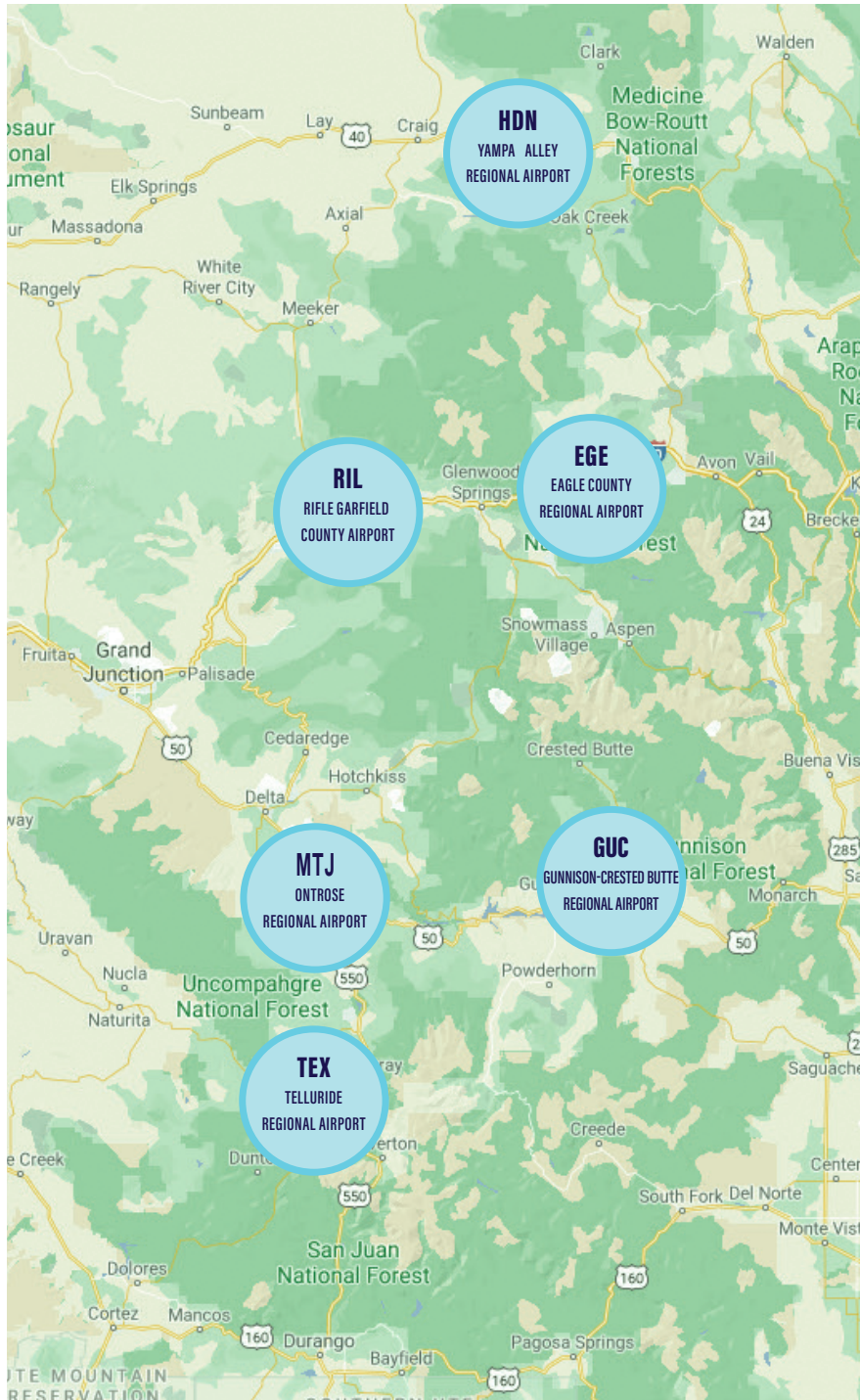


HIGHLIGHTING WINTER OPERATIONS AT UNCONTROLLED AIRPORTS

The following summary sheet intended to highlight some important clarifications with regard to Air Traffic Control Procedures and **NOTAM** language commonly seen during the winter season:

- ▶ **“Released for departure”** is not the same as **“Cleared for takeoff.”** The difference between these terms is very distinct:
 - ▶ A departure release only allows an aircraft to enter controlled airspace on a protected IFR route or procedure. A controller will only specify a runway in the departure clearance to ensure that an aircraft uses a specific route.
 - ▶ A takeoff clearance advises an aircraft that the runway is free of obstructions, personnel, or equipment, so they may use the runway safely.
- ▶ **Denver Center** will not tell an aircraft that they are **“Cleared for takeoff,”** as we cannot visually verify that a runway is free and clear of obstructions, personnel, or equipment. Only a control tower will clear an aircraft for takeoff.
- ▶ Pilots are responsible for ensuring that the taxiways and runways are clear and available for use. They can verify this via checking **NOTAMs**, by transmitting over **UNICOM/CTAF**, and visually scanning. The Aviation community expects Pilots to work as a team with airport personnel, FBO personnel, other pilots, etc.
- ▶ While it may be legal to depart a runway under certain reduced visibility conditions, reduced visibility may prevent a pilot from seeing a snow plow, or personnel working on a runway surface. These visibility conditions only emphasize the need for an extra-cautious approach to movement area usage, good **UNICOM/CTAF** practices, and reduced taxi speeds.
- ▶ **PPR = Prior Permission Required.** This permission is required to allow use of a runway, and that permission received from the Airport Manager, not from ATC.
- ▶ During a snow event, Extra attention is both necessary and critical. If a runway or taxiway is clear during a snow event, be on the lookout for the snow removal equipment that has cleared that surface.
- ▶ It is common practice for pilots to flight plan their arrival at an airport mere minutes after a **NOTAM** is scheduled to time out. However, the dynamic nature of winter operations means that these **NOTAMs** are especially subject to extended, expanded, or reissued. Therefore, it is critical to confirm airport conditions before proceeding with an approach to land.
- ▶ It is highly recommended that if a pilot does not understand a particular **NOTAM** that they pause and ask for clarification from airport personnel, as the airport operator is typically the originator of an airport's **NOTAMs**, or from ATC. **NOTAMs** can point out significant safety issues to a pilot, and failure to review and respond to them can result in severe consequences.
- ▶ Winter operations are complex and at times, unpredictable. Extreme vigilance is the responsibility of all parties involved, to ensure the safety of pilots, passengers, airport users, and staff.

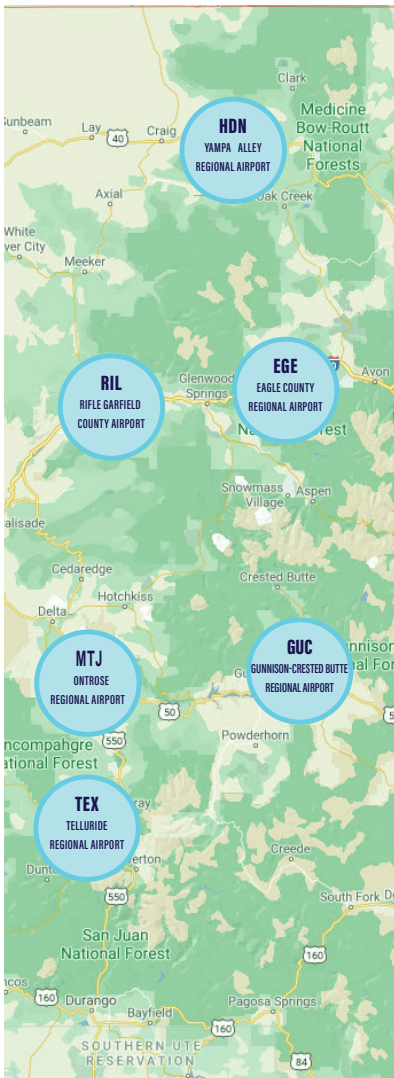




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