



FAA
Great Lakes Region, Airports Division
Safety Standards Branch

Airport Certification Information Bulletin 2009-03

Advisory Circular 150/5200-30C (Airport Winter Safety and Operations) has recently been updated with a major change that requires 14 CFR Part 139 Airport Operators to initiate runway closures when the following circumstances occur:

1. A NIL pilot braking action report (PIREP), or NIL braking action assessment by the airport operator requires the runway to be closed before the next flight operation. The runway must remain closed until the airport operator is satisfied that the NIL condition no longer exists.
2. When previous PIREPs have indicated GOOD or MEDIUM (FAIR) braking action, two consecutive POOR PIREPs should be taken as evidence that surface conditions may be deteriorating and require the airport operator to conduct a runway assessment. If the airport operator has not already instituted its continuous monitoring procedures, this assessment must occur before the next operation. If the airport operator is already continuously monitoring runway conditions, this assessment must occur as soon as traffic volume allows, in accordance with the airports snow and ice control plan.
3. The airport operator must take all reasonable steps using all available equipment and materials that are appropriate for the condition to improve the braking action. If the runway can not be improved, the airport operator must continuously monitor the runway to ensure braking action does not become NIL.
4. Airport operators with an Air Traffic Control Tower (ATCT) should formalize a Letter of Agreement (LOA) between the airport operator and ATCT. At a minimum, the LOA should specify how all pilot braking action reports (PIREPs) of "POOR" and "NIL" are to be immediately transmitted to the airport operator for action. It should also include an agreement on actions by Air Traffic personnel for immediate cessation of operations upon receipt of a "NIL" PIREP. Should an airport have other parties responsible for receiving PIREPs (i.e. FBOs monitoring Unicom Frequency), the airport operator should also have a formalized LOA in place between those respective parties similar to the LOA between ATCT and the Airport.



FAA
Great Lakes Region, Airports Division
Safety Standards Branch

- Upon the publication date of this Advisory Circular, all 14 CFR Part 139 Airport operations are immediately required to follow the requirements of paragraph 5-6 (Requirements for Runway Closures) and paragraph 5-7 (Continuous Monitoring Procedures). Additionally, 14 CFR Part 139 Airport Operators must submit a revised Snow and Ice Control Plan (SICP) to the FAA no later than April 30, 2009 for approval.

In support of the changes to the winter operations guidance, the Great Lakes Region Certification Staff will be developing a SICP template to assist your airport in developing a comprehensive SICP. This plan template will be posted on our website no later than the last week in February, 2009. To successfully support this important change, we are asking all Part 139 Airport Operators in AGL to attend a 2 hour teleconference training session the week of March 2-5, 2009. If there are specific questions and clarifications to the Advisory Circular that you would like addressed, we ask that you forward those questions to our office by Wednesday February 25, 2009. We will be separating telecon groups based on passenger enplanements and towered and non-towered facilities.

To schedule your telecon time, please contact Nicole Harris. Primary notification should be via email at nicole.r.harris@faa.gov or you may call Nicole directly at 847-294-7013. We will be limiting each session to no more than 15 airports. Additionally, please forward via e-mail any questions you would like addressed during the telecon directly to Nicole. We look forward to working with all of you on this very important initiative. If you have interim questions that need to be answered prior to these scheduled telecons, please direct these questions to your assigned Airport Certification Safety Inspector.

	9am – 11am	1pm – 3pm
Monday March 2nd	ORD, DTW, MSP, MDW, MKE, CLE, IND, CMH	Towered 139 Airports
Tuesday March 3rd	Towered 139 Airports	Non-ATC 139 Airports
Wednesday March 4th	Non-ATC 139 Airports	Towered 139 Airports
Thursday March 5th	Towered 139 Airports	