



2008/2009
Airside Winter
Operations Program



**AIRSIDE WINTER OPERATIONS PROGRAM
DISTRIBUTION/REVISION LIST**

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1 GENERAL INFORMATION

1.1 Introduction

Airside Winter Operations at Cooking Lake Airport maintain and monitor all runways, taxiways, aprons and airside roads to ensure safe and continuous operation of the airport during winter conditions. Operations include snow removal, ice control and surface condition reporting on all airside surfaces.

1.2 Regulations / Standards

The following standards and procedures were used, in conjunction with historic experience at Cooking Lake Airport, in the development of these procedures:

TP312: Aerodrome Standards and Recommended Practices, Versions 3 and 4

TP659: Airports Winter Surface Maintenance Manual

1.3 Contacts

Title	Phone	Cell
Airport Manager (Steve Maybee)	780-890-8597	780-887-9716
Superintendent of Airport Operations (Dean Ervin)	780-890-8479	780-934-6889
Duty Manager Edmonton International Airport	780-890-8327	

2 RESPONSIBILITIES

2.1 Winter Operations

Winter Operations will be reactive in nature based on information supplied by Cooking Lake Tenant Associations, EIA Field Maintenance staff and observations from the contractor.

3 RESOURCES

3.1 Equipment

The use of all equipment by Edmonton Airports personnel must follow Standard Operating Procedures.

- Plow truck with sander unit.
- Broch Broom unit for runways , taxiways.
- Vohl snow blower
- Champion grader.

3.2 Personnel

The winter season runs from November 1 to March 31. The Airport contracted personnel will conduct condition checks during adverse weather conditions and will act according to the conditions present. The Superintendent of Airport Operations is on duty during standard working hours, based out of the Edmonton International Airport.

3.2.1 Schedules

Snow removal will be completed on an as required basis, depending upon the type of snow, expected duration of the storm and snow accumulation.

3.3 Ice Control Agents

The chemical used for ice control on airside surfaces is urea. All de-icing chemicals in use have been approved by Transport Canada. **No salt** can be used on any airside surface since it is a potential hazard to aircraft.

3.4 Sand

To minimize damage to aircraft, all sand used by Edmonton Airports on airside meets the Transport Canada specifications outlined in *TP659, Appendix A*.

4 SNOW REMOVAL PROCEDURES

Snow removal will be done on an as required basis, depending on the type of snow, expected duration of the storm and snow accumulations. A standard for allowable accumulations for each area has been established.(see “Allowable Accumulations below”). Accumulations under this standard will be removed after the storm. Accumulations over this standard may be removed, depending on the nature of the snow, expected duration, type of snow and wind drifting. The standards are as follows.

4.1 Priorities

Priorities are determined to ensure the safe operation of the airport and meet Transport Canada's Airport Regulation requirements for operations at the airport.

4.2 Allowable Accumulations

Generally, snow removal on the runway begins when snow depths reach 5 -7 cm.

Standard	Accumulation
Runways, Taxiways and Apron	5 - 7 cm
Parking areas and roads	8 - 10 cm
25' behind Runway and Taxiway Lights	15 cm

4.3 Runway

Whenever possible, runways are cleared to a bare and dry surface for their full width.

4.4 Apron

Snow is removed from the Apron area in a manner that reflects the amount of accumulation.

4.5 Edge Lights & Pre-Threshold Areas

These areas are cleared to Transport Canada standards to provide for safe winter operations at the airport.

4.6 Windrows

Windrows may be permitted on manoeuvring areas to a maximum height of 30 cm. All efforts will be made to limit the time frame windrows will be on manoeuvring areas.

5 ICE CONTROL

It is preferable to control the formation of ice rather than try to remove ice that has already formed. To do this, careful monitoring of weather and runway conditions is required. Once ice has formed, it is vital that it is removed as quickly as possible.

5.1 Chemical Ice Control

The chemical used for runway ice control is urea. Once ice has already formed; urea is used to soften the ice so it can be easily removed by either plows or sweepers. The effectiveness of these chemicals depends on temperature and wind conditions. Their application is at the discretion of the Field Maintenance personnel / contracted personnel.

6 Other On-Site Activities

6.1 Shop Clean-up

6.2 Terminal clean-up

6.3 Regular cleaning / garbage pick up and inspection of facilities.

6.4 Airfield lighting checks

6.5 Airfield security

