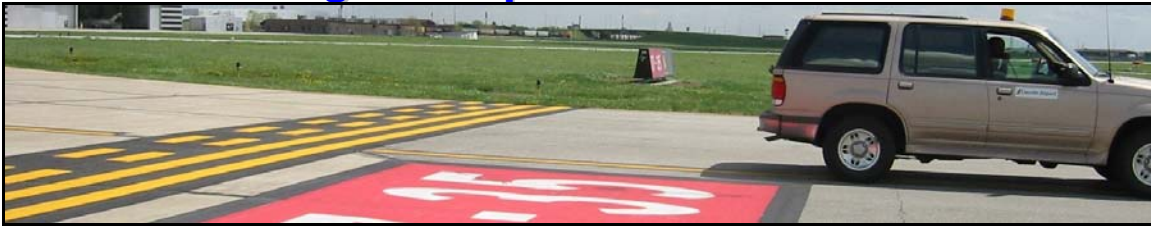


Central Region Airport Certification Bulletin



Bulletin: 2009-05
Subject: NIL braking action Pilot Reports and Airport assessments requiring Runway Closure
Issue Date: December 10, 2009

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Application:

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

Background:

Recently a non-towered part 139 airport NOTAMed their airport "All Surfaces Braking Action Nil" during the first snow event of the year. A Metroliner attempted to depart in spite of the NIL information and slid laterally off the runway. Fortunately no injuries were incurred but prop blades were damaged on snow banks as the aircraft left the runway. This incident required a Letter of Investigation which revealed that the airport forgot to NOTAM the airport closed, in accordance with their approved Snow and Ice Control Plan.

Within the last year all part 139 airports were required to revise their Snow and Ice Control Plans to reflect Runway closure requirements following a NIL braking action pilot report (PIREP) or a NIL assessment by airport operations. The new requirement is contained in paragraph 5-6a of [Advisory Circular \(AC\) Airport Winter Safety and Operations 150/5200-30C](#).

Action Required:

Airports are reminded that the new closure requirement takes effect this winter.

Airports with Air Traffic Control Towers (ATCT) are reminded that a Letter of Agreement (LOA) between ATCT and the airport needs to be signed stating that ATCT will immediately cease operations to a Runway upon receipt of a "NIL" PIREP. The LOA needs to be included in the Airport Certification Manual (ACM).

Attached is an FAA Memorandum, dated November 23, 2009 supporting the information above (Contact Pat Haynes at 816-329-2621 for a copy of this memorandum).

Airports without ATCT or part-time ATCT are reminded that receipt of a NIL braking action PIREP or a NIL braking assessment by airport operations requires the airport to immediately NOTAM the runway closed.

At both towered and non-towered airports the runway needs to remain closed until the airport operator determines that the NIL condition no longer exists.