

SAFETY DEICE OPERATION AT OSLO AIRPORT



BY HEAD OF FLIGHT SERVICES AT SAS GROUND HANDLING NORWAY, JØRN NYBORG



Theme

How to handle a safe deice operation in Scandinavian winter conditions

- Dark, snowy, slippery and reduced visibility

Background

March 2019, 8 p.m.

A Dreamliner taxed from the gate at Oslo Airport, towards the deice platform- Bravo North. It was snow, dark, and the platform was partly covered by snow.

The platform contains 6 tracks. Tracks 1 and 6 are narrow body only. By accident and misunderstanding, the Dreamliner taxed into track 1.

The wing hit the floodlight mast, broke it and right wing was severe damaged. The aircraft was out of production for several weeks. Luckily no persons were injured.



Learning points

- Change to digital track allocation. Light boards in front of platform with track signage.
- Running rabbits on platform to increase visibility on tracks.
- Increase level on lights. LED lights on floodlights.
- Increase the frequency of snow removal to increase visibility of tracks on deice platform.
- Use of guideman on all widebody aircrafts



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SAS winter operation

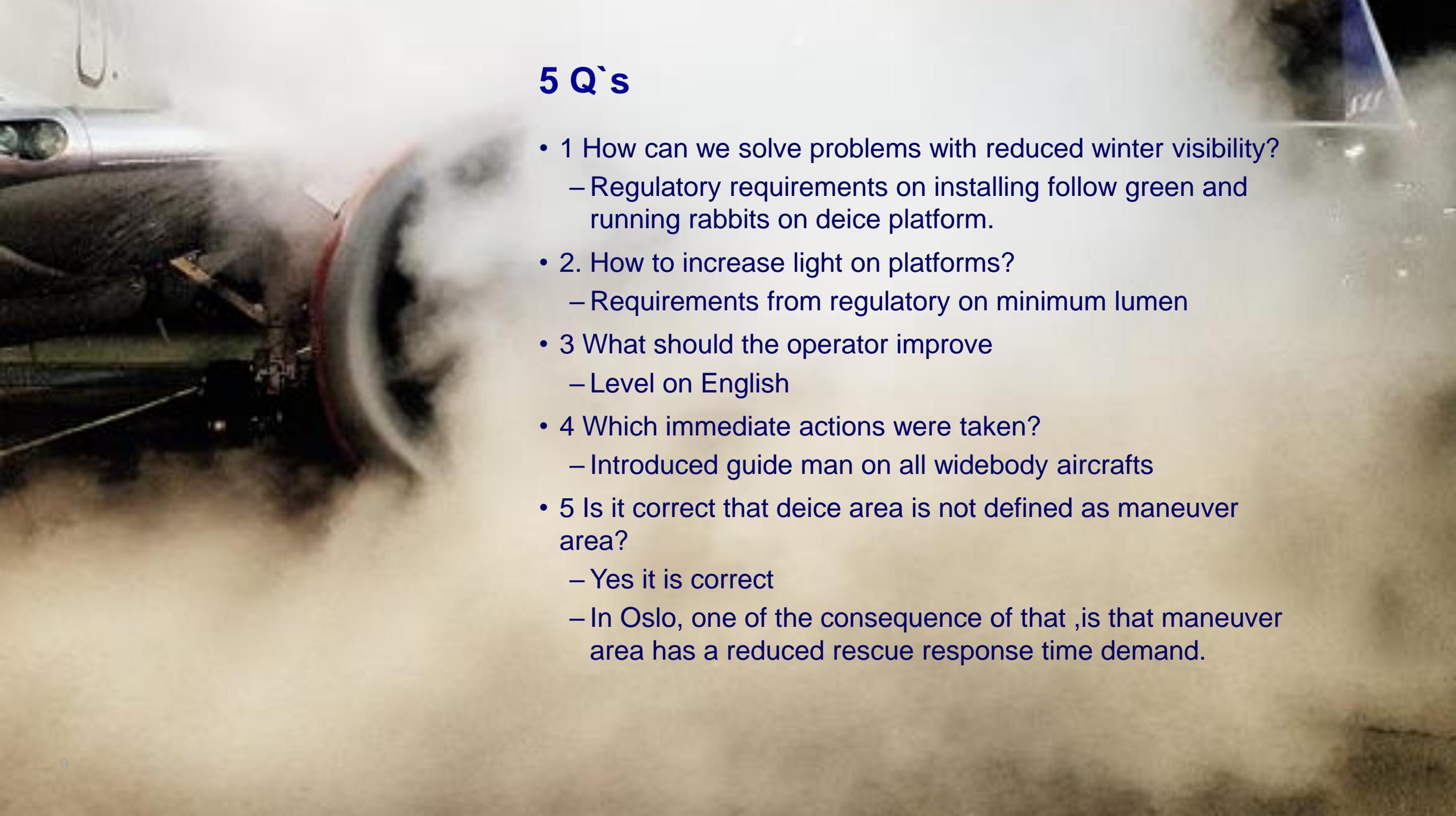


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5 Q`s

- 1 How can we solve problems with reduced winter visibility?
 - Regulatory requirements on installing follow green and running rabbits on deice platform.
- 2. How to increase light on platforms?
 - Requirements from regulatory on minimum lumen
- 3 What should the operator improve
 - Level on English
- 4 Which immediate actions were taken?
 - Introduced guide man on all widebody aircrafts
- 5 Is it correct that deice area is not defined as maneuver area?
 - Yes it is correct
 - In Oslo, one of the consequence of that ,is that maneuver area has a reduced rescue response time demand.