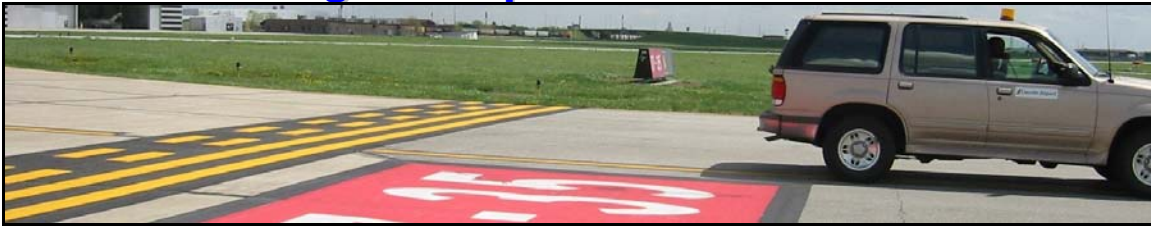


Central Region Airport Certification Bulletin



Bulletin: 2009-02
Subject: Winter Operations
Issue Date: January 30, 2009

Issuing Office:

FAA, Central Region, Airports Division
Safety and Standards Branch, ACE-620
901 Locust St, Kansas City, MO 64106
Phone: (816) 329-2624
Fax: (816) 329-2610

Prepared by:

Pat Haynes
Phone: 816-329-2621

Application:

This bulletin is being sent to Part 139 Airport Managers and State Aviation Directors in Iowa, Kansas, Missouri and Nebraska

Background:

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 under certain circumstances.

Action Required:

This bulletin is being sent to Part 139 Airport Certificate holders. Effective 12/09/2008 Certificated airports are required to follow the requirements of paragraphs 5-6 and 5-7 as of the effective date of the Advisory Circulars (AC). In addition, all certificated airports must submit revised Snow and Ice Control Plans to the FAA no later than April 30, 2009 for approval. At that time, certificated airports will be required to comply with the remaining portions of this Advisory Circular. The Advisory Circular is advisory for non-certificated airports

Please distribute to all Airport Operations staff.

14 CFR Part 139 Airport Operators must now 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.
5. 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.

Suggested ACM template language:

The runway will be closed for operations when the following occurs:

- Accumulations exceed 1/2" of Slush or 2" of Dry Snow (or other accumulation amount as required by aircraft utilizing airport)
- Any PIREP that reports a NIL braking Action in addition, any (2) consecutive PIREP s when braking actions are reported as POOR, the airport will reassess the runway and take the appropriate actions to improve the runway conditions
- The airport will continuously monitor the airfield for changing conditions during Snow Events and take the appropriate actions as needed.
- ATCT (if applicable) will immediately relay all PIREPs to the airports as per the Letter of Agreement. Copy enclosed.

6. "FAA Flight Standards Service has determined that operations on runways reported as having NIL braking are inherently unsafe." This position applies to all traffic including General Aviation.
7. Reference Chapter 5, para 5-1 b. Providing information to pilots- "...Additionally, note the U.S. movement to the use of the ICAO term "medium" instead of the term fair." Until the transformation to ICAO terminology is complete, this AC will express the term as "medium (fair)."

Contact Mike Mullen, Lead Airport Certification Inspector at (816) 329-2618 or Pat Haynes, Airport Certification Safety Inspector at (816) 329-2621 with any questions.