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LDSP - Airport SPLIT/Kastela - Snow Plan

1. ORGANIZATION

The airport preparedness plan in case of snow (SNOWPLAN) is fully COMPLIANT with the applicable edition of Regulation (EU) 139/2014.

Working in winter conditions implies a period from November 1st of the current year to April 1st of the following year, in which it is possible to expect winter conditions. The specified period may be extended if weather conditions require to do so.

The maintenance service is organizationally responsible for the removal of snow, ice and slush (hereinafter – contaminants) from the operating surfaces of Split Airport in the winter traffic period, according to the following organization:

- Coordinator in the MM (Maintenance Manager) sector;
- Maintenance coordinator;
- Head of winter service;
- Duty officers and drivers.

The coordinator in the MM sector is the person who organizes and coordinates the work of the Winter Service and manages the Snow Committee.

The committee meets at least once a year, before the start of the Winter Traffic Period.

2. COMMUNICATION AND ALERTING

When the weather is expected to worsen in the form of snowfall, Croatia Control Aeronautical Meteorology Service, according to the Agreement on issuing airport warnings and methods of their distribution, will submit a forecast to Split Airport 48 hours earlier. This forecast serves to assess the situation and prepare activities. An airport weather alert shall be provided under the same Agreement.

The maintenance coordinator organizes the work of the Winter Service in accordance with predefined shifts and the number of employees.

In the case when snowfall is expected at Split Airport, the maintenance coordinator shall organize:

- enough employees;
- work in a 24-hour shift;
- preparation of a stock of Urea;
- where appropriate, organizes the standby of an external subcontractor.

During the start of precipitation, the maintenance coordinator monitors the situation on the ground (RWY temperature measurement, cover thickness...) and, if necessary, organizes and carries out the necessary actions for the removal of contaminants.

Communication with LDSP TWR controller during cleaning works, takes place on radio channel No. 1, and communication between airport employees takes place on radio channel No. 5.

3. PRIORITIES, EQUIPMENT AND MATERIALS FOR REMOVING CONTAMINANTS

Safe and unhindered movement of aircraft and vehicles at Split Airport implies the removal of contaminants from the airport area according to the following priority:

- RWY;
- TWY "A" and "B";
- Apron;
- service roads, public roads and parking lots.

For de-icing of movement area (airside), "UREA" is used.

For de-icing of public roads and parking lots (landside), "UREA" and road salt are used.

For cleaning the contaminants on operating surfaces, the following equipment is used:

- Two tractors with snowplows;
- Spreader of de-icing agents;
- Sprinkler of liquid de-icing agent and protection against icing.

4. OPERATION TECHNOLOGY AND CONTAMINANT DISPOSAL AREA

The order of cleaning the individual parts of the operating surface from which the contaminant will be removed, is determined as follows:

- RWY;
- TWY "A" and "B";
- Apron;
- other parts of the operating surface and other operational areas.

Atmospheric sediment from stabilized and grassed operating surfaces shall be removed in such a way that these surfaces are not damaged.

Snow clearing begins immediately, after the snow had begun to fall, because vehicles and equipment are the most effective on a thin gentle cover.

The height of the snow cover on the RWY strip must be such, that the wings of the aircraft safely surpass the snow cover, so that engines of the aircraft cannot suck in snow and ice. Snow around the RWY lights is cleared, so that the light beam is not obscured by snow.

Vehicles and machinery for cleaning on maneuvering areas, as well as other vehicles moving on maneuvering areas, shall have yellow rotating lights "on" at all times of retention on these surfaces, and shall be in constant radio communication with the maintenance coordinator.

The intended place for parking all vehicles and for disposal of large amounts of snow is on and around parking positions number 15 and 16.

5. SNOWTAM

5.1 Reporting

The inspection of operating areas for the purpose of GRF reporting is carried out by the aerodrome operator, and issues a report in the form of RCR, SNOWTAM and, if necessary, NOTAM.

The validity of the report is MAX 8 HR. When weather conditions change, which affect the previous report that is valid, a new assessment and report shall be made. Each subsequent report shall cancel the previous one, and 8 HR after the issuance of the report, the RWY pavement shall be deemed to be dry and that the RCC (RWY Condition Code) is equal to code 6. RWY assessment, including its contamination, is carried out for each third separately.

The corresponding report is prepared in the Galiot Aero system in Croatian language, from which it is submitted to the LDSP TWR and/or the International NOTAM Office (NOF) of Croatia Control.

5.2 RWY inspection with the issuance of RCR

If the conditions on the maneuvering areas are such that the report should be delivered locally to the TWR, the person who carried out the assessment will prepare a report that will be sent in RCR format via e-mail to the address aro.ldsp@crocontrol.hr to CARO (Central ARO) Split.

If the conditions on the maneuvering areas are such that the report should be submitted to the International NOTAM Office (NOF), the person who carried out the assessment will prepare a report that will be sent in RCR format to the NOF e-mail address notam@crocontrol.hr with mandatory phone call control on +385 1 6259 314 or +385 1 6265 889.

This report shall be submitted immediately after the assessment, as soon as possible.

5.3 RWY inspection with the issuance of SNOWTAM

If the conditions on the maneuvering areas are such that the report should be submitted to the International NOTAM Office (NOF), the person who carried out the assessment will prepare a report that will be sent in SNOWTAM format to the NOF e-mail address notam@crocontrol.hr with mandatory phone call control on +385 1 6259 314 or +385 1 6265 889.

5.4 RWY inspection with the issuance of SNOWTAM and NOTAM

The procedure is identical to the procedure described in point 5.3.

In this case, a NOTAM should be issued in addition, in cases where the assessment indicates that the RWY surface is "SLIPPERY WET" and if it is declared that the available length of the RWY is less than declared.

5.5 AIREP reporting

If the pilot of the aircraft assesses that the data published through the RCR or SNOWTAM report do not correspond to the current situation on the RWY, and he notifies that to the SPLIT TWR (AIREP), such information will be forwarded by LDSP TWR controller to Split Airport dispatcher via phone at 021/203 353.

6. CRITERIA FOR SUSPENSION OF OPERATIONS ON THE RUNWAY

During the removal of snow and ice, the Snow Committee should monitor the situation on the ground and coordinate activities.

If RWY assessment indicates RCC (RWY Condition Code) 0 or 1, RWY operations should be temporarily stopped, which should be published via NOTAM.

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