

**REPUBLIC OF LITHUANIA**

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S 013. SNOW PLAN UPDATED

The following AIP subsections affected: AD 1.2

This AIP supplement provides updated AIP AD 1.2.2 SNOW PLAN, due to Commission Regulation (EU) 2017/373 requirements implementation.

AD 1.1.2 SNOW PLAN**1. Organization of the winter service**

Maintenance subdivisions of Vilnius, Kaunas, Palanga, Šiauliai/ Military aerodromes perform the following tasks:

- Monitor the movement areas and aprons, whether the condition of the surface has changed;
- Evaluate the type, quantity, depth of the pollutants of the runway;
- Identify the runway condition code (RWYCC);
- Implement the measures to maintain the usability of runway, taxiway and aprons;
- Provide the information about the condition of runways, taxiways and aprons.

2. Surveillance of movement areas

Aerodrome maintenance subdivisions monitor the movement areas 24 hours per day.

3. Measurement methods and the measurements taken

3.1 The runway surface contaminant at Vilnius, Kaunas and Palanga aerodromes is measured using the sensors, that are mounted on adhesion measuring equipment.

The depth of snow or slush at Šiauliai/ Military aerodrome is measured using ordinary measuring ruler at many locations.

In case of changes in the weather conditions the aerodrome maintenance subdivisions perform the measurements of runway surface friction. The measurements are performed by calculating the mean for every third of runway. The information is always provided in the sequence from the lower runway marking number to the higher.

The assessments are performed, in case of changes in the air conditions, condition of the tarmac, type of contaminant or periodically not less frequently than every 8 hours.

3.2 Runway condition report (RCR). The services of Vilnius, Kaunas, Palanga and Šiauliai/ Military aerodrome provide the runway condition report (RCR) about the surface condition of every third of runway in the form of SNOWTAM. The values describing the runway surface condition are used in accordance with the pre-defined runway condition assessment matrix (RCAM). The runway condition report (RCR) contains indication of runway condition code (RWYCC) in digits 0–6, contaminant quantity in percent, depth in mm, contaminant type, width of cleaned runway (which was subject to RWYCC assessment).

3.3 Runway condition code and/ or braking effectiveness might be assessed by measuring the tarmac friction coefficient. Continuous friction measurement methods are applied at the aerodromes, when the friction coefficient is recorded during the measurement and written down using special equipment. The measurements are

performed at the distance of 3–5 meters from runway centerline by drawing the mean from the measurements on both sides.

Runway condition assessment matrix (RCAM)			
Assessment		Downgrade assessment criteria	
Runway condition code	Runway surface description	Aeroplane deceleration or directional control observation	Pilot report of runway braking action
6	<ul style="list-style-type: none"> • DRY 	-	-
5	<ul style="list-style-type: none"> • FROST • WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth) <p>Up to and including 3 mm depth:</p> <ul style="list-style-type: none"> • SLUSH • DRY SNOW 	Aeroplane deceleration or directional control observation	GOOD
4	<p>-15°C and Lower outside air temperature:</p> <ul style="list-style-type: none"> • COMPACTED SNOW 	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD TO MEDIUM
3	<ul style="list-style-type: none"> • WET (“slippery wet” runway) • DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW <p>More than 3 mm depth:</p> <ul style="list-style-type: none"> • DRY SNOW • WET SNOW <p>Higher than -15°C outside air temperature:</p> <ul style="list-style-type: none"> • COMPACTED SNOW 	Braking deceleration OR directional control is between Good and Medium.	MEDIUM
2	<p>More than 3 mm depth of water or slush:</p> <ul style="list-style-type: none"> • STANDING WATER • SLUSH 	Braking deceleration OR directional control is between Medium and Poor.	MEDIUM TO POOR
1	<ul style="list-style-type: none"> • ICE 	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	POOR
0	<ul style="list-style-type: none"> • WET ICE • WATER ON TOP OF COMPACTED SNOW • DRY SNOW or WET SNOW ON TOP OF ICE 	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	LESS THAN POOR

The contaminant quantity in every third of the runway is calculated in accordance with the covered area and given as a percentage of the total area of the runway, according to the following:

25%	means that 10-25% of the runway is covered;
50%	means that 26 - 50% of the runway is covered;
75%	means that 51 - 75% of the runway is covered;
100%	means that 76-100% of the runway is covered.

The numerical value of the contaminant depth in every third of the runway is indicated, provided that the depth of contaminant exceeds 3 mm.

Friction coefficient measurements on the runway are performed only as the additional measure for determining tarmac surface quality characteristics.

4. Actions taken to maintain the usability of movement areas

In case of adverse weather conditions for flights, actions are undertaken for their improvement. Mechanical, chemical or combined measures are undertaken for elimination of snow and ice, mechanical measures – for elimination of water. Chemical substances are used for prevention of icing, melting the ice and/or snow, improving the aircraft braking.

Measures will be taken to clear the runway to full width. In case during adverse weather conditions the width of cleaned runway is only 30 meters, it may be temporarily used for traffic, but information about it must be provided in SNOWTAM form.

In all the cases the snow cleaning works are continued until the entire width of the runway is cleaned.

The ice is cleaned of the runway using chemical reagents within the width no smaller than 15 m from the centerline of the runway.

Chemical de-icing substances NAFO/KFOR/UREA and NAFO/KFOR substances at Šiauliai/ Military aerodrome are used for cleaning the ice and snow, which cannot be cleaned by applying mechanical methods.

5. System and means of reporting

5.1 Vilnius, Kaunas, Palanga and Šiauliai/ Military aerodrome services use SNOWTAM form for reporting about runway condition and send it to air navigation service provider, for further dissemination.

5.2 The longest validity of SNOWTAM notification is 8 hours. Every time, when a new report on the runway condition is received, a new SNOWTAM notification is announced.

5.3 The announcement of every new SNOWTAM revokes the previous SNOWTAM notification.

5.4 Snow banks will be reported when the height of it, within a distance of 15 m from the runway or taxiway, exceeds 60 cm

6. The cases of runway closure

In cases when a postponement of clearance results in a significant risk of a deteriorating situation, e.g., when fall in temperature may cause that water or slush become solid ice, aerodrome maintenance subdivision is authorised to demand that sections of the movement areas be closed to traffic. Notification about that must be announced in the form of NOTAM and/ or SNOWTAM.

7. Distribution of information about snow conditions

The information about runway condition at Vilnius, Kaunas, Palanga and Šiauliai/ Military aerodromes is announced in separate NOTAM (SNOWTAM) series. SNOWTAM is prepared in accordance with Commission Regulation (EU) 2017/373 requirements.

This information will be incorporated into AIRAC AIP AMDT 004/2021.

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