

Segment Two – “Champions”

Status Reports

Deicing/Anti-icing/Runway Contamination

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Deicing/Anti-icing/Runway Contamination

Rate the Progress in the Last Year

- Gov't & Industry Coordination on Weather Info & Deicing/Anti-icing Operations
- Runway Contamination
 - Multiple Choice re our Score
 - (**A** or **B**) Major Progress Addressing Wx Related Deice Issues
 - (**C**) Status Quo
 - (**D** of **F**) Major step(s) backward
 - It is Always a Matter of your Perspective

Runway Contamination

PAVED RUNWAY CONDITION ASSESSMENT TABLE

Airport Estimated Runway Condition Assessment				Pilot Reports (PIREPs) Provided To ATC And Flight Dispatch
Runway Condition Assessment – Reported		Downgrade Assessment Criteria		
Code	Runway Description	Mu (μ)	Deceleration And Directional Control Observation	PIREP
6	• Dry	-	-	Dry
5	• Wet (Smooth, Grooved or PFC) • Frost 1/8” or less of: <ul style="list-style-type: none">• Water• Slush• Dry Snow• Wet Snow	40μ or higher	Braking deceleration is normal for the wheel braking effort applied. Directional control is normal.	Good
4	At or below -13°C: <ul style="list-style-type: none">• Compacted Snow	39-36μ	Brake deceleration and controllability is between Good and Medium.	Good to Medium
3	• Wet (Slippery) At or below -3°C: <ul style="list-style-type: none">• Dry or Wet Snow greater than 1/8” Above -13°C and at or below -3°C: <ul style="list-style-type: none">• Compacted Snow	35-30μ	Braking deceleration is noticeably reduced for the wheel braking effort applied. Directional control may be slightly reduced.	Medium
2	Greater than 1/8” of: <ul style="list-style-type: none">• Water• Slush Above -3°C: <ul style="list-style-type: none">• Dry or Wet Snow greater than 1/8”• Compacted Snow	29-26μ	Brake deceleration and controllability is between Medium and Poor. Potential for hydroplaning exists.	Medium to Poor
1	At or below -3°C: <ul style="list-style-type: none">• Ice	25-21μ	Braking deceleration is significantly reduced for the wheel braking effort applied. Directional control may be significantly reduced.	Poor
0	• Wet Ice • Water on top of Compacted Snow • Dry or Wet Snow over Ice Above -3°C: <ul style="list-style-type: none">• Ice	20μ or lower	Braking deceleration is minimal to non-existent for the wheel braking effort applied. Directional control may be uncertain.	Nil

Weather Info & Deicing/Anti-icing Ops

An Industry Rep's Perspective

Background

- Apr 2007, ATA/FAA Ground Deicing Work Group & Meteorology Subcommittee formed.
- Summer 2007 Subcommittee Agreed:
 - The Current method of using visibility to estimate snowfall was not the most accurate method.
 - But existing current method was sufficient for the time being.
 - Subcommittee would work to implement Liquid Water Equivalent (LWE) method to est. snowfall intensity.
- Sometime in 2008, independent of the subcommittee, FAA contracted both NCAR & a Canadian org. to compile existing stats on reliability of snowfall intensity est. using visibility.

An Industry Rep's Perspective

Developments w/in last 12 Months

- Dec'08: Failed attempt to finalize Subcommittee's Charter, pending 18 months
 - Until agreement on a Charter, there was no benefit to continue to meet.
 - Behind scenes, unbeknown to industry, work continued on FAA rqsted stats.
- Apr'09: FAA requested to meet to discuss snowfall intensity measurements.
 - Canadian org & NCAR presented stats they had prepared.
 - FAA announced plan to reverse subcommittee's 2007 agreement & require airlines not to use the officially published METAR snowfall intensity observation.
- May-Aug'09: Industry failed to speak with one voice on the issue.
- End of Aug'09: FAA issued, via the web, the Apr discussed requirement.
- Oct '09: Official FAA 2009-10 Winter Ops Requirements were published.

RESULT: REQUIRED - Commercial Carriers must calculate snowfall intensity using FAA table & not official snowfall intensity in METAR.

NOT REQUIRED – If FG or BR included in METAR, Ignore Table.

Gov't & Industry Coordination on Wx Info & Deicing Ops

SCORE: F