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LDOS - OSIJEK/Klisa Airport - Snow Plan

1. ORGANIZATION

The airport readiness plan in case of snowfall / SNOW PLAN is fully compliant with Regulation (EU) 139/2014 and its amendments and supplements. Winter season 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 and Winter Service Department conducts tasks such as monitoring/reporting surface condition for manoeuvring areas and aprons, surface friction testing, snow clearance and de-icing. The Maintenance Service and Winter Service Department is organized within Zračna luka Osijek d.o.o. (Company) according to the following organization:

- Head of the Maintenance Department
- Coordinator of the Winter Service
- Winter Service Manager
- Drivers on duty

2. COMMUNICATION

The Winter Service employees communicate with each other via radio station on the "3rd channel". Communication between the Winter Service Department and TWR takes place via radio station on the "1st channel", while communication between the Winter Service Department and Aeronautical Meteorological Service takes place via telephone and the Croatia Control Ltd. website. The Winter Service (coordinator and manager) monitors the weather forecast for the narrow area of the LDOS airport, and in the case of expected worsening weather conditions, they put the Service on standby.

Contact of the Winter Service:

Phone: +385 98 982 3022, code 422

3. EQUIPMENT

For de-icing and snow removal on the manoeuvring areas, LDOS uses the following equipment:

- Trailer for measuring the coefficient of friction SKIDOMETER MOVENTOR - 1 vehicle
- Snowplough (towing vehicle, plough and brush) - 3 trucks
- Snowblower SMI SNOWMASTER - 1 vehicle
- Snowblower HYDROMANN 3310 - 1 vehicle
- Spreader KVENERLAND - 1 truck

During the winter season, equipment is parked on the airside space, allocated for equipment of the Winter Service Department. The conditions on LDOS manoeuvring areas and aprons are monitored visually and by inspection. UREA is used for de-icing of manoeuvring surfaces, aprons, roads and parking positions on the airside, while UREA and road salt are used for de-icing of roads and parking lots on the landside.

4. PRIORITIES

The priorities for de-icing and snow removal on LDOS pavements are as follows:

- a. Runway
- b. Taxiways A and B
- c. Apron parking positions
- d. Apron service roads
- e. Landside (roads, parking lots and sidewalks)

5. SNOWTAM

a. Reporting

The inspection of manoeuvring areas for the purpose of GRF reporting is carried out by: Winter Service coordinator, Winter Service manager and, if necessary, coordinators of Technical Handling. After the inspection, a report in the form of an RCR, NOTAM or SNOWTAM is issued. The inspection of the condition of the RWY, including its contamination, is carried out for each third of the Runway distinctly. Reporting on the condition of the manoeuvring areas is carried out in Croatian language by the person in charge of the inspection. Croatian/English terms used are described in the RCAM table, which is in Appendix 1 to this Snow plan and forms an integral part thereof.

b. Runway inspection with issuance of RCR

After inspecting the RWY (and immediately upon departing), the person who carried out the inspection (Winter Service coordinator, Winter Service manager, and coordinators of Technical Handling) instantly reports to TWR LDOS via radio station ground-to-ground the condition of the RWY for every third (according to the Code - RWYCC and Condition Description). If the last created report (before conducting an inspection) is 6/6/6 NR/NR/NR NR/NR/NR DRY/DRY/DRY and after a RWY inspection there is no change in surface condition, then via radio station ground-to-ground, the person who conducted the inspection reports to Osijek TWR the condition of the RWY. No new report is sent. However, if there is a change in surface condition, then the RCR report (Request for issuance of a SNOWTAM) is entered into Galiot by the person who carried out the inspection and the report is automatically sent by e-mail to:

- twr.ldos@crocontrol.hr with mandatory confirmation on phone: +385 31 226 808

c. Runway inspection with issuance of SNOWTAM

After inspecting the RWY (and immediately upon departing), the person who carried out the inspection (Winter Service coordinator, Winter Service manager and coordinators of Technical Handling), instantly reports to Osijek TWR via radio station ground-to-ground the condition of the RWY for every third (according to the Code - RWYCC and Condition Description). If the RWY condition requires an issuance of a SNOWTAM then: the person who carried out the inspection enters the data in the Request for issuance of a SNOWTAM into Galiot, which is automatically delivered by e-mail to:

- notam@crocontrol.hr, with mandatory confirmation on phone: +385 1 6259 314 or +385 1 6265 889

d. Runway inspection with issuance of SNOWTAM and NOTAM

The procedure is equivalent to the procedure described in Item 5. SNOWTAM, part c), with the addition of issuing a NOTAM. In cases where the report states that the Runway is Slippery wet, the coordinator of the Winter Service issues a request for a NOTAM to the International NOTAM Office.

Factors contributing to Runway being Slippery Wet are: rubber deposits, unmaintained joint in asphalt, issues with texture etc. This state is determined by: conducting of Runway friction coefficient measurement (through the program of Runway friction trend monitoring, which gives an indication of whether it is slippery when wet), observation of airport staff, repetition of pilot reports, aircraft braking action analysis etc.

The condition of the SLIPPERY WET (Slippery When Wet) pavement is determined by the Maintenance Department by analyzing the information obtained and semi-annually measuring the coefficient and by monitoring the friction trend of the RWY. If it is determined that the surface condition is Slippery Wet, Head of the Maintenance Department will inform Osijek Airport Operating Center.

e. AIREP Reporting

In the case that the pilot considers that the condition of the Runway does not correspond to assessed values, he will report it immediately to TWR LDOS (AIREP), and Osijek TWR will forward the information obtained to Osijek Airport Operating Center (primarily by telephone or radio station ground-to-ground). Osijek Airport Operating Center will pass on the obtained message to Winter Service coordinator, Winter Service manager and coordinators of Technical Handling and then the process described in Item 5. SNOWTAM, parts a), b), c) or d) repeats.

6. SNOW DISPOSAL

There is no specific place at the airport area for snow disposal. Green areas, that are free and do not obstruct the safe flow of traffic are used.

7. NOTIFICATION - ALARMING

The Winter Service monitors the forecast of winter conditions for the LDOS area every day and receives. Throughout the year, the Winter Service Airport Warnings about forecasted weather conditions that could affect the air traffic safety. All persons responsible for snow and ice clearing operations receive the weather forecast and Airport Warning. Informing and alerting is done by communication via telephone according to the chain of command.

8. WORKFORCE

Cleaning of manoeuvring areas and aprons is organized in two shifts and in each shift there are:

- Chief on duty - 1
- Deputy on duty - 1
- Driver - 6

Cleaning of aprons, roads and parking lots is organized in one shift:

- Coordinator - 1
- Driver - 2

9. WORK TECHNIQUE

The RWY is cleared with 3 snowploughs, a spreader and snowblowers as needed. Then the taxiways and apron are cleared according to priorities. In the event of heavy snowfall, part of the equipment is switched to cleaning of taxiways and apron while the rest of the equipment cleans the runway. The apron is cleaned by pushing snow into piles on free surfaces.

10. CLOSURE OF MANOEUVRING AREAS

When necessary, the manoeuvring areas may be temporarily closed for traffic to carry out an inspection, assessment for braking conditions, de-icing and snow removal. In case of continuous heavy snowfall, for de-icing, snow removal and RWY inspection, the team may need to be provided with a period of approximately 20 to 30 minutes. Such decisions must be coordinated between the Winter Service coordinator, Osijek Airport Operating Center, and Osijek TWR.

11. CRITERIA FOR SUSPENSION OF OPERATIONS ON THE RUNWAY

The closure of the RWY should be considered when the RWY condition is RWYCC 1 or 0 according to the assessment of the Winter Service coordinator, Winter Service manager or coordinators of Technical Handling.

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Attachment 1

6	Suho DRY
5	Mraz FROST Mokro (≤ 3 mm) WET (≤ 3 mm) Bljuzga (≤ 3 mm) SLUSH (≤ 3 mm) Suhi Snijeg (≤ 3 mm) DRY SNOW (≤ 3 mm) Mokri Snijeg (≤ 3 mm) WET SNOW (≤ 3 mm)
4	Specijalno pripremljena Uzletno Sletna Staza SPECIALLY PREPARED WINTER RUNWAY Zbijeni Snijeg ako je vanjska temperatura -15°C ili niža COMPACTED SNOW if -15°C and lower outside temperature
3	Sklisko Mokro SLIPPERY WET Suhi Snijeg ili Mokri Snijeg na zbijenom snijegu DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW Suhi Snijeg (< 3 mm) DRY SNOW (< 3 mm) Ili Mokri Snijeg (> 3 mm) WET SNOW (> 3 mm) Zbijeni Snijeg ako je vanjska temperatura -15°C ili viša COMPACTED SNOW if -15°C or higher outside air temperature
2	Stojeća Voda (> 3 mm) STANDING WATER (> 3 mm) Bljuzga (> 3 mm) SLUSH (> 3 mm)
1	Led ICE
0	Mokri Led WET ICE Voda na zbijenom snijegu WATER ON TOP OF COMPACTED SNOW Suhi snijeg ili mokri snijeg na ledu DRY SNOW or WET SNOW ON TOP OF ICE

