

Inclement Weather Procedures

Airside Operational Instruction 23

Content:-

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A. AMENDMENTS

This document will be subject to a routine review, over a period not exceeding 18 months. The latest version will be included in the annual reissue of the Aerodrome Manual; interim reviews are carried out as deemed necessary.

Only operational related amendments will prompt the issue of a new Version; pertinent amendments being highlighted in green text & indicated by a green bar in the right margin. Indication of any amendment of an administrative nature will be listed below.

B. REVIEW / AMENDMENT HISTORY

REVIEW SUMMARY			
VERSION / REVIEW REF:-	1.1	REVIEW COMPLETED BY:-	CATHY WILLOUGHBY-CRISP
DATE:-	SEP 16	ROLE:-	AIR TRAFFIC & OPERATIONS MANAGER

PARAGRAPH	AMENDMENT
	<i>Nil</i>

REVIEW SUMMARY			
VERSION / REVIEW REF:-	V2.0	REVIEW COMPLETED BY:-	CATHY WILLOUGHBY-CRISP
DATE:-	DEC 17	ROLE:-	AIR TRAFFIC & OPERATIONS MANAGER

PARAGRAPH	AMENDMENT
	New ownership

1. INCLEMENT WEATHER PRECAUTIONS

1.1 INTRODUCTION

Airports are a hazardous environment and the hazards are increased by inclement weather. To ensure the safety of personnel and equipment during periods of inclement weather extra precautions should be taken.

1.2 WEATHER WARNINGS

The Met Office at Exeter issues a Weather Warning whenever inclement weather is expected. This information is disseminated to Base Operators, Handling Agents and relevant staff via an automated e-mail system. Additionally, ATC confirm receipt of all warnings to the RFFS by telephone.

1.3 HIGH WINDS POLICY

High winds have the potential to cause damage to aircraft on the ground &/or serious injury to personnel. Bournemouth Airport requires Airside service partners to maintain and implement their own high wind operating procedures on receipt of notification that a High Wind Warning is in force. High Wind Warnings are issued with a validity period from/to by the Exeter Weather Centre, when sustained mean speeds above 15kts, or frequent gusts in excess of 20kts are forecast.

Bournemouth Airport will reduce the risk of damage or injury through educating Airside users about the hazards of operating in high winds, actively enforcing the High Winds Policy and by informing Airside service partners when a high winds warning has been issued.

1.3.1 EQUIPMENT AND VEHICLES:-

Any equipment that is to be left outside should be secured in such a way to negate the possibility of it moving unintentionally. When a High Wind Warning is received the security of such equipment should be confirmed.

All skips or other litter/FOD receptacles should be covered at all times. This should be confirmed when a High Wind Warning is received.

Extra care should be taken when operating Airside during high winds and vehicle speeds should be reduced accordingly.

Extreme caution should be taken when towing aircraft, steps etc. or operating high-sided vehicles; especially scissor-lifts. A lift should not be undertaken if the wind speed exceeds the operational limit of the vehicle.

Whilst servicing aircraft, extra care should be taken when manoeuvring vehicles or equipment adjacent to aircraft. Brakes should be securely applied and/or chocks used at all times when the vehicle is stationary.

1.4 FROST, SNOW AND ICE

The Aerodrome Snow Plan has been devised to maintain maximum availability of the Airport through the concurrent removal of precipitants and the improvement of braking action on the Aerodrome pavements. Snow clearance operations will be conducted in accordance with the Airport Snow Plan.

Where the Runways and Taxiways are cleared to less than the full width, aircraft and operators shall be informed of the width available for use and any part of the Runway or Taxiway system that is not of sufficient cleared width for the operation of specific aircraft shall not be used.

Passenger walkways will also be cleared of snow and/or de-iced in accordance with the Aerodrome Snow Plan. Should any operational area be found to be icy, it should be reported to the Snow Co-Ordinator on 01202-364150.

Extra care should be taken when operating Airside or approaching aircraft during periods of snow or icy conditions and vehicle speeds reduced accordingly.

AOI 22; Winter Operations and Snow Plan, provides full details of the procedures and reporting format.

2. RUNWAY WEATHER CONTAMINATION REPORTING PROCEDURES

2.1 WET RUNWAY SURFACE CONDITIONS

Wet Runway surface inspections will be requested by ATC. The area in which Runway surface conditions are to be assessed should approximate to the central two-thirds of the width of the Runway, extending lengthways from a point 100m before, to a 100m beyond the Aiming Point for the reciprocal Runway.

See AOP 03; Reporting of Runway Surface Conditions.

The Surface Condition Report shall describe conditions sequentially for each third of the assessed area associated with the Runway in use. An example of such a report would be, "Runway surface is Wet, Water Patches, Wet" or Runway is "Wet, Wet, Wet".

A brief plain language description of any water patches, greater than 3mm in depth, should be appended to the Surface Condition Report, if applicable.

Similarly, a brief plain language description of any notable quantity of water, outside the assessed area (e.g. water collected at the Runway edge) should be appended to a Surface Condition Report.

The Surface Condition Report should be made in accordance with the descriptions and guidance notes in the table in Para 2.3.

2.2 SNOW, SLUSH AND ICE RUNWAY SURFACE CONDITIONS

The area over which Runway surface conditions are to be assessed should approximate to the central two-thirds of the width of the runway, extending lengthways from a point 100m before, to 100m beyond the Aiming Point for the reciprocal Runway. (See AOP 03)

The Surface Condition Report shall describe conditions sequentially for each third of the assessed area associated with the Runway in use. An example would be, “Runway surface is Ice, Snow, Snow”.

A brief plain language description of any notable quantity of contamination should be appended to the Surface Condition Report.

Similarly, a brief plain language description of any notable quantity of contamination outside the assessed area (e.g. ice collected at the Runway edge) should be appended to a Runway Surface Condition Report.

The Surface Condition Report should be made in accordance with the descriptions and guidance notes in the table in Para 2.3.

2.3 CONDITION DESCRIPTIONS

TERM	DESCRIPTION
DRY	The surface is not affected by water, slush, snow or ice <i>Note:- Reports that the Runway is dry are not normally passed to pilots. If no Runway surface report is passed, the Runway can be assumed to be dry</i>
DAMP	The surface shows a change of colour due to moisture <i>Note:-If there is sufficient moisture to produce a surface film or the surface appears reflective, the Runway will be reported as “Wet”</i>
WET	The surface is soaked but no significant patches of standing water are visible <i>Note:-Standing water is considered to exist when water on the Runway surface is deeper than 3 mm. Patches of standing water covering more than 25% of the assessed area will be reported as “Water Patches”</i>
WATER PATCHES	Significant patches of standing water are visible <i>Note:-Water patches will be reported when more than 25% of the assessed area is covered by water more than 3 mm deep</i>
FLOODED	Extensive patches of standing water are visible <i>Note: - Flooded will be reported when more than 50% of the assessed area is covered by water more than 3 mm deep</i>
ICE	Significant patches of Ice are visible
SNOW / SLEET	Whenever dry snow, wet snow or slush is present, an assessment of the mean depth over each third of the Runway should be made to an accuracy of approx. 2cm for dry snow; 1cm for wet snow and 0.3cm for slush