



TENANT DIRECTIVE

MTN: 002.1

Date: November 1, 2016

TITLE: Snow and Ice Control Plan

I. References:

- A. Federal Aviation Administration Advisory Circular 91-79A, "Mitigating the Risks of a Runway Overrun Upon Landing.
- B. Federal Aviation Administration Advisory Circular 150/5200-30D, Airport Field Condition Assessments and Winter Operations Safety.
- C. This Directive supersedes MTN Tenant Directive 002.1, dated November 1, 2015.

II. Definitions:

- A. Winter Storm Watch - A "Winter Storm Watch" is a National Weather Service headline carried in forecasts and in special weather statements to cover the possible occurrence of the following weather events, either separately or in combination: blizzard conditions, heavy snow, accumulations of freezing rain, freezing drizzle and/or heavy sleet. A watch is issued to give longer advance notice of the potential for the occurrence of a winter storm event than is provided by a "Warning". Therefore, it is issued with a lower probability of occurrence than a warning and has somewhat less chance of verification.
- B. Winter Storm Warning - A "Winter Storm Warning" is a National Weather Service headline, carried in forecasts and highlighted in special weather statements, that serves notice to the public of a high probability for the occurrence of severe winter weather.
- C. Snow and Ice Event - A condition declared by the Chief or Director of Airport Operations when freezing precipitation is observed and expected to adhere to paved surfaces.
- D. Dry Snow - Light or powdery snow, which normally has a negligible effect on aircraft performance.

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- E. Wet Snow - Heavy, packing type snow, easily compressed and may exude water when clenched. Wet snow may have a detrimental effect on take-off performance, increasing in severity as it changes to slush.
- F. Heavy Snow - indicates:
 - (1) A fall accumulating up to 4" or more in depth in 12 hours, or
 - (2) A fall accumulating up to 6" or more in depth in 24 hours.
- G. Blizzard - indicates that the following conditions are expected to prevail for an expected period (for three [3] hours or longer):
 - (1) Wind speeds of 35 miles an hour or more and
 - (2) Great density of falling and/or blowing snow (i.e., visibility frequently less than 1/4 mile).
- H. Severe Blizzard - indicates:
 - (1) Wind speeds of 45 miles an hour or more and
 - (2) Great density of falling and/or blowing snow (i.e., visibility frequently less than 1/4 mile or near zero).
- I. Sleet - Solid grains of ice formed when raindrops or wet snowflakes freeze.
- J. Slush - Snow which has melted or combined with water, usually the color of water. Slush does not drain as water and therefore, may retain considerable depth.
- K. Freezing Rain or Drizzle - Precipitation of liquid water that freezes upon impact with the ground or with objects in flight.
- L. Airport Movement Area - Runway, taxiways and other areas within air operations area of the Airport that are used for the taxiing, takeoff and landing of aircraft except loading ramps and parking areas. At MTN the movement area is further defined as Runway 15-33 and Taxiways A, B (that portion between Runway 15-33 and Taxiway F), C, D, E (except the portion west of Runway 33 that is not visible from the Control Tower), F, T, J, S and the South Helipad (300' east of Hangar 6).
- M. Field Condition Report - Identifies surface conditions on the Airport that may affect the operation of aircraft.
- N. Snow Removal Team - Vehicular snow removal equipment and personnel operating on a runway, taxiways, or ramp surface under the direction of a MTN Maintenance Supervisor or designee who is in contact with ATC ground controllers.

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- O. Runway Safety Monitor - A qualified MAA employee tasked to ensure that runway snow removal team vehicles are clear of an active runway after all such vehicles have actually departed an active runway and there are no obstructions, i.e., a snow windrow, etc., on an active runway.

III. Directive Statement:

The Martin State Airport (MTN) Snow and Ice Control Plan establishes detailed procedures which will be followed by the various agencies of the Maryland Aviation Administration (MAA) whenever winter storms affect or threaten to affect the Airport's Operation. It includes the assessment of field conditions, the dissemination of reported airfield conditions (Snowgram), the recall of personnel, and the establishment of snow removal priorities.

IV. Procedures:

A. Pre-Snow and Ice Event Operations

1. Airport Operations

When snow, sleet, or icing conditions are predicted to occur at MTN by the National Weather Service, the subscribed weather service, or the Runway Weather Information System (RWIS) at MTN provides information as to the possibility of freezing surface moisture, the Airport Operations personnel will issue a snow and ice warning and take the following action:

NOTE: It is incumbent upon the Airport Management personnel during the winter season to pay close attention to the weather forecasts published by the National Weather Service for the MTN area. If snow, sleet, or icing is predicted, the airport operations personnel will stay abreast of the general weather, or the progress of a storm as appropriate.

a. Immediately notify the following:

- 1) Designated MAA personnel in accordance with the Airport Emergency Plan MTN Notification List.

2. MTN Maintenance Department

- a. The Maintenance Director or designee shall prepare to activate Snow and Ice Removal Personnel Call up Procedures when a "Weather Emergency Essential Employee Recall" is activated by Airport Management.

- b. Ensure readiness of all available snow removal crews /equipment and place on standby at MTN, those necessary to carry out initial sand, salt or chemical applications.

B. Snow and Ice Removal Operations

1. Airport Operations Responsibilities

- a. When freezing precipitation is observed and the Airport Operations Vaisala SSI system indicates the probability of freezing conditions on paved surfaces, Airport Management will declare a Snow and Ice Event has begun. (This cross-check use of SSI data will normally preclude implementing snow and ice removal operations when freezing precipitation is occurring, but above freezing surface temperatures preclude any accumulation.)
- b. The Airport Management personnel will immediately notify:
 - 1) Designated MTN personnel in accordance with the Airport Emergency Plan notification list.
 - 2) The Operations Section will transmit via email that a Snow and Ice Event has begun at MTN as of a particular time/date, stating the type and amount of snow and ice on the ground, and that snow removal operations are imminent and will issue the first snowgram and appropriate NOTAM.
- c. After notifications are made, Airport Management or designee, will prior to the start of snow removal activities, convene and conduct a meeting with supervisors from each department. The purpose of the meeting will be to formulate removal activity to meet existing and forecast conditions, and to establish when snow removal operations will commence. MTN Maintenance Director, or designee, will have determined the techniques to be used (broom, plow, chemicals, sand, etc.) for the given conditions. Hence, decisions as to time and priority of snow removal operations can be made. The Director, Airport Operations, or designee, will determine which areas are to be cleared and the sequential priority of these areas. Attachment 1 will be used as a guideline in determining priorities.

Follow-on meetings will be convened, as required, to meet changing conditions during the snow and ice removal operations.

NOTE: *It may be appropriate to close the Airport to all air traffic for a pre-determined period of time in order to expedite snow removal operations.*

- d. Based on the outcome of the meeting as to times and priorities for snow removal, Airport Operations personnel will coordinate clearance of tenant vehicles, equipment and aircraft from parking ramps to provide access for snow removal.
- e. Airport Operations Personnel Support:
 - 1) Will circulate on the Air Operations Area (AOA) in the Airport Operations vehicle(s) to conduct inspections, provide continuous monitoring of airfield conditions, provide timely reports of observed conditions, and measure runway braking action Equipment (Electronic Decelerometer (DEC) shall be used).
 - 2) Will inspect and check the braking action on all closed paved surfaces prior to reopening them and transmit this data to the snow desk and Air Traffic Controllers via Snowgram.
- f. When snow and ice conditions require the MAA to temporarily close MTN to all aircraft operations, the Director, or their designated representative must immediately issue a Notice to Airman (NOTAM). A representative must remain available at the snow desk to field calls from any based or itinerant customers.
- g. The overlying air traffic control frequency should be monitored along with the local frequency by the Airport's Snow Desk when ATCT is not operational. This should apply even if a NOTAM has been issued closing the runway for snow clearing operations. Such monitoring is especially important during marginal visual meteorological condition (VMC) and instrument meteorological condition (IMC).

NOTE: *Monitoring is recommended for snow crews to hear an aircraft approaching and therefore be able to clear the runway of personnel and equipment, if necessary. That is, sometimes a NOTAM is issued after an aircraft becomes airborne and the pilot did not receive the latest update, especially when the ATCT is not operational. The FAA recommends that a NOTAM for runway closures, snow removal operations, and any other lengthy maintenance activities at uncontrolled airports be directly coordinated with the overlying air traffic control facility, Contact Potomac Consolidated TRACON at 540-349-7500 when the operation will begin in less than 60 minutes.*

- h. Prepare and issue Airfield Condition Assessment report (Snowgrams) as follows:
- 1) The Snowgram format is depicted in form MAA-122 (Attachment 1).
 - 2) Aeronautical users of the Airport can receive Snowgram data by contacting the snow desk (410) 682-8810 or ATC via 121.80 MHz upon request.
 - 3) Snowgrams will be dated and report the exact observation time during each Snow and Ice Event period. The first Snowgram will report the runway conditions assessment and issue a Runway Condition Code, if applicable, conditions permitting, and the status of aircraft movement and parking aprons.
 - 4) Subsequent reports will be issued as follows:
 - a) Whenever a significant change occurs, a new Snowgram will be issued and NOTAM issued, as required.
 - b) If conditions have stabilized, a new Snowgram will be issued at eight-hour intervals.
 - 5) Publish the termination of a Snow and Ice Event in the last Snowgram to be issued when all snow removal operations have been completed or field conditions are satisfactory.
 - 6) Printouts of Snowgrams will be retained for 12 months following the termination of the Snow and Ice Event.

2. Runway Condition and Friction Assessment Reporting

NOTE: *The FAA has determined that data obtained from runway friction surveys are only considered to be reliable when the surface is contaminated under any of the following conditions:*

- **Ice or Wet Ice** -Ice that is melting or ice with a layer of water (any depth) on top. Liquid water film depth of .04 inches (1mm) or less is sufficient to cause hydroplaning.
- **Compacted snow at any depth**
- **Dry snow 1 inch (25.4mm) or less**
- **Wet snow or slush 1/8-inch (3.2mm) or less**

It is not acceptable to use decelerometers to access any contaminates outside of these parameters.

NOTE: *It is no longer acceptable to report or disseminate friction (MU) values via NOTAMs. Friction (MU) values have been replaced by Runway Condition Codes (RwyCC), which must be included in the Runway Condition NOTAM.*

3. Runway Friction Surveys on Contaminated Surfaces:
 - a. Airport Operations will conduct runway friction surveys whenever the conditions are within the FAA limits described above and the operator believes the information will be helpful in the overall snow/ice removal effort.
 - b. Additionally, runway friction assessments will be conducted when the central portion of the runway, centered longitudinally along the runway centerline, is contaminated over a distance of 500 feet (152 m) or more.
 - c. Following all snow clearing, anti-icing, deicing, or sanding operations.
 - d. Immediately following any aircraft incident or accident on the runway, recognizing that responding ARFF or other circumstances may restrict an immediate response.

4. Runway Condition Assessments using the Runway Condition Assessment Matrix (RCAM)
 - a. The RCAM is the method by which Airport Operations will report a runway surface assessment when contaminants are present. Use of the RCAM is only applicable to paved runway surfaces.
 - b. When an assessment has been performed, the RCAM defines the format for which Airport Operations reports and receives a runway condition "Code" via the NOTAM System.
 - c. The reported information allows a pilot to interpret the runway conditions in terms that relate to airplane performance. This approach is a less subjective means of assessing runway conditions by using defined objective criteria.
 - d. Aircraft manufacturers have determined that variances in contaminant type, depth, and air temperature can cause specific changes in aircraft braking performance. At the core of the RCAM is its ability to differentiate among the performance characteristics of given contaminants.

- e. A Pilot Reported Braking Action is a report of braking action on the runway, by a pilot, providing other pilots with a degree/quality of expected braking. The braking action experienced is dependent on the type of aircraft, aircraft weight, touchdown point, and other factors.

Good: Braking deceleration is normal for the wheel braking effort applied, and directional control is normal.

Good-to-Medium: Braking deceleration or directional control is between good and medium braking action.

Medium: Braking deceleration is noticeably reduced for the wheel braking effort applied, or directional control is noticeably reduced.

Medium-to-Poor: Braking deceleration or directional control is between medium and poor.

Poor: Braking deceleration is significantly reduced for the wheel braking effort applied, or directional control is significantly reduced.

Nil: Braking deceleration is minimal to non-existent for the wheel braking effort applied, or directional control is uncertain.

5. Applying the Runway Condition Assessment Matrix (RCAM) to a Runway Assessment:

- a. Airport Operations will use the same runway condition assessment practices as they have used in the past. Personnel will assess surfaces and report contaminants present.
- b. The NOTAM system (NOTAM Manager or ENII) will generate the RwyCCs based on the RCAM when applicable.
- c. The RwyCCs may vary for each third of the runway if different contaminants are present. However, the same RwyCC may be applied when a uniform coverage of contaminants exists.

6. Runway Condition Assessment Matrix (RCAM) Applicability:

- a. Airport Operations must first determine whether the overall runway length and width coverage or cleared width (if not cleared from edge to edge) is contaminated greater than 25 percent. This step in the assessment process will dictate whether a runway condition code will be applicable and included in the reported runway conditions.

- b. When submitting runway condition information through the Federal NOTAM System, this calculation will be automatically conducted by the NOTAM system, based on the reported contaminants for each third of the runway.
- c. If 25 % or less of the overall runway length and width coverage or cleared width is covered with contaminants, RwyCC's must not be applied, or reported. Airport Operations in this case will simply report the contaminant percentage, type, and depth for each third of the runway, including any associated treatments or improvements.
- d. If the overall runway length and width coverage or cleared width is greater than 25 %, RwyCC's must be assigned, and reported, informing aircraft operators of the contaminant present and associated codes for each third of the runway. (The reported codes, will serve as a trigger for all aircraft operators to conduct a takeoff and/or landing performance assessment).
- e. Based on the contaminants observed, the associated RwyCC from the RCAM for each third of the runway will be assigned. To reduce the potential for human error, the NOTAM system will determine the relevant RwyCC for each third of the runway as applicable.
- f. With the contaminant assessment and code assignment completed, Airport Operations may determine that the RwyCCs accurately reflect the runway condition. If so, no further assessment action is necessary, and the RwyCCs generated may be disseminated.
- g. Airport Operations may determine a need exists to downgrade the RwyCC (assessment is indicating a more slippery condition than is generated by the RCAM) because of other observations related to runway slipperiness.
- h. When conditions are acceptable for Airport Operations to use available friction devices, they may utilize Mu readings as a means to assess runway slipperiness for downgrading or to validate the RwyCC's generated by the RCAM.

- i. Pilot reports, which provide valuable information, rarely apply to the full length of the runway. As such, these reports are limited to the specific sections of the runway surface in which wheel braking was applied.

Note: *Temperatures near and above freezing (e.g., at negative 26.6° F (-3° C) and warmer) may cause contaminants to behave more slippery than indicated by the runway condition code given in the RCAM. At these temperatures, Airport Operations should exercise a heightened awareness of airfield conditions, and should downgrade the RwyCC, if appropriate.*

- j. Given the friction variability of certain contaminants, there are circumstances when a RwyCC of '0' or '1' (Ice, Wet Ice, Slush over Ice, Water over Compacted Snow, or Dry or Wet Snow over Ice) may not be as slippery as the RwyCC generated by the RCAM. Only in these two specific circumstances, the Airport Operations may upgrade the RwyCC up to, but no higher than, a RwyCC of '3'.

7. Only when all of the following requirements are met:

- a. All observations, judgment, and vehicle braking action support the higher RwyCC.
- b. Mu values of 40 or greater are obtained for the affected third(s) of the runway by a calibrated friction measuring device that is operated within allowable parameters.
- c. This ability to raise the reported RwyCC to no higher than a code 3 is applied only to those runway conditions listed under code 0 and 1 in the RCAM.
- d. Airport Operations will continually monitor the runway surface as long as the higher code is in effect to ensure the runway surface condition does not deteriorate below the assigned code.
- e. The extent of monitoring considers all variables that may affect the runway surface condition, including any precipitation conditions, changing temperatures, effects of wind, frequency of runway use, and type of aircraft using the runway.
- f. If sand or other approved runway treatments are used to satisfy the Requirements for issuing the higher runway condition code, the monitoring program must confirm continued effectiveness of the treatment.

- g. Pilots and airplane operators are expected to use all available information, which should include runway condition reports as well as any available pilot braking action reports, to assess whether operations can be safely conducted.
 - h. The FAA no longer permits Airport Operations to provide vehicle braking action or friction measurements for paved runways to pilots, Airport Operations are permitted to use vehicle braking and friction values for assessing and tracking the trend of changing runway conditions and in low speed area such as taxiway and aprons.
8. MTN Maintenance Department Responsibilities
- a. Plan snow and/or ice removal operations as necessary, in accordance with the priorities developed in this Directive and consultation with the Airport Management Personnel., MTN/ATC, and available weather information.
 - b. Although it is not required, the Director or designee should consider closing the runway during snow clearing operations. For those that choose to keep the runway open during such operations, are required to continuously coordinate with the clearing crew to ensure the equipment operators on the runway are aware of their surroundings.
 - c. Snow removal equipment operators should monitor appropriate air traffic control (ATC) or other frequencies for information on approaching or departing airplanes.
 - d. Conduct snow removal operations with runway, taxiway, and ramp snow removal personnel under the supervision of the MTN Maintenance Director or Team Leader.
 - e. Utilize private contractors to perform snow removal operations in non-movement/ramp areas as well as parking lots. It will be the responsibility of the MTN Maintenance Director and Airport Management Officer to monitor the assigned manpower and efficiency of the contractor's personnel and equipment.
 - f. Monitor condition of parking lots, public roads, and sidewalks and assign maintenance personnel and/or contractors to initiate snow/ice removal action as required.

9. Contractor Snow Removal Responsibilities

The Contractor shall furnish all necessary labor, materials, tools, equipment and supervision to provide snow removal services at Martin State Airport (MTN). The Contractor shall provide all labor, equipment, and expertise to perform snow removal from ramps, roadways, taxiways, vehicle and aircraft parking areas and other areas as designated by management at MTN.

a. Areas for Snow Removal

- 1) Taxiway/Taxi Lanes: A, B, C, E, F, G, J, K, S, and Helicopter Landing/Parking Areas
- 2) Aircraft Ramps:
 - a) Corporate Hangars
 - b) Community Hangars 1, 2, 3, 4, 5 and 6
 - c) Strawberry Point Ramp
 - d) Terminal Building
 - e) Midfield Ramp
 - f) T-Hangar Areas
 - g) Wash Rack
- 3) Vehicle Roadways and Parking Lots:
 - a) Main Entrance to Airport
 - b) Street Side of Corporate Hangars
 - c) Strawberry Point Road
 - d) Fuel Farm
 - e) Hangars 1 through 6

Martin Management shall provide the Contractor with more precise information prior to the snow removal season and each event.

b. Equipment and Personnel

- 1) Two (2) skid steers / Bobcat rubber tire loaders.
- 2) Two (2), six (6) cubic yard or larger rubber tire loaders.
- 3) Tri-Axle dump trucks as needed based on the size of the snow event (8 inches or higher).
- 4) The Contractor shall provide an on-site supervisor with appropriate vehicle for the duration of the snow event.
- 5) Additional equipment and personnel may be requested to support any major snow event activities.

c. Staging Area

During the snow season the Contractor shall be authorized a staging area and a rest area for personnel and needed equipment as determined by the Administration. This area shall also be used for parking for Contractor's (employees or subcontractors) vehicles. No vehicle owned by the Contractor's employees, subcontractor's employees, or other private individuals shall be allowed on the AOA, unless otherwise directed by the Administration.

d. Placement of Snow Removal Equipment During Snow Season

During the snow season, the Contractor shall place the snow removal equipment at predetermined locations at MTN as designated by the Administration. . This area unless otherwise directed will be on the back parking lot of lower level hangar 1 and hangar 2. The Contractor may be directed by the Administration to relocate equipment to other locations for snow removal as needed.

e. Contractor Notifications and Staging

During the snow season, between November 1 and April 15, the Contractor shall be on call 24 hours a day, seven (7) days per week. The Administration may contact the Contractor any time to report the need for snow removal service and the Contractor shall be on-site, ready to begin operations within four (4) hours after notification. All contractor equipment shall be staged onsite 24 hours prior to any major predicted snow event.

Upon arriving at MTN, the Contractor's supervision shall report to the authorized MTN location for verification.

Actual snow removal operations shall commence as directed by the Administration, and will continue until terminated by the Administration. The Contractor shall provide the names and telephone numbers of the manager(s)/supervisor(s) that will initiate operations. Operations shall proceed until snow accumulations have been cleared to a feasible extent in conformance with generally accepted airport snow removal practices as determined by the Administration.

At the completion of each snow event, the Administration shall release the Contractor to indicate the satisfactory completion of the work.

C. Snow/Ice Removal Priority/Standards

1. The order of priority for snow removal operations, if different from the published list (Attachment 2) will be adjusted during the meeting held in accordance with Paragraph IV.B.1.c. above. The forecast duration and intensity of the snowfall, the time of day, the amount of aircraft traffic anticipated and wind direction are factors that will be considered in determining snow removal priorities.
2. Runway should be cleared full length and width. If this requirement cannot be met, a NOTAM will be issued to describe existing conditions.
3. The maximum snow or slush depth acceptable on a runway surface, immediately after snow removal has been completed, is 1/2-inch water/slush/wet snow or two inches dry snow.
4. THE RUNWAY WILL BE CLOSED FOR AIRCRAFT USE IF IT HAS MORE THAN 1/2-INCH OF SLUSH/WET SNOW OR TWO INCHES OF DRY SNOW.
5. All runway lights should be exposed and visible at cockpit height from take-off position. Threshold lights should be visible during approach to landing.
6. Taxiways should be cleared full width for day and night operations.
7. Ramps and aprons will be cleared and treated to provide safe passenger footing, required clearance for engines, propellers, wing tips and tail, and ruts in a snow or ice covered surface that could cause damage to an aircraft's undercarriage.
8. Snow removal from ramps and aprons will be accomplished by creating snow piles in the areas listed on Attachment 2. Whenever possible, snow piles will be blown via snow blowers onto non-paved areas between ramps, taxiways and taxi-lanes.

D. Requests for Snow Removal

Tenant requests for snow and ice removal services /updates will be made only to the Snow Desk (telephone 410-682-8810). Requests received in any other manner will not be honored. The Snow Desk Attendant/CSR will contact the MTN Maintenance Director or designee via radio of the tenant request. These requests will be placed in order of priority and accomplished as personnel and equipment become available at Airport Managements sole discretion.

1. The MTN Snow Removal Priority List will be updated whenever priorities change and will be numbered sequentially.
2. The list will contain the name of the requestor, the requested service area and contact phone number.
3. You may access airfield conditions by contacting the Automatic Terminal Information Service (ATIS) at 410-682-8848 or tune to 124.92 for updated information.
 - a. The order of priority for snow removal activities is as follows:

<u>Item/Priority</u>	<u>Description</u>
1	Runway 15-33, Taxiway Alpha East & Echo West
2	MD State Police Ramp/Baltimore City Police Ramps
3	Main Ramp, Taxiway F & Alpha West
4	MAA Fuel Farm Access
5	South Helipad, Parking Ramp
6	Taxiway C, Midfield Ramp
7	Taxiway T & Echo East
8	Ramp 1-6, Hangars 499-511
9	Strawberry Point Road to Midfield
10	Ramps (T-Hangars)
11	Taxiway / Taxi-lane B, J, S
12	Strawberry Point Ramp & T-Hangars
13	Public Parking Lots / Internal Roadways
14	Taxiway D/ J-line Parking

Attachment 2 is a chart which depicts the location of the areas to be cleared and snow removal from ramps and aprons will be dumped/piled.

Attachments (2)

- 1-Field Condition Report/snowgram
- 2-Snow Removal Priorities/snow pile sites

MARTIN STATE AIRPORT CONDITIONS ASSESSMENT WORKSHEET (SNOWGRAM)

Airport ID: KMTN Date: _____

Pilot Reported Braking Action
(Within 15 minutes of assessment when available): _____

Observed time (local): _____

Instructions

Once form is completed, a copy will be sent to the Air Traffic Control tower personnel. The original document will be stored in the snowgram book until the weather event is cancelled. The document will then be stored for three years within the MTN Airport Operations office.

- **Outside Air Temperature (OAT):** Only applicable to compacted snow. If the OAT is warmer than 5°F (-15 °C), the RCAM generates Code 3. If the OAT is 5o F (-15 °C) or colder, the Runway Condition Assessment Matrix (RCAM) generates Code 4.
- **Depth.** Report inches or feet, as directed by the current version of AC 150/5200-30.
- **Contaminants.** See the current version of AC 150/5200-30 for a list approved contaminate entries.
- **Runway Condition Code:** RCAM, in AC 150/5200-30D. Only report if contaminant coverage is greater than 25 percent. Otherwise, leave blank.
- **Airport Operations Generated Condition Codes (Optional):** If you do not think the RCAM generated code accurately reflects conditions, use the optional table below to indicate the upgraded or downgraded codes that you intend to report in the NOTAM system. Upgrade Codes 0 or 1 only.

Airport Conditions Assessment

Runway direction in use: 15 or 33 is OAT warmer than 5° F (-15°C)? Yes No

Coverage		Depth	Contaminants	Runway Condition Code (RWYCC)
Location	%			
Touchdown				
Midpoint				
Rollout				

Optional Information

Use the table below if you intend to report a downgraded or upgraded code in the NOTAM system.

Airport Operations Generated Condition Codes Reported in NOTAM system

Upgrade or Downgrade	Touchdown Code	Midpoint Code	Rollout Code

For upgrades: the issuer certifies all upgrade requirements are met. Friction values **≥40** in affected third(s), friction equipment is calibrated; airport judgment, observations, and vehicle braking action support upgraded codes; continuously monitor conditions while the upgraded codes are in effect.

For downgrades: the issuer certifies all downgrade requirements are met. Airport Operations experience. Friction values <40 in affected third (s), deceleration and directional control observation(s), and/or Pilot reported braking action from landing aircraft.

Remarks, if applicable (Remainders, Treatments, Snow banking, etc.):

ATCT: _____

ISSUER: _____

Taxiway/ Taxi-lane Condition

Designation	Estimated Braking	Contaminants
A		
B		
C		
D		
E		
F		
G		
J		
K		
S		
T		

Apron Condition

Designation	Estimated Braking	Contaminants
MAIN		
TRANSIENT		
CORPORATE		
MID FIELD		
HELI-PAD		

ATCT: _____

ISSUER: _____

Snow Removal Priority List and Snow Pile Locations

