

# **AOP 16 –** *Winter* *Operations*



- To ensure maximum utilisation of the airport during the winter season by effective clearance of snow, slush, ice and water from the manoeuvring areas, associated taxiways and aprons.
- To inform all participating personnel of their responsibilities and of the availability and disposition of equipment.

## **1.2 Procedures**

LBA publishes a Snow Plan annually and distributes it to all aerodrome manual holders detailing:

- Roles and Responsibilities
- Objectives
- Contact Numbers
- LBA Winter Measures Planning Committee
- Response Initiation
- Surface Inspections
- Snow Closure
- Clearance Programme
- Communications
- Assessment and Reporting of Conditions
- Operating Requirements
- Snow Clearance Procedures
- Landside Winter Gritting Procedure
- Equipment
- SNOWTAM Form
- Snow State Distribution List

## **1.3 Snow Warning**

Snow warnings are issued by the MET office and normally received via the AFTN.

In the event of receipt of a snow warning, procedures as set out in the Seasonal Snow Plan are to be adopted.

SNOCLO (Snow closed) will be issued by air traffic control under extreme circumstances:

- If the amount of snow lying on the runway is sufficient to effect aircraft operations (usually 3mm) over the majority of the runway surface)
- If snow is falling to such an extent that the runway clearing operations are unable to make significant progress in achieving a usable runway surface.

SNOWTAM's shall be issued by ATC as follows:

- SNOWTAM shall be consecutively numbered throughout the winter period
- Shall be issued when the manoeuvring areas are contaminated.
- Issued when there is a significant change of surface conditions.
- Issued at intervals not greater than 24 hours unless an overnight period is involved. In this case a new SNOWTAM shall be issued prior to aerodrome opening.
- All snow banks over 30 centimetres (60cm runway, 30cm taxiway) shall be reported.

## **1.4 Frost Warnings**

On receipt of a frost or snow warning the AOUS (or Fire Operations in AOU absence) should:

- If necessary, liaise with ATC regarding the warning, i.e. forecasted temperatures freezing rain, snow etc.
- If necessary and applicable, carry out a Mu-meter run to ascertain runway-braking action.
- Carry out an inspection of all taxiways and apron areas paying particular attention to ice forming on puddles etc.
- Check all passenger walk-ways are free from ice.
- Liaise with ATC about aircraft movements to allow time to complete de-icing in one go (if possible)
- Liaise with ATC to ensure the crewmembers carrying out the de-icing runs are back on station to maintain the correct fire service category before any movement takes place.

### **1.5 Anti/De-Icing Procedures**

Inspection to be carried out by AOU (or Fire Operations in AOU absence)

Anti/De-icing to be carried out by trained AOU/ RFFS staff and generally spraying of anti-icing fluid is undertaken late afternoon to allow holdover time to last throughout the night.

Friction testing to be carried out by trained staff if necessary.

### **1.6 The Use of De-Icing Products on the South Side**

Due to continuing environmental concerns, the use of any de-icing product on Taxiways F,G,L M and Multiflight aprons to the south of the airfield is NOT permitted.

Approved de-icer /anti icing fluid may be used on Multiflight Central Apron.

If freezing weather/snow conditions are forecast, Multiflight operations will liaise with AOU with regard to their forthcoming programme and possibly relocate aircraft to the apron/stands on the northern side of the runway. Consultation between Multiflight and AOU will be required to ensure a smooth transition of any aircraft.

Aircraft transferred into the Critical Part (CP) will be required to be searched in accordance with DfT regulations.

Jet 2.com operations should be advised as they may wish to relocate aircraft away from the hangar area.