during lightning, supercooled rain forming ice, heavy snowfall with an effect on the antennas and or reflection areas, big birds or several birds on top of the antennas.
- Incorrect signal in the air, could happen due to internal error and as well if large equipment, vehicles or similar is placed at a too close distance to the transmitters which causes incorrect reflections for the signals.
- Cut down wires to the ILS and vehicles that pass by the antennas (sensitive areas) during for example grass cutting.

2.1.1 CORRECTIVE MEASURES

To increase the safety during instrument approaches towards the runway with regards to previously stated risks associated with flying outside ATS opening hours, the airport only allows operators to fly instrument approaches in accordance to VFR and VMC conditions so that the commander can assure him/herself that the approach is correctly flown and that the commander has visual contact with the runway.

2.2 RADIO

Radiocommunication occurs with several different languages at ESOW due to different backgrounds of the operators. The use of different languages can cause misunderstandings at the maneuver area as well as in the air.

Outside ATS opening hours the airspace becomes class G, which is an airspace that does not require an aircraft to use the radio. This increases the risks with misunderstandings but most vital, the lack of situational awareness as to where other traffic is and what they are doing and this could potentially cause a mid-air collision.

2.2.1 CORRECTIVE MEASURES

To actively combat any potential misunderstandings and unclear communications which could result in heavily reduced safety margins, the airport has clarified the use of the airspace and the airport, how entry's and landings should be made.

As a further step to increase the safety of all flying individuals, the airport demands that all traffic which use Stockholm-Västerås Airports infrastructure outside of ATS opening hours have either an installed radio, or use a handheld radio onboard.

This radio shall be active, and the commander shall actively listen on the radio to increase their situational awareness. The airport also recommends all pilots to speak in the radio and clarify their intentions etc., even though the airspace becomes class G.

3 INCIDENT/ OCCURENS REPORTING

All individuals who operate at Stockholm-Västerås Airport shall report all occurrences and incidents that has a flight safety aspect to it which occur around the airport and its infrastructure. These reports shall be made either via the QOMS system or through the Airports website.