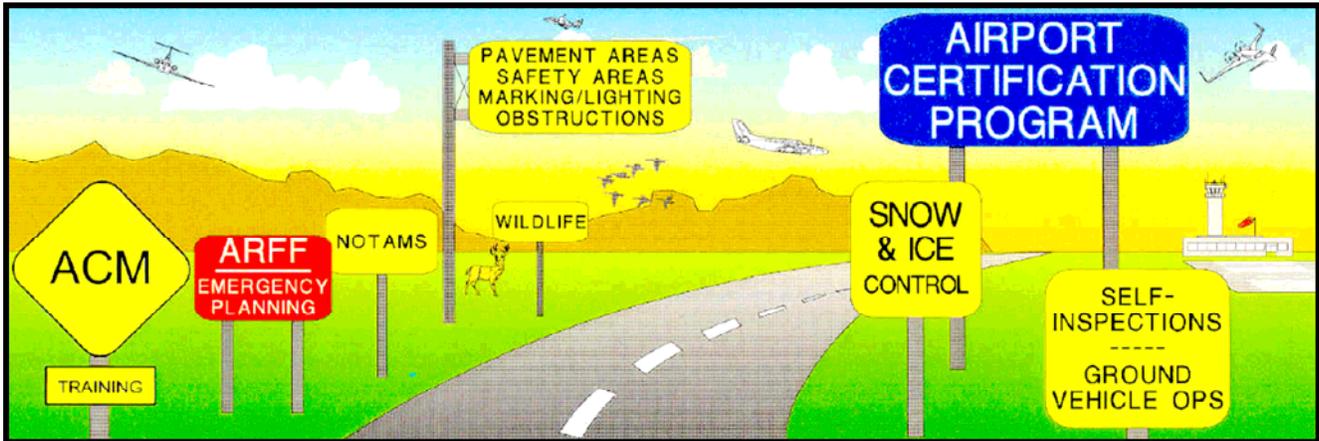


AIRPORT CERTIFICATION INFORMATION BULLETIN



DATE: 09/28/2007, NUMBER: 07-11
Airport Winter Safety and Operations
AC 150/5200-30B



FAA Advisory Circular 150/5200-30B “*Airport Winter Safety and Operations*” has been revised. This AC provides guidance to assist airport operators in developing a snow and ice control plan, conducting and reporting runway friction surveys, and establishing snow removal and control procedures.

Principal changes to the AC include:

- Revised guidance and recommendations for the Airport Snow and Ice Control Committee.
- Introduction of the snow control center.
- New guidance on the components to be included in a snow and ice control plan.
- Recommendations for snow removal and control procedures.
- Greater emphasis on issuing timely Notices to Airmen (NOTAMS).

As your airport prepares for a successful snow and ice control season, please focus on these key areas:

1. Ensure your snow and ice control plan is current and submit all necessary changes for your plan to your assigned Airport Certification Safety Inspector (ACSI) prior to implementation.
2. Give strong consideration to including triggers in the snow plan to close air carrier movement areas to air carrier aircraft when braking action/friction values reach an equivalent level of nil based on the air carrier aircraft utilizing the airport. The pavement should remain closed until the airport has properly inspected the surface in question and treated if necessary.

3. Conduct pre-season snow planning meetings with all of your airline tenants. Throughout the season, ensure communication channels remain open between your air carriers, local ATC and other users to provide feedback to your airport on the effectiveness of your snow and ice control program.
4. Ensure you have sufficient and qualified trained personnel to comply with Part 139 and all aspects of your snow and ice control plan.
5. Verify all snow removal vehicles are in good operating condition and friction measuring equipment is properly calibrated per the manufacturer's guidelines.
6. Provide continuous surveillance to changing surface conditions during air carrier operations and provide air carriers the most accurate and up-to-date information.
7. Properly collect and disseminate the airfield conditions to the air carriers immediately following any snow removal activity on the runway. No air carrier should operate on any designated movement area without an updated condition report.
8. FAA recommends that FAA-approved friction measuring equipment be employed for conducting runway friction surveys. The airport operator must report only the friction measurement numbers (MU numbers) and not attempt to correlate these numbers to Good/Fair/Poor or Nil conditions.
9. Ensure your method of dissemination of airfield conditions to the air carriers is prompt. Airports should continue to explore ways to enhance and expedite the dissemination of this information.
10. When issuing airfield condition reports, airports should utilize standard FAA approved contractions. Reference AC 150-5200-28C "Notices to Airmen (NOTAMS) for Airport Operators."
11. If your airport is a non-towered facility or has a part-time tower, best practices dictate personnel responsible for the collection and dissemination of airfield conditions disseminate the latest runway conditions to the inbound air carrier flight crews via the local CTAF frequency. Many Part 139 airports are currently finding this practice very beneficial. Contact your assigned ACSI and he/she will provide a published remark in the Airport Facility Directory if you choose to implement this practice.
12. Pay particular attention to snow depths in the vicinity of glide slope and localizer critical areas to avoid signal loss or scattering. AC 150/5200-30B Figure 4-2 contains snow depth clearance limitations for airport operators.
13. Following any accident or incident, conduct an immediate self-inspection of the runway or air carrier movement area as required under 139.327(a)(3). This inspection should consist of a thorough assessment of the type and depth of the contaminants on the runway and include a documented runway friction test of the surface. Care should be taken to ensure this test does not disturb any evidence or interfere with Aircraft Rescue and Firefighting response.
14. Lastly, please contact your ACSI if you have any questions or concerns regarding your snow removal program.

