

# Severe and Normal Operations in Winter

Mike A Ambrose  
Director General  
European Regions Airline Association

# 'Normal' snow, local disruption

- Operators of smaller aircraft often have specific de-/anti-icing needs
- Thickened fluids can create safety/operational problems
  - slow 'roll-off' can reduce control surface authority
  - residue accumulation can refreeze and restrict controls for aircraft with unpowered control surfaces
  - stringent cleaning practices are required
- Airports should provide a choice [and adequate supply] of thick and thin fluids



# 'Normal' snow, local disruption



- Issues for possible EC or EASA regulatory action
- Regulation of ground icing agencies
  - better education and training of staff regarding fluid application methods
  - better maintenance and quality of ground equipment
- Certification of fluids to aviation standards [certain fluids used for runway de-icing cause corrosion of landing gear, brakes and electrical connectors]
- Environmental and safety interests are not always aligned

# 'Severe' snow, system disruption

- Establish local **Agreements** between airlines, airports and civil agencies to be based on assessment of *'equipment and personnel costs and investment requirements versus risk'*
- What are airport users willing to pay for and what performance standards must the airport then deliver?

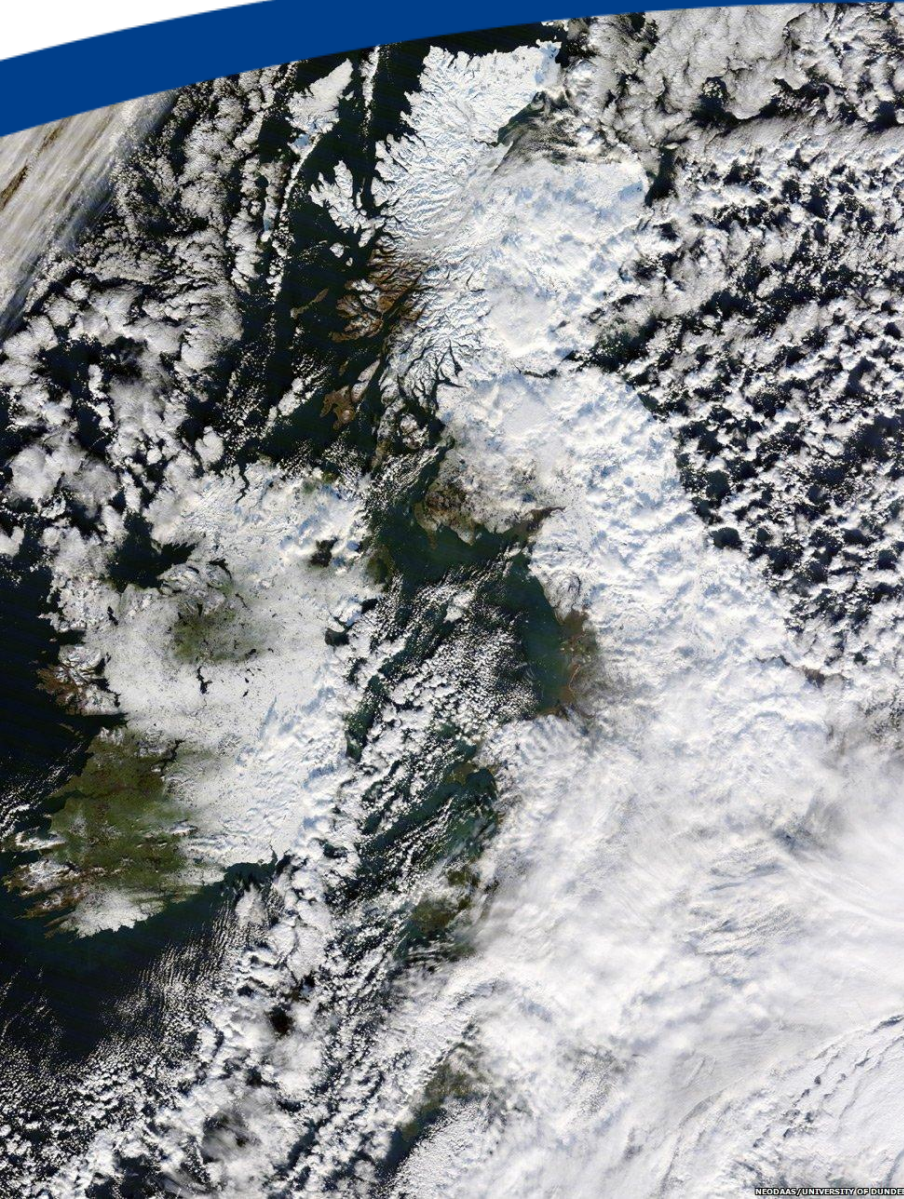


# 'Severe' snow, system disruption



- Ensure that agreements
  - include police and local civil administrations and include plans for movement of passengers, crew and essential ground personnel to/from airport
  - include coordination of communication to public eg police advice to public 'not to travel' can be in conflict with the airline and airport situation

# 'Severe' snow, system disruption



- Ensure that agreements
  - include closer (and communicated) liaison with meteorological forecasting agencies
  - establish an easily accessible airport central information source for airlines, to facilitate their better decision-making eg if and when to board passengers

# 'Severe' snow, system disruption



- Ensure that agreements
  - plan for different types of snow
  - consider use of trained temporary labour eg local farmers
  - specify standards of ramp/apron cleaning to maintain safety
  - include arrangements for frequent measurement of runway friction coefficients and reported braking action

# ‘Severe’ snow, system disruption

Implement arrangements to deliver improved communication and coordination *between* airports

‘... we had an aircraft at an outstation ready for flight. Expected flight time 35 minutes. 10 minutes after the aircraft became airborne, the destination field closed for 1 hour causing our aircraft to divert and, of course, further disruption to operations and stress for the passengers and crew ...’



# 'Severe' snow, system disruption

- Agree risk versus costs
  - Plan and prepare
  - Include all stakeholders
  - Communicate and report
- and when this has all been done, accept that ...



**SNOW HAPPENS !**