



FAA
Great Lakes Region, Airports Division
Safety Standards Branch

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Subject: Operational Considerations for Snow and Ice Control

As this year's winter season rolls in, it comes with the need for airport operators to revisit existing policy and procedures, and to consider the possibility of new operational challenges.

In line with this thinking, we would like to bring to your attention the subject of aircraft equipment changes by the air carriers serving your airport. These aircraft equipment changes may or may not be a common occurrence at your airport. However, these changes are capable of posing additional concerns for some airport operators, when the equipment being introduced is larger or more demanding from a performance standpoint. This is particularly true at airports with shorter runways which are available for use during a winter precipitation event, and even during wet pavement conditions.

A current example, is the airline industries' move to switch aircraft service at markets from turboprop (e.g.: SAAB-340, BE-1900) to jet service (e.g.: ERJ, CRJ). This is occurring at several airports within the Great Lakes Region. The performance demands a jet aircraft places on runway pavement is far more significant than that of a turboprop aircraft. Add runway contaminants to the equation and both friction and stopping capabilities are significantly reduced.

What can airport operators do to improve this scenario?

If these points apply to your airport, you may need to take a more aggressive / proactive approach to ensuring your pavement is as close to "dry" or normal operating conditions given the existing circumstances, equipment, and capability at your airport.

How can you accomplish this?

- Increasing the frequency of snow removal operations. *(Does the airport actively maintain the pavement surfaces throughout the day or does it take a more reactive approach, based on flight activity?)*
- Maintaining up-to-date pavement condition reports. *(Does the airport also communicate information to the airlines **dispatch** office? Has the airport explored the capability of mobile and/ or web based reporting to expedite airfield condition reports during rapidly changing conditions?)*
- Ensuring the pavement surface is in good repair and meets the friction performance criteria for pavement maintenance. *(Is the pavement grooved? Are grooves the appropriate depths and not collapsed? Have rubber deposits been removed? Are friction assessment levels within tolerance? Is the pavement texture in good condition?)* Reference AC 150/5320-12C *Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces.*
- Proactive communication with your air carrier(s). *(Does the airport understand the air-carrier's operational needs? Does the air carrier understand the airport's capabilities and limitations? Has this changed due to the change in aircraft equipment?)*
- Re-assessing the airport's staffing resources. *(Does the airport have enough personnel to adequately maintain the airport pavement surfaces? Are personnel adequately trained to safely carryout their duties?)*
- Evaluating the airport's equipment inventory. *(Does the airport have enough and/or the right type of equipment for snow and ice control? Pavement maintenance?)*
- Expanding the resources in the airport's "tool box". *(Has the airport explored the use of runway anti-icing or de-icing products? Pavement sensor technology? Advanced weather forecasting services?)*
- Reviewing your Snow and Ice Control Plan with all your stakeholders.
- Review FAA Advisory Circulars on Safety During Winter Operations, Self-Inspection, NOTAMs, and other related subjects.

Please reference our additional educational outreach material pertaining to airport winter operations and condition reporting:

http://www.faa.gov/airports/great_lakes/airports_resources/certification_bulletin_archive/

If you have any questions or concerns, please reach out to your assigned Airport Certification / Safety Inspector.