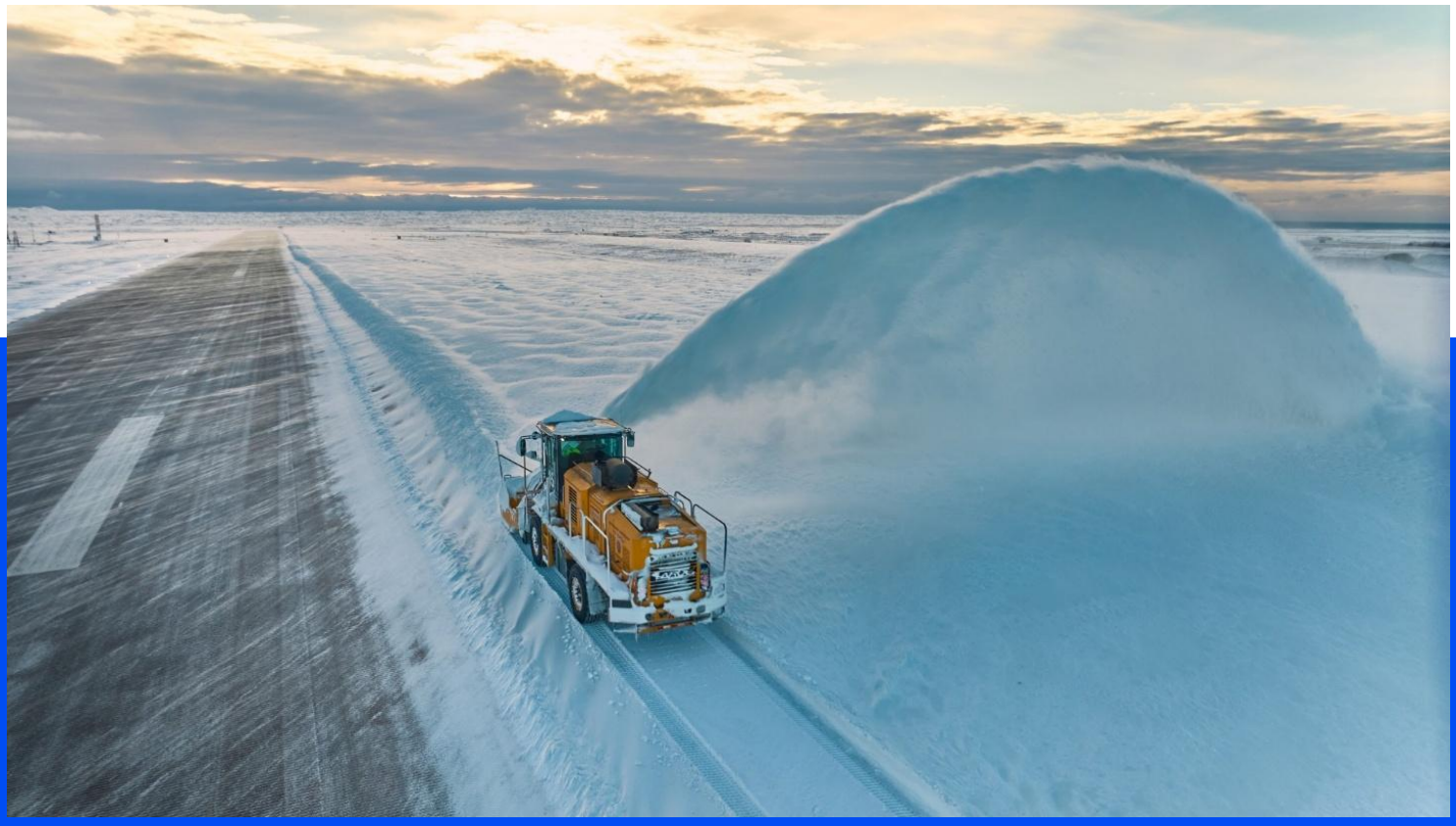
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Adverse Weather Operations at Keflavik Airport



Adverse Weather Operations at Keflavik Airport

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1 Introduction

Keflavik Airport issues rules for action to respond to adverse weather conditions for ensuring the safety of passengers, staff, and equipment. This document encompasses the rules and procedures which go into effect during adverse weather conditions

The rules do not free air carriers or ground handling companies from the responsibility to always ensure safe operations at the airport.

Operating on behalf of the Chief Service & Operations Officer at Keflavik Airport are:

- Keflavik Airport Weather Safety Committee (Veðuröryggisnefnd, VÖN), which oversees these rules of procedure,
  and
- Keflavik Airport Weather Response Team (Veðuraðgerðastjórn, VAST), appointed by the Weather Safety Committee, responsible for managing operations.

Keflavik Airport, October 2026

Bjarni Páll Tryggvason
Chief Service & Operations Officer at Keflavik Airport

2 Organisational Structure

2.1 Weather Safety Committee (VÖN)

Role

- Issues and updates rules for weather conditions
- Decides on reduced services due to weather
- Consults with stakeholders if exemptions from operational restrictions are requested

The Weather Safety Committee issues rules for weather conditions that may affect daily airport operations. The Committee also monitors how the rules are executed.

It is the responsibility of the Weather Safety Committee to decide whether weather conditions will affect airport services. The committee is responsible for updating the rules. They are reviewed in the beginning of winter season each year and updated as necessary. The rules are published on Keflavik Airport's website and sent to appropriate parties.

Exceptions from restrictions can be authorized by VÖN if deemed necessary for emergencies.

Real-time weather for Keflavik Airport can be found at: http://weather.isavia.is.

Members of Keflavik Airport Weather Safety Committee:

Guðjón Arngrímsson, Project Manager - Airport Operations, Chairman
E-mail: gudjon.arngrimsson@isavia.is

Bjarni F. Borgarsson, APOC Department Manager, Vice-Chairman
E-mail: bjarni.borgarsson@isavia.is

Skúli Þórðarson, Specialist - Airport Operations
E-mail: skuli.thordarson@isavia.is

Sævar Garðarsson, Director of Traffic & Services
E-mail: saevar.gardarsson@isavia.is

2.2 Weather Response Team (VAST)

The Weather Response Team meets online via Teams.

Role

- Activated by the weather safety committee
- Notifies via e-mail if an average wind exceeding 40 knots[1] or wind gust exceeding 50 knots is predicted
- Convenes coordination meetings if necessary
- Chairs coordination meetings
- Prepares an action plan in consultation with stakeholders
- Directs and coordinates weather response at the airport

The Weather Response Team coordinates weather response at the airport. The Response Team takes measures per these rules in consultation with stakeholders.

The Weather Response Team notifies stakeholders via e-mail if an average wind of over 40 knots and /or wind gusts over 50 knots is predicted; see Table 1 in Appendix 2.

The Weather Response Team notifies stakeholders via bulletin if WINCON 3 and/or 4 are predicted.

The Weather Response Team notifies stakeholders via bulletin if TAF or Aerodrome Warning indicates thunderstorms near the airport.

The coordinator will convene the Weather Response Team if deemed necessary and manages the response plan during the course of action.

If deemed necessary by the weather forecast, the coordinator convenes a meeting with external stakeholders by e-mail. The purpose of the meeting is to coordinate actions and set up a response plan if it is likely that weather will significantly impact operations.

The coordinator will also compile a final report following the response and submit it to the Weather Safety Committee.

Members of Keflavik Weather Response Team

Response manager, Airport Operations shift manager
E-mail: vaktstjorar.kef@isavia.is
Telephone number: 425 6110

Coordinator, APOC shift manager
E-mail: apoc@kefairport.is
Telephone number: 425 6200

Security shift supervisor, Surveillance Department
E-mail: apoc@kefairport.is
Telephone number: 425 6200

Head supervisor, KEF Tower
E-mail: vardstjori.kef@isavia.is
Telephone number: 425 6062

Coordinator

- Convenes the Weather Response Team if necessary
- Convenes a meeting with stakeholders/contacts if necessary
- Oversees the action plan
- Finalizes meeting minutes submitted to stakeholders

[1] One knot equals 0,514 m/s

Response Manager

- Chairs the meetings of the Weather Response Team
- Directs the actions of the Weather Response Team

2.3 Weather Information

2.3.1 Weather observations and forecasts

Weather observations, forecasts and rules and procedures are accessible on the website kefairport.is/fyrirtaekid/vedurupplysingar . Direct link to the Aerodrome AWOS, apron weather and detailed forecast is weather.isavia.is/ .

The aerodrome operator publishes an airport-specific weather forecast produced by the Icelandic Meteorological Office (IMO) at forecast.isavia.is/BIKF. The forecast covers the next 48 hours at hourly intervals and is updated every three hours. WINCON and ICECON values are also calculated for the forecast period based on this forecast. Information on the purpose and definitions for WINCON and ICECON are found in Appendix 4.

However, the official aerodrome weather forecast is the TAF forecast by IMO. This is a 24 hour forecast, updated every three hours.

2.3.2 Weather warnings

The Aerodrome Operator issues warnings up to 24 hours before wind gust or heavy snowfall may affect the operation according to the TAF forecast.

Additionally, specific aerodrome warnings are issued by IMO whenever weather forecasts indicate possible disruptive effects by weather on aircraft and operations on the airport. Weather phenomena covered are high winds, excessive snowfall, low visibility conditions (LVP) and thunderstorm. These weather warnings are most often issued approximately 4 to 12 hours before the expected time in question. Stakeholders are invited to subscribe to these warnings by notifying APOC, mail to apoc@kefairport.is.

3 Stakeholders

Stakeholders are parties, or representatives of parties, affected by the event, e.g. service providers, airlines operating in Iceland, contractors, police and customs; see Table 1.

Role

- Nominate a contact for the Weather Response Team
- Work on collaborative planning
- Informing employees
- Prepare own procedures for adverse weather conditions
- Inform pilots or air carriers about conditions
- Inform the Weather Response Team about relevant operational information

Stakeholders nominate a contact for the Response Team as soon as the response plan is initiated. The role of the contact is to work on planning, in consultation with the Response Team, on how to arrange safe ground handling of aircraft when circumstances so require. It is important that VAST participants possess a technical expertise and mandate for decision making.

Contacts are also responsible for informing their staff and parties they represent on how to arrange ground handling of aircraft at each time.

3.1.1 Airlines and Ground Service Providers

Airlines and ground service providers should prepare their own procedures for adverse weather conditions. The procedures shall be reviewed as necessary and shared with The Weather Safety Committee.

Airlines and/or ground service providers shall pass information to their pilots or, as appropriate, the pilots of the aircraft operators that they service regarding conditions that may limit the ground handling of aircraft. If circumstances so require, stakeholders must notify the Response Team if aircraft will be diverted to an alternate airport rather than landing at Keflavik Airport.

4 Wind

High winds are a primary weather-related risk at Keflavik Airport and may affect the safe operation of aircraft, airport infrastructure, and ground services. To ensure safety and operational resilience, specific mitigation measures are implemented when defined wind thresholds are met.

If the forecast average wind speed exceeds 40 knots or wind gusts exceed 50 knots, stakeholders shall be notified, and a coordination meeting may be convened as deemed necessary.

The following sections outline the operational restrictions, responsibilities, and procedures applicable during high-wind conditions.

4.1 Passenger boarding bridges (PBB)

When wind gusts exceed 40 knots, the passenger boarding bridge on parking stand **12** is taken out of use (see Table 2 in Appendix 2). No other operational restrictions are in place.

When wind gusts exceed 50 knots, all passenger boarding bridges are prepared for deactivation, as they shall not be operated in winds exceeding 54 knots (see Table 3 in Appendix 2). Decision on PBB closures is taken by APOC based on these guidelines and an overall assessment of weather and surface conditions. If aircraft has landed during wind-induced PBB closure, the aircraft must wait in a spot at the airfield determined by APOC each time. It must wait there until a bulletin is sent out by APOC allowing PBB usage.

If an aircraft is situated by a PBB when the wind exceeds the specified levels per paragraphs 1 and 2, the responsible ground handling agent must move the PBB away from the aircraft and put it in a parked position per *VR640 14 - Strong Wind Procedure for PBB*.

4.2 Ground handling

If an air carrier or ground handling company decides on de-boarding an aircraft using aircraft steps during adverse weather conditions, it shall be performed in consultation with the weather response team. De-boarding should have priority on those stands least affected by wind, assessment shall be based on real-time wind measurements and weather prognosis.

The handling of aircraft on a parking stand is the responsibility of the air carrier or ground handling company in question.

The airport operator recommends that all ground handling agents at Keflavik Airport abort ground handling services in adverse weather conditions where wind gusts exceed 50 knots. This does not affect the completion of service which has started or service aiming at avoiding damage.

Ground handling service providers shall maintain and follow internal procedures for high winds.

4.3 Bussing operation

If the wind exceeds 50 knots, the weather response manager & coordinator will assess if any restrictions on bussing operations will be made. Assessment will always be based on real-time wind measurements, weather prognosis and surface conditions.

4.4 Alternative aircraft positioning

Alternative aircraft positioning during adverse weather conditions can be authorized by the weather response team manager & coordinator. It is the responsibility of the air carrier or ground handling company to request alternative aircraft positioning for each aircraft and work per procedures *(VL-8371 – Alternative aircraft positioning during ADW)*.

5 Winter Conditions

Snowfall, drifting snow and surface icing affects flight operations in various ways. Despite preparedness measures, including monitoring, information sharing, snow removal and surface treatment, delays in runway operation and aircraft handling may still occur. Through advance planning and coordinated actions, these delays are minimized at Keflavík Airport. Details on the general Snow Plan and winter operation priorities are given in document *HB700 05 Winter Operations at Keflavik Airport*.

- If WINCON 3 is forecasted, a bulletin will be sent out to stakeholders. The airport operator recommends that ground handling service providers plan for additional staffing and anticipate delays in aircraft ground handling and snow clearing operations.
- Capacity reductions should be expected
- If WINCON 4 is forecasted, a bulletin will be sent out to stakeholders, and a coordination meeting will be convened if deemed necessary. The meeting will establish a joint operational action plan, potentially involving delayed flight schedules and carefully choreographed aircraft ground handling and snow clearing operations.
- A significant reduction in operational capacity is unavoidable.
- An operational recovery plan may be required.

6 LVP

Low Visibility Operations (LVP) are special procedures implemented at airports when weather conditions significantly reduce visibility and cloud ceiling, affecting the safe movement of aircraft on the ground and during take-off and landing.

When LVP procedures are activated, APOC sends out bulletin to stakeholders. The condition is also highlighted on the AWOS and APORN weather web pages by a yellow banner.

Low Visibility Operations are usually divided into categories based on runway visual range (RVR) and decision height, such as CAT I, CAT II, and CAT III operations. As visibility decreases, the operational limitations become more restrictive. Low Visibility Procedures (LVP) will come into effect when the touchdown RVR for runway in use, runways 10 or 19 reach a specified ceiling and/or RVR values. LVP is divided into 4 phases:

- Preparation Phase: This phase is commenced when deteriorating meteorological conditions reach, a touchdown (TDZ) visibility of 800 meters or less and/or ceiling of 300 feet or less.
- Operations Phase (LVP activation): This phase is activated when RVR TDZ for RWY 10 or RWY19 measures less than 550 meters and/or the ceiling is 200 feet or less. This phase must be in force prior to the commencement of any of the specific operations for which LVP are required. The Operations Phase is brought into force only once all preparatory activities are complete. Flight operations requiring LVP must only commence once the LVP is in force.
- Deactivation Phase: This phase is established when the relevant MET conditions improve but not enough to lift all restrictions. If the weather deteriorates again go back to Operations Phase. Deactivation Phase can be activated when RVR TDZ measures 550 meters or more but less than 800 meters and ceiling higher than 200 feet.
- Termination Phase: This phase is established to facilitate a smooth transition back to normal operations. Termination phase shall only be initiated when RVR TDZ measures above 800 meters, and the ceiling is 300 feet or more for 10 consecutive minutes and continued improvements are expected.

ATC contacts APOC only during the LVP preparation phase, not when LVP is activated. Upon receiving a phone call from ATC regarding the LVP preparation phase, a bulletin message is sent out indicating that LVP is now active. APOC is responsible for informing stakeholders of LVP through the notification system (Bulletin) and by phone to the defined recipients in the procedure. A LVP sign must be set up for all employees at every checkpoint that lead to manoeuvring area, e.g. Silfur-Gate.

During an active LVP, delays can be expected at KEF and in acute situations, airport capacity can be affected.

When the LVP is no longer active the Tower shift supervisor informs APOC and Airport Operations of termination of LVP. APOC sends out termination information according to the distribution list (see VL-7129).

7 Thunderstorms/Lightning

When weather forecasts indicate that a thunderstorm may be approaching, the IMO issues a dedicated Aerodrome warning message. This is followed by a bulletin from APOC. The same procedures apply when lightning activity is observed in the area.

Ground handling service providers shall maintain and follow internal procedures for thunderstorm and lightning conditions.

8 Appendix 1 – Stakeholders

Table 1: Stakeholders

Name	Company
Chief Service & Operations Officer at Keflavik Airport	Isavia
Chief Commercial & Airport Development Officer at Keflavik Airport	Isavia
Weather Safety Committee	Isavia
Director, Traffic & Services	Isavia
Department Manager, APOC	Isavia
Head Supervisor in tower (Response Team)	Isavia
Department Manager, Surveillance	Isavia
Rescue Manager, Airport Operations	Isavia
Director, Safety Management	Isavia
Department Manager, Safety Management	Isavia
Specialist, Safety Management	Isavia
Aviation Security Director, Keflavik Airport	Isavia
Department Manager, Passenger Transportation	Isavia
Shift Manager, Passenger Transportation	Isavia
Facility Custodians	Isavia
Airport Parking	Isavia
Specialist, Asset Management	Isavia
Communications Manager, Corporate Strategy & Communication	Isavia
Operators, APOC	Isavia
Team Leader, Passenger Services	Isavia
Shift Manager, Airport Operations (Response manager)	Isavia
Shift Manager, APOC (Coordinator)	Isavia
Security shift supervisor, Surveillance Department (Response Team)	Isavia
Director OCC	ICE
Manager OCC	ICE
Manager GOC & General Aviation	ICE
Director of Operations, Icelandair Cargo	ICE
Ground Operations Centre	ICE
Ground Safety Officer	ICE
Manager Airport Operations	ICE
Manager, Passenger Services	ICE
Aircraft Maintenance Technicians	ITS
GMT Aircraft Maintenance Technicians	GMT
Air Explore	AXE
Ground Ops Manager & DGSA, DHL Express Iceland	DHL
South Air	SUD
Manager Front of House	APA
Manager Back of House	APA
Director Quality, Safety & Training	APA
Duty Manager, Load Control	APA
Ramp Coordinator	APA
Loading Supervisor	APA
Catering Delivery Manager, Newrest	NEW
Íslenska Flugafgreiðslu Félagið	IAA
Managing Director	EAK
QHSSE Manager	EAK
Icelandic Coast Guard	LHG

KEF Border Police	LSS
Customs	
Airport Direct	
FlyBus	

9 Appendix 2 – Restrictions due to weather

The figures in the following pages show examples of restrictions entering effect at each time at different wind levels and how responsibilities are divided between parties.

Actions by stakeholders shall be in accordance with these safety rules and their own safety roles and are the sole responsibility of the stakeholders.

Table 2: Restrictions during wind gust of 40–49 knots

Means that...	**Response Team**	**Ground Handling**
Each department takes decisions regarding safety measures and risk assessment The PBB at parking stand 12 may not be used if **wind gusts** exceed 40 knots	When an **average** wind speed of 40 knots is predicted, APOC will send out a weather warning The response manager and coordinator assess whether the Response Team should be activated The Weather Safety Committee and/or Response Team shall assess whether special measures are needed to ensure the safety of people and/or equipment regarding weather and conditions	If the weather forecast predicts an **average** wind speed of 40 knots, all handling equipment and other loose items must be moved indoors or secured from wind When the **average** wind speed has reached 40 knots, stakeholders must inform their staff of the conditions and how to arrange handling with a minimum of risk

Table 3: Restrictions during wind gust exceeding 50 knots

Means that...	**Response Team**	**Ground Handling**
PBBs are prepared for deactivation and/or taken out of use during **wind gusts** exceeding 50 knots PBBs shall not be used if **wind gusts** exceed 54 knots If **wind gusts** exceed 50 knots, , PBBs must be kept in a storage position per the applicable rules on operation and handling of PBBs at KEF airport terminal	When **wind gusts** of 50 knots is predicted, the Response Team shall be activated The Weather Safety Committee and/or Response Team shall assess whether special measures are needed to ensure the safety of people and/or equipment regarding weather and conditions	If an air carrier and/or handling agent decides to park aircraft in a parking stand per wind direction, the Response Team must always be informed of such action Variations on ground handling of aircraft may be applied during adverse weather conditions per agreement with the Weather Safety Committee when deemed necessary to ensure the safety of people and/or equipment.

10 Appendix 3 – VAST meeting agenda

Following is a draft template of the VAST meeting agenda. Please note that this template may be adjusted depending on the situation.

Weather forecast review

- TAF
- Weather forecast for ground operations,
- Forecast weather map

Airport Conditions

- Runways
- Taxiways
- Apron

Schedule

- Total aircraft movements expected during affected period
- Per ground handling company
- Expected delays / cancellations
- Total passengers expected during affected period
- Arriving
- Departing
- Local
- Transfer

Staff location and roles

- Isavia
- Stakeholders

Action plan

- Aircrafts, structure and infrastructure
- AC weight status
- Construction
- Road condition to and from KEF
- Transportation
- Airport Parking
- Closing of check points
- Resturants and shops
- Safety Matters
- Passenger Services
- Rerouting
- Terminal preparedness due to prolonged passenger stay
- Drinking water
- Baggage (arriving / departing)
- Check-in desk allocations
- Recovery

11 Appendix 4 – WINCON and ICECON

Background

- WinCon is an index on a scale from 0 to 4, assessed based on the weather forecast or present weather, intended to describe the expected impact of winter weather on airport operations, with emphasis on snow removal and anti-icing measures on the movement area.
- IceCon serves the same purpose, but with a focus on aircraft de-icing capacity.
- The indices are closely related, as both consider weather factors that cause surface icing and snow accumulation, such as temperature, humidity, precipitation, and wind.
- Operational disruptions due to wind are not included in these indices. Preparedness measures related to wind gusts on the apron are addressed in the document Adverse Weather Operations at Keflavik Airport (accessible at www.kefairport.is).

WinCon

The figures below illustrate how WinCon may escalate as weather conditions worsen.



WinCon 0

Weather conditions are not expected to cause any accumulation of snow, ice, or other contamination on the movement area. However, slippery surface conditions may persist or even worsen after WinCon 0 conditions have commenced.

WinCon 1 – Light winter conditions (Léttar vetraraðstæður)

	Expected impact on service and priorities	Weather description
	Winter service expected to keep up with weather. Surface conditions may deteriorate slightly No, or minimal need for snow clearing Normal operation on runways and apron foreseen **CAUTION**: Possible risk of black ice on untreated areas	**Model forecast** **T < 3 and Tg < 1 and RH% > 80** **or** **snow fall up to 0.8 mm/hr** **TAF** **(no criteria available)**

WinCon 2 – Moderate winter conditions (Töluverðar vetraraðstæður)

	Expected impact on service and priorities	Weather description
	Mostly normal operation with slower periods in between. Waiting for snow removal on apron or operating on snow covered surfaces may be expected. Temporarily: Expect minimum operating surfaces in snow clearance, RWY RETs not available	**Model forecast** **Snow fall >= 0.8 mm/hr** **or** **Snow fall >= 0.5 mm/hr last 4 hours** **TAF** **-SN, SN, -SHSN, SHSN** **RASN, SNRA, GS, GR, DRSN (optional SH and "-" included. Example: -SHRASN)**

WinCon 3 – Heavy winter conditions (Þungar vetraraðstæður)

	Expected impact on service and priorities	Weather description
	Expect Winter service on the apron to be delayed, single stand at a time. Expect TWYs snow covered Expect minimum operating surfaces in snow clearance, RWY RETs not available Expect ATC to request aircraft holdings or increased separation	**Model forecast** **[Snow fall >= 0.8 mm/hr** **or** **Snow fall >= 0.5 mm/hr last 4 hours]** **and mean wind speed >= 16 KT** **or** **Wincon 2 for >= 6 hours** **TAF** **[SN, SN, RASN, SNRA, GS, GR (optional SH and "-")** **or DRSN, BLSN** **or +SN, +RASN, +SNRA (optional +SH)]** **and mean wind speed 16KT up to 26KT**

WinCon 4 – Extreme winter conditions (Yfirþyrmandi vetraraðstæður)

	Expected impact on service and priorities	Weather description
	RWY crosswind, visibility. and surfaced condition may affect operation Expect only RWY winter service All Ramp operations difficult or impossible due visibility, gust strength and snowdrift accumulation Arriving aircraft may be lined up on TWY Apron stands not serviced Runway friction might be impossible to improve above RWYCC 3	**Model forecast** **[Snow fall >= 0.8 mm/hr** **or Snow fall >= 0.5 mm/hr last 4 hours]** **and mean wind speed >= 26 KT** **or** **Snow fall >= 2 mm/hr last 2 hours** **TAF** **[SN, SN, RASN, SNRA, GS, GR (optional SH and "-" / "+")** **or** **DRSN, BLSN]** **and mean wind speed > 26KT**

IceCon 0

Air temperature above 8 °C. No aircraft de-icing expected.

IceCon 1 – Minimum de-icing conditions (Lágmarks afísingaraðstæður)

Aircraft de-icing condition	Expected impact on de-icing operations	Weather description
IceCon 1 Light	Light conditions foreseen, approximately 50% -100% of departing aircraft may require one-step de-icing only	**Model forecast** **2 °C =< T < 8 °C** **(air temperature in the range 2 to 8 degrees)**

IceCon 2 – Standard de-icing conditions (Almennar afísingaraðstæður)

Aircraft de-icing condition	Expected impact on de-icing operations	Weather description
IceCon 2 Moderate	Moderate conditions expected, all departing aircraft require one-step de-icing Low risk of expiring holdover times On Time Performance may be slightly affected	**Model forecast** **T < 2 °C** **(air temperature below 2 degrees)**

IceCon 3 – Heavy de-icing conditions (Þungar afísingaraðstæður)

Aircraft de-icing condition	Expected impact on de-icing operations	Weather description
IceCon 3 Heavy	Heavy conditions during snow fall, all departing aircraft require **two-step** de-icing Re-treatment due to expired holdover time to be expected, On Time Performance drops considerably	**IceCon 3 is issued whenever WinCon 2 takes effect**

IceCon 4 – Extreme de-icing conditions (Yfirþyrmandi afísingaraðstæður)

Aircraft de-icing condition	Expected impact on de-icing operations	Weather description
IceCon 4 Light	Extreme conditions with heavy snowfall. All departing aircraft require **two-step** de-icing. Re-treatment due to expired holdover time to be expected. Prepare for major delays.	**IceCon 4 is issued whenever WinCon 3 or 4 takes effect**


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