AIRPORT LIEPĀJA

**APPROVED**
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# SNOW PLAN 2026-2027

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## 1. Snow Committee.

Objectives of the Snow Committee:

1. to ensure the monitoring of the snow plan, to submit proposals to the accountable manager regarding potential safety issues for determining and maintaining the condition of surfaces of the movement area during the winter season and to recommend risk mitigation activities;
2. to ensure communication and exchange of information between the airport and delegated representatives of the companies, organizations and institutions operating on aerodrome about airfield maintenance and traffic control safety issues during the winter season.

Chairman of the Liepaja airfield snow committee: Head of operations and maintenance.

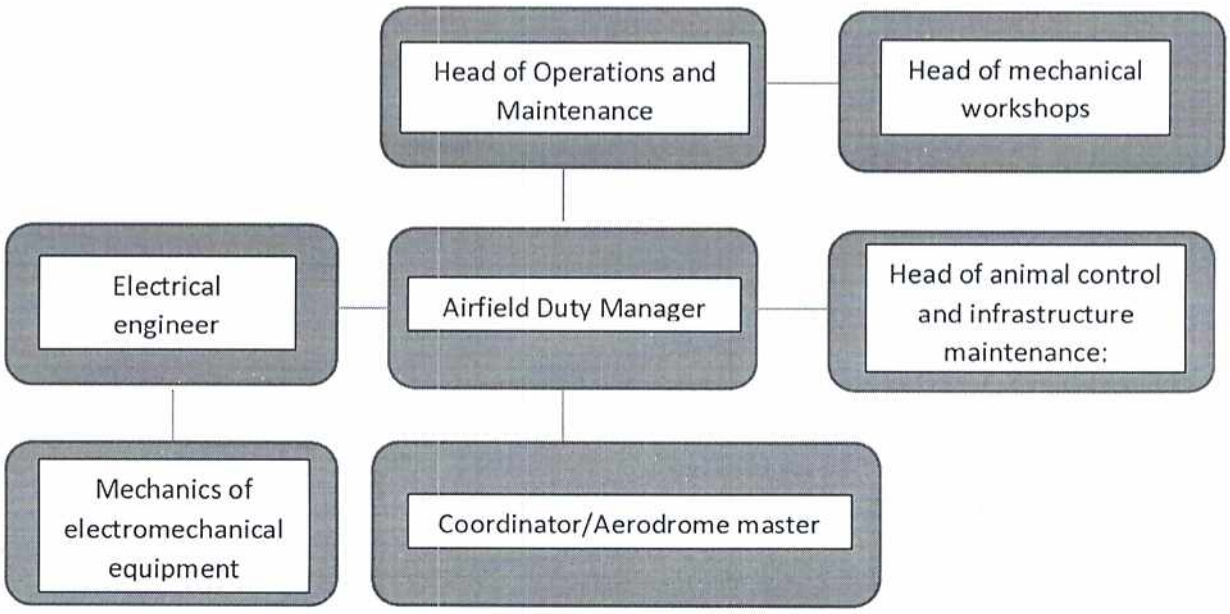
Committee members:

- Head of aerodrome safety management system
- Representative of "Air Baltic Training" Ltd;
- Representative of SJSC "Latvijas gaisa satiksme";
- Head of the Liepaja airport security;
- Head of animal control and infrastructure maintenance;
- Airfield Duty Manager;
- Electrical engineer;
- Aerodrome master;
- Firechief.

Depending on the specifics of the issues to be discussed, other competent experts may be invited to attend the meetings of the Committee.

The Head of Operations and Maintenance is responsible for the organisation and control of the operation of the aerodrome.

Winter operating structure of the aerodrome



## 2. Methods of communication.

During snow-cleaning operations, the communication between the units shall be conducted using radio communications at the aerodrome:

1) at a separate frequency for communication with AFIS;

2) at a separate frequency for communication between airport employees or using mobile phones.

In the manoeuvring area, the communication with the AFIS operator shall be conducted by the aerodrome master who manages the snow-cleaning machinery units.

Information about the actual meteorological conditions is available by contacting the AFIS operator.

During the autumn, winter and spring seasons, the airfield duty manager and the aerodrome master, whose radio call sign is 51, shall check the weather forecasts, their changes and, if necessary, on the basis of these forecasts and in coordination with Head of Operations and Maintenance and the following shifts airfield duty manager, attracts additional staff for his or the following shift to ensure undisturbed operation of the Aerodrome.

## 3. Available equipment for snow clearance and surface treatment.

Types of snow-clearance and surface treatment equipment: snow plows, snow sweepers, snow blower, spreaders.

## 4. Snow cleaning priorities.

The order of priority for areas to be cleared in Liepaja aerodrome is as follows:

1. Runway;
2. taxiway;
3. apron;
4. other areas, for instance, aerodrome and apron service roads.

## 5. Collection of information for RCR and dissemination of this information.

The aerodrome operator reports the runway surface condition over each third of the runway using a runway condition report (RCR). The report shall include a runway condition code (RWYCC) using numbers 0 to 6, the contaminant coverage and depth, and a description using the following terms:

1) compacted snow;
2) dry;
3) dry snow;
4) dry snow on top of compacted snow;
5) dry snow on top of ice;
6) frost;
7) ice;
8) slippery wet;
9) slush;
10) specially prepared winter runway (does not apply);
11) Standing water;
12) water on top of compacted snow;

13) wet;
14) wet ice;
15) wet snow;
16) wet snow on top of compacted snow;
17) wet snow on top of ice;
18) chemically treated;
19) loose sand;

Reporting commences when a significant change in runway surface condition occurs due to water, snow, slush, ice or frost.

Reporting of the runway surface condition continues to reflect significant changes until the runway is no longer contaminated. When that situation occurs, the aerodrome operator issues an RCR that states that the runway is wet or dry as appropriate.

The aerodrome operator disseminates an RCR through the aeronautical information services and AFIS, when the runway is wholly or partly contaminated by standing water, snow, slush, ice or frost, or is wet associated with the clearing or treatment of snow, slush, ice or frost.

When the runway is wet, not associated with the presence of standing water, snow, slush, ice or frost, the assessed information is disseminated using the RCR through the AFIS operator using radio communication.

## 6. Designated snow dumping and melting areas.

Snow is removed from aircraft parking stands and near terminals by moving the snow to the edges of the apron, from where it is pushed off the apron to the grass covered area, or to the old apron.

During precipitation, it is allowed to temporarily store snow in parking stands where aircrafts are not planned to park.

At the end of the precipitation, the removal of snow from the accumulated sections must begin - first from the parking lots and then from the old apron. The snow is taken to the places indicated by head of operations and maintenance.

## 7. Alerting system.

Information about strong winds, strong rainfalls, thunderstorms and other meteorological condition can be found on:

https://ibs.lgs.lv ;

https://www.windy.com ;

https://www.lightningmaps.org .

At the start of the shift and every 6 hours thereafter, the airfield duty manager shall check for current notifications/warnings. If there is a meteorological warning of expected strong winds, heavy rainfall, thunderstorms or other meteorological conditions that may affect the operation of the aerodrome, this information shall be handed over to the airport staff for further work by airfield duty manager, either by radio communication, by phone or in person. The fact of notification is documented in the "Meteo Alert Register "Meteo brīdinājumu reģistrs" - EA 164 F".

## 8. Available staff (pieejamais darbinieku skaits)

During the autumn, winter and spring seasons, the airfield duty manager and the aerodrome master, whose radio call sign is 51, shall check the weather forecasts, their changes and, if necessary, on the basis of these forecasts and in coordination with Head of Operations and Maintenance and

the following shifts airfield duty manager, attracts additional staff for his or the following shift to ensure undisturbed operation of the Aerodrome.

## 9. Deployment of equipment and tactical approaches.

Snow removal and measures to improve traction shall be carried out and continued for as long as conditions in the movement area may interfere with the safety and regularity of air traffic.

Measures are being taken at Liepāja Airport to clean the entire width of the runway.

Chemical de-/anti-icing of runways takes place across the full width of the runway. Chemicals are used to clean ice and compacted snow that cannot be removed by mechanical means.

During winter, during the active snow clearing, airfield duty manager participates in the snow clearing works planned and coordinated by the aerodrome masters, making sure of the quality of their performance. Airfield duty manager has the right to request the aerodrome masters to perform additional work, inspections, if airfield duty manager finds it necessary.

## 10.General principles to be followed in deciding when to close runways for snow clearance.

In adverse weather conditions that may worsen the situation on runway, the aerodrome master, which radio call sign is '51', shall continuously monitor the surface condition of the airfield movement area to ensure good friction performance or, if this is not possible, decide to close the runway.

The runway must be closed, if it is not possible to ensure safe operation of the aerodrome for aircrafts to land, due to the friction performance:

- runway condition code (RWYCC) is 0 (Less than Poor) at 90° crosswind perpendicular to the runway of constant strength over 30kts for aircraft with MTOW over 5700 kg;
- runway condition code (RWYCC) is 0 (Less than Poor) at 90° crosswind perpendicular to the runway of constant strength over 30kts for aircraft with MTOW up to 5700 kg;

The aerodrome master which radio call sign is "51" or the airfield duty manager is authorized to request that certain parts of the movement area be closed to aircraft traffic.

Information about the closure of runway is published via SNOWTAM and NOTAM.

## 11.Methods of assessing and reporting the surface conditions

In all cases where the following contaminants are present on the runway surface: water, snow, slush, ice, frost, liquid chemicals or other contaminants for anti-icing or de-icing, snowbanks, the aerodrome master:

a) assigns RWYCC, based on type and thickness of contaminant and temperature;

b) inspect the runway in all cases when the condition of the runway surface may have changed due to meteorological conditions, assess the condition of the runway surface and assign a new RWYCC;

c) uses special air-report from aircraft to re-assess RWYCC.

Note: The aerodrome master receives pilot messages from airfield duty manager, which receives this information from the AFIS operator.

The aerodrome operator shall check the conditions of the movement area during the published service hours of the aerodrome.

Runway condition assessment matrix (RCAM) is used to assess runway surface.

The use of specially prepared winter runways has not been approved in Liepaja aerodrome.