



YLW

Kelowna International Airport

AIRPORT DIRECTIVE 011

Revision Date: January 30, 2025

Winter Operations Plan

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REVISION STATUS

Document Number	Document Title	Revision Date
AD 011 	Winter Operations Plan	January 30, 2025
AD 011 Appendix A 	Airside Winter Maintenance	September 27, 2022*
AD 011 Appendix B 	Airside Snow Removal Priority Schedule	November 13, 2024
AD 011 Appendix C 	Groundside Snow Removal Priority Schedule	January 30, 2025

*NOTE: Reviewed November 12, 2024. No changes required.

 NOTE: Incorporated by Reference in AOM. Revisions require AOM update and submission to TC.



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Winter Operations Plan

1. General

The YLW Winter Operations Plan takes effect at 0001 (local) on November 15th of each year and concludes at 2359 (local) March 15th of the following year.

The Airfield Maintenance Winter Operations schedule goes into effect in alignment with the Winter Operations Plan. Aircraft maneuvering surfaces will be maintained, and condition reports issued from 0400 hours to 2400 hours (local) 7 days a week from November 15 - March 15. Extended coverage will be provided for late operating, regularly scheduled flights.

This document, including appendices and annexes, forms the Winter Operations Plan recommended by [Transport Canada AC 302-013](#).

2. Annual Review

The Winter Operations Plan is reviewed annually and updated as required.

Each fall, prior to the start of Winter Operations, an annual review of the Winter Operations Plan is held with tenants at the airport, including a review of priority areas. Minutes of this meeting are distributed to tenants, and all YLW staff.

3. Roles and Responsibilities

3.1 Airport Operations

- Clearing runway and maneuvering areas per the following priority list
- Reporting airside surface conditions to the air carriers via the NAV Canada NOTAM site
- Applying potassium acetate and sodium formate to de-ice or proactively anti-ice surfaces
- Filling sand & chemical bins
- Providing head of stand snow removal in support of the [Glycol Management and Mitigation Plan](#)



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3.2 Technical and Building Services Contractor (Equans)

- Clearing passenger walkways from terminal building walkways to approximately the aircraft door
- Clearing the loading bridge travel path
- Clearing the loading bridge stairs
- Treating passenger walkways with sand (for grit/anti-slip) and/or chemical (to prevent water from freezing)

3.3 Air Carrier/Ground Handler

- Clearing op stand lead-in line
- Relocating equipment from staging areas to facilitate snow removal
- Pre-staging for arriving flights with minimum lead time to facilitate apron clearing
- Treating passenger walkways with sand (for grit/anti-slip) and/or chemical (to prevent water from freezing)
- During a runway closure, alert Airport Operations (250-807-4350 ext 1) if an aircraft may wish to depart as some departures may be accommodated
- Alleviating tech stops, if possible. Contact Airport Operations (250-807-4350 ext 1) or Duty Manager (250-807-4321) if a tech stop is likely as an updated Runway Surface Condition (RSC) report might help

3.4 Everyone

- Report safety hazards and/or incidents through the [safety reporting system](#).
- Report immediate safety critical concerns to Airport Operations (250-807-4350 ext 1)
- Report specific issues of groundside snow removal needing work to Bouygues help desk (250-862-8624)
- Report issues of airside areas needing snow removal to the Airport Operations Centre (250-807-4350 ext 1)



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4. Global Reporting Format (GRF) and Canadian Runway Friction Index (CRFI) Readings

Airport Operations is responsible for issuing Aircraft Movement Surface Condition Reports (AMSCRs) and CRFI readings in accordance with the Global Reporting Format (GRF). CRFI is used to refer to braking action tests conducted at the YLW. Procedures are detailed in [Appendix A](#).

Runway Condition Codes (RWYCC) including a CRFI reading (if appropriate) will be issued through Air Traffic Control / Flight Service Station as follows:

- every 6 hours or significant condition change, or every 2 hrs when contaminant is present and the temperature is below 5°C during YLW's published winter operations period;
- following every aircraft incident or accident on the runway; and
- on request from Air Traffic Control / Flight Service Station.

YLW will be reporting the runway conditions in thirds as per Transport Canada Global Reporting Format (GRF).

Surface condition reporting on Aprons and Taxiways will be included in the comments section of the AMSCR as reported through NAV CANADA. These reports will also be available on the [YLW Status Board](#).

5. Pilot Reports on Runway Conditions (PIREPS)

In the event that a pilot reports to NAV CANADA any significant changes that are contrary to the most recent AMSCR, NAV CANADA Tower / Flight Service Station will advise the Airport Operations Centre so that further assessment can be made.

6. Runway Closures

Under extreme winter conditions, including a low CRFI reading (full length runway average below 0.25) or slush greater than 1.27 cm (0.5 inches), it may become necessary to limit operations on the runway to improve the runway surface conditions. In these cases, the runway would be NOTAMed closed. Procedures are detailed in [Appendix A](#).

***NOTE (only applies when runway is already closed):** During the overnight period between 0000 and 0400 hours (local), the runway may not be maintained to an "open state", unless required for



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ad-hoc or off schedule air traffic. If no aircraft are anticipated, the runway will be NOTAMed CLOSED with targeted re-opening at 0400 (local).

Procedures for issuance of NOTAMs are detailed in [AD 004 Annex 1](#).

7. Airside Snow Removal

Airside snow removal will be undertaken on the basis of the [Airside Snow Removal Priority Schedule \(Appendix B\)](#).

To request airside snow removal:

- For aircraft and vehicle movement surfaces, contact YLW Operations at 250-807-4350 ext 1
- For airside walkways, contact Bouygues Energies & Services at 250-862-8624

To the maximum extent possible, the operator must be allowed to complete a full pass of the runway when engaged in snow removal operations, to avoid offset windrows. Should offset windrows exist; the operator must update the [AMSCR](#) immediately and give the location of the offset.

If the cleared portion of the runway is not straddling and centered on the centerline, the operator must indicate in [AMSCR](#) that the cleared portion is offset to the east or west of the runway centreline and give the distance of the offset in feet.

Priority will be given to providing pilots with current and accurate information on runway conditions. Up-to-date [AMSCR](#) can be obtained through the [NAV Canada NOTAM portal](#) and/or Air Traffic Control Tower during its hours of operation and Penticton Flight Service Station after hours.

8. Groundside Snow Removal

The Airport's Technical & Building Services contractor is responsible for all groundside snow removal and snow and ice control (excluding tenant sub-lease areas).

Groundside snow removal will be undertaken on the basis of the [Groundside Snow Removal Priority Schedule \(Appendix C\)](#).

To request groundside snow removal:

- Contact Equans at 250-862-8624



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9. Tenant Winter Maintenance

Each tenant at YLOW is responsible for maintaining their own sub-lease areas. Tenants are not to push snow off their sub-lease areas (except those on Apron I are to coordinate with Airport Operations for push onto apron edge for removal by Airport Operations), and have been given the following options for any snow piles they may build up in clearing operations:

- Remove off site of YLOW;
- Maintain stockpiles on their sub-lease areas; or
- Use the gravel pit area adjacent to the North Apron Complex parking lot on the west side of Airport Way. Prior approval must be given.

Any deviations from this policy must be approved by Airport Operations through a contract arrangement and/or documented special procedure.

***NOTE:** Always notify Operations (250-807-4350 ext 1.) before pushing snow onto any maneuvering areas.

If snow stockpiling is noticed on a tenant's sub-lease, or snow removal activities that may cause damage to airport property (fence lines, signage, streetlights, etc.), the Airport Duty Manager (250-807-4321) should be advised. These actions should be ceased immediately and noted on a response report for follow up and possible recovery billing.

10. Snow and Ice Control (SNIC) Assessment

During the winter operations period (15 November - 15 March), the Crew Captain and Airport Duty Manager liaise daily at 0845 hrs(local) to carry out a Snow and Ice Control (SNIC) Assessment, using the following criteria:

- Weather forecast and probability of precipitation at YLOW and all feeder airports;
- Potential flight diversions;
- Airport Operations staffing requirements;
- Snow removal equipment status;
- Special operations notices or requirements;
- Terminal operations and any impacts;
- Groundside snow removal and ice control



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A SNIC conference call is completed daily with the Crew Captain, Airport Duty Manager, Airport Manager on Call (AMoC), Technical and Building Services (Equans) representative and Groundside Snow Removal Contractor representative to review and approve the operational decisions made during these assessments.

11. Snow Desk

During heavy snow events, or as necessary, the Snow Desk will be opened as part of the Emergency Control Centre (ECC). Airport stakeholders will be notified when the Snow Desk has been opened and provided with a Teams link to attend through the Alert Notification module on Vortex.

Airline representatives will be requested to join the ECC to help coordinate and communicate:

- Gate adjustments
- Snow clearing priorities
- Tech stop requirements
- Communicating with ground handlers

12. Aircraft De-Icing

In order to determine levels of pollution and sources identified, YLW has a program in place for recording the glycol applied by the air carriers and monitoring the quality of water leaving the airport property.

Aircraft de-icing operations are permitted:

- At gates on Aprons I and III with glycol mitigation in place.
- Tenant leased space with Airport Chief Executive Officer (or delegate) approval.

The airport has a [Glycol Management and Mitigation Plan](#).

12.1 Glycol Reporting

All air carriers are required to participate in the program and report glycol monthly (by the 15th of each month) to the Airport by sending forms to ylwfinance@kelowna.ca.



Winter Operations Plan

12.2 Glycol Storage

Glycol fluids are stored in the glycol storage facility south of Apron I. This glycol facility is operated by a consortium of air carriers, who are responsible for stocking and maintaining the storage tanks. Delivery of glycol is delivered groundside via the Long Term "A" Parking lot.

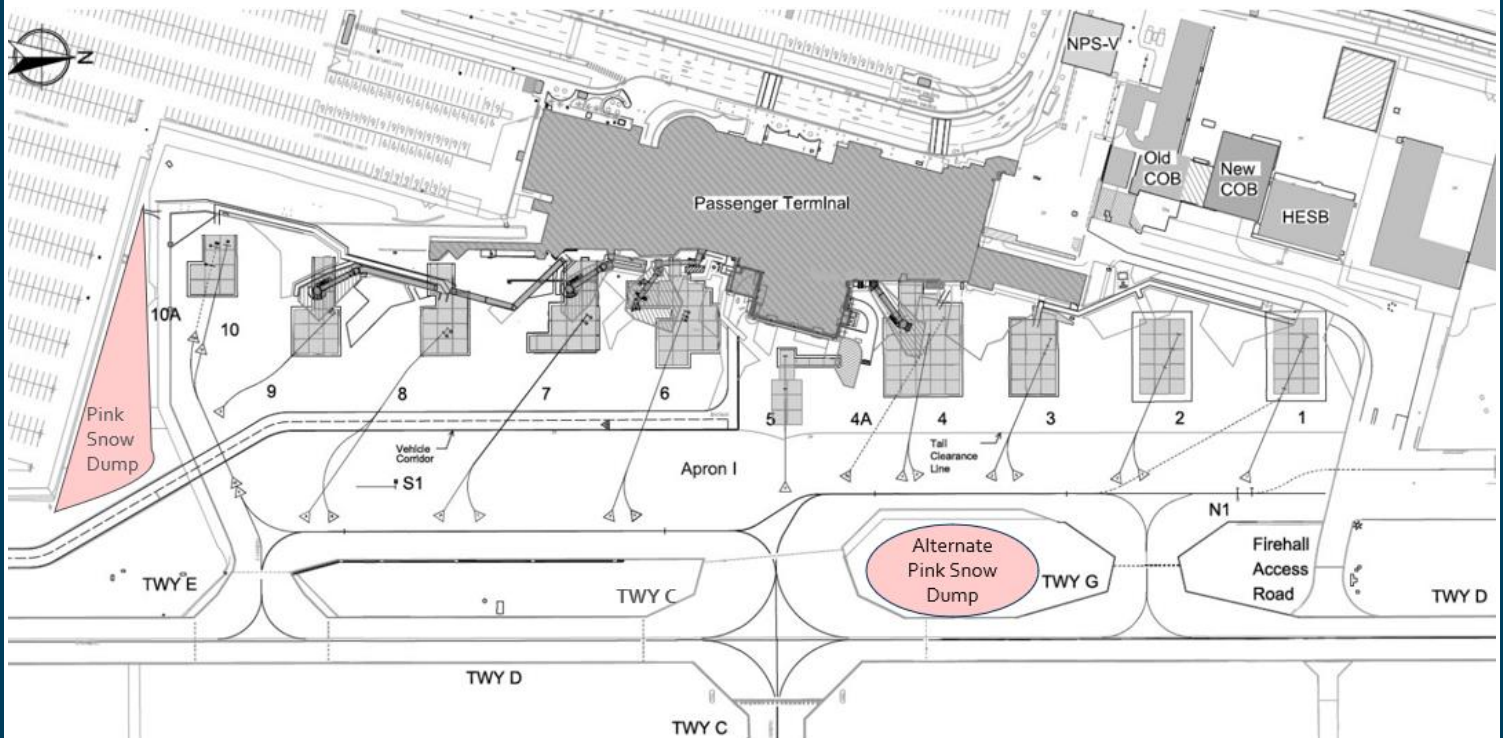
12.3 Glycol Spill Management

The air carrier and/or ground handlers are required to clean up any glycol spills.

In the event they are not equipped to clean up such spills, Airport Operations may have to provide this service. The amount of YLW staff time and the quantity of materials required for the clean-up shall be recorded. Costs associated with the spill cleanup may be recovered from the appropriate air carrier or ground handler.

12.4 Glycol Contaminated Snow (Pink Snow)

Approved snow dump locations for storage of pink snow are shown below.





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13. S1 Off-Gate De-Icing Location

This location is provided as a contingency for private and non-commercial aircraft to be de-iced (see [diagram](#)). Approval from Airport Operations is required before use.

13.1 S1 Operational Requirements

- Max aircraft size is a 737 Max 8 or A320.
- Aircraft are parked tail South
- Aircraft can be positioned under tug/tow or under their own power
- Aircraft are to be marshalled to S1 stop line.
- Aircraft Engines shutdown during de-icing
- Aircrew and passengers must remain on board at all times.

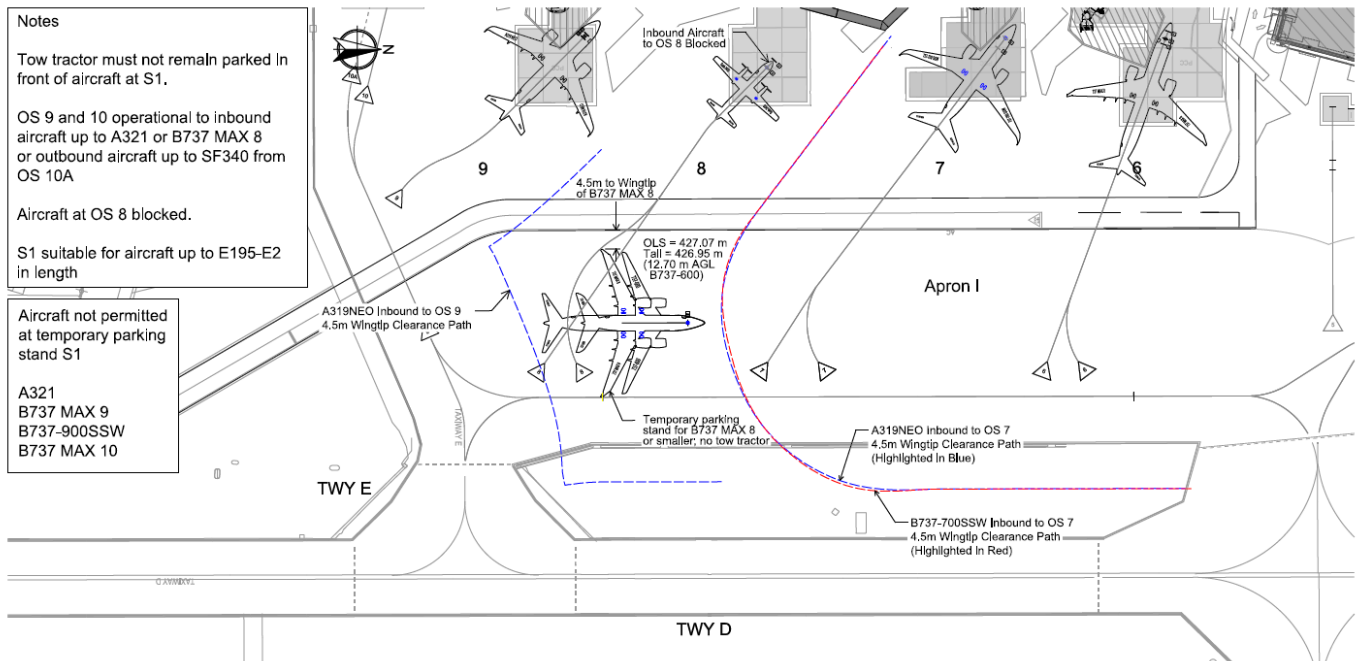
13.2 Impact on Other Ops Stands

- Ops stand 7 requires pushback tail North past taxiway Charlie
- OS 8 is unavailable for arrival or departure. Ops Stand 8 can be utilized to park an aircraft prior to the use of S1. An aircraft cannot depart from Ops Stand 8 with S1 occupied.
- Ops Stands 9 and 10 are available to arrive any aircraft via Taxiway Echo. In the event of IROP situations, departing aircraft must be pushed on to Delta while S1 is occupied. An escort will be required to ensure safe pushback.



Winter Operations Plan

13.3 Diagram



NOTE: Taken from Stantec drawing "Temporary Aircraft Parking Stand (S1) Layout (sk0035a)"

14. Annexes

[Annex 1 Winter Operations Training](#)

15. References

- [AC 300-005 Changes to Runway Surface Condition Reporting](#)
- [AC 302-013 Airport Winter Maintenance and Planning](#)
- [AC 302-014 Runway Ice Control Chemicals](#)
- [AC 302-017 Runway Friction Measurement](#)
- [AC 302-019 Global Reporting Format \(GRF\) for Runway Surface Condition Reporting](#)
- [AC 302-026 Decelerometer Performance Specifications](#)
- [YLV Glycol Management and Mitigation Plan](#)



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AIRPORT DIRECTIVE 011 APPENDIX A

Revision Date: September 22, 2022

Airside Winter Maintenance

1. Aircraft Movement Surface Condition Reports (AMSCRs)

As per [AD 011](#), Airport Operations is responsible for issuing AMSCRs and CRFI readings.

1.1 Surface Conditions and Contaminants

The following surface conditions and/or contaminants will be reported giving details on depth, areas, etc. as applicable:

- Dry
- Wet
- Compacted snow
- Dry snow
- Wet snow
- Slush
- Ice
- Wet ice
- Frost
- Standing water

1.2 AMSCR Equipment

For reporting purposes, Airport Operations personnel will utilize the touch screen remote airfield reporting (SNOWBIRD) System, which will transmit direct to the [NAV CANADA NOTAM page](#). Should this unit fail, manual reports are to be utilized with the conditions reported verbally to the Control Tower / or Penticton Flight Service Station.

During rapidly changing conditions it may not always be practical to utilize the SNOWBIRD System. In these cases, the operator must update the previous reports by voice to the Control Tower / or Penticton Flight Service Station and a follow-up hard copy AMSCR must be completed when time permits.



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AIRPORT DIRECTIVE 011 APPENDIX A

Revision Date: September 27, 2022

Airside Winter Maintenance

1.3 Runway Surface Condition (RSC) Reports and NOTAM

RSC / CRFI (NOTAMs) will be issued when the following conditions are present:

- any slush on the runway;
- all CRFI readings taken when ice has formed on the runway; or
- accumulations of snow on the runway.

During these conditions, the following ADIS NOTAM will be issued:

“Snow removal in progress, up-to-date Surface Condition Reports available upon request.”

This NOTAM will be published in accordance with [Transport Canada AC 300-019](#).

Reporting of the runway surface conditions should continue until the runway is no longer contaminated. When this occurs, the airport operator will issue an AMSCR that states the runway is wet or dry as appropriate.

A new AMSCR is also issued when a significant change occurs.

Significant changes include:

- (a) Any change in the RWYCC
- (b) Any change in the CRFI of 0.05 or more
- (c) Any change in the contaminant type
- (d) Any change of 20% or more in the reportable contaminant coverage
- (e) Any change in the contaminant depth as described in table 6, below
- (f) Any other information, which according to assessment techniques, is considered to be significant. For example: following the application or removal of sand or chemicals; following snow removal or sweeping; changes in conditions caused by rapid increases or decreases in temperatures.



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Airside Winter Maintenance

Contaminant	Valid depth values to be reported (<i>minimum depth/assessed value</i>)	Significant change
Standing Water	1/8 inch, then assessed value	1/8 inch
Slush	1/8 inch, then assessed value	1/8 inch
Wet Snow	1/8 inch, then assessed value	1/4 inch
Dry Snow	1/8 inch, then assessed value 3/4 inch	1/8 inch

For Standing Water, 1/4 inch is the minimum depth which can be reported.

When the water depth is 1/8 inch or less, the runway is reported as Wet

For Slush, Wet Snow and Dry Snow; 1/8 inch is the minimum depth which can be reported.

AMSCR other than the above ADIS NOTAM items will be issued to the Kamloops FIC and Kelowna Control Tower during its hours of operation or Penticton Flight Service Station after the Control Tower closes.

For information on NOTAMs, refer to [AD 004 Annex 1](#).

AMSCR, RSC NOTAMs or CRFI Readings remain valid until they are superseded or cancelled.

For safety and liability reasons, AMSCR, RSC NOTAMs and CRFI readings will only be published in accordance with the established procedures.



Airside Winter Maintenance

2. Canadian Runway Friction Index (CRFI) Readings

2.1 CRFI Reporting Criteria

The use of friction measuring instruments to provide a CRFI value is restricted to the following surface conditions:

- ice;
- compacted snow;
- slush on ice;
- loose snow not exceeding 2.5cm (1 inch) in depth;
- de-icing chemical solution or sand on ice;
- frost;
- the runway surface is simply wet or damp with no other type of contaminant present; or
- Wet snow is deemed suitably dry to report CRFI readings:
 - When stepping on wet snow, the result under foot is compacted snow.
NOTE: If the result is splatter, slush, or visible water – DO NOT REPORT CRFI.
 - When driving on wet snow, the result in the tire tracks is compacted snow.
NOTE: If the result is splatter, slush, or visible water – DO NOT REPORT CRFI

NOTE: Transport Canada has determined that taking a CRFI on loose snow up to 2.5 cm (1 inch) on the runway surface as well as ice provides a direct correlation between the CRFI reading and the braking of an aircraft.

If a section of the runway has a CRFI reading that is 0.1 or lower than the average for the entire runway, that value and the location of the affected area should be reported, as well as the average for the runway.

Conditions when CRFI readings will not be taken:

- there is a layer of slush on the runway surface with no other type of contamination condition present;
- wet runways;
- snow more than 2.5cm (1in)



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Airside Winter Maintenance

CRFI Readings will not be taken or provided when conditions do not meet the criteria for taking a CRFI.

CRFI readings of 0.40 or less are to be immediately reported to the Control Tower or after hours to the Penticton Flight Service Station.

2.2 Friction Measurement Equipment and Application

CRFI Readings will normally be taken with the Mark III Electronic Recording Decelerometer (ERD). If this unit malfunctions in any way, the CRFI is to be taken using the Mark II ERD.

A CRFI will be provided in runway thirds (longitudinally) within 10m (33 feet) either side of the centreline for the full length when more than 25% of the surface is contaminated; or the alternating method at 300m intervals as the vehicle is traversed diagonally from one side of the runway to the other under runway conditions that satisfy the regulatory requirements.

3. Runway Closure

Under extreme winter conditions, including a low CRFI reading (0.25 for the entire runway length) or slush greater than 1.27 cm (0.5 inches), it may become necessary to limit operations on the runway to improve the runway surface conditions. In these cases, the runway would be NOTAMed closed.

For information on NOTAMs, refer to [AD 004 Annex 1](#).

During these conditions, the following NOTAM (SNOWTAM) will be issued and airport management is to be notified:

“Runway 16/34 closed for snow removal / ice control until _____ (give date and time).”



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AIRPORT DIRECTIVE 011 APPENDIX A

Revision Date: September 27, 2022

Airside Winter Maintenance

3.1 Limited Operations

During the runway closure conditions, the runway may be made available for limited operations with minimum 15 minutes prior notice:

- for emergency flights, or those Medevac flights required to operate in the interest of "LLTO" (life, limb, and threatened organ); or
- for departures only with 15 minutes prior notice at the request of the aircraft operator. An air carrier must make this request to the Airport Operations Center, for each specific flight that wishes to depart during the NOTAMed closure. The Airport Operations Centre will advise the Control Tower or Flight Service Station that a specific flight (giving flight number and/or aircraft registration) has been given approval to depart at a specific time.



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AIRPORT DIRECTIVE 011 APPENDIX B

Revision Date: November 13, 2024

Airside Snow Removal Priority Schedule

1. Priority #1

1. Runway 16 – 34
2. Taxiway Charlie
3. Apron I
 - Taxi lane
 - Operations Stands
 - Inbound Baggage
4. Taxiway Delta
5. Taxiway Alpha
6. Taxiway Echo
7. Taxiway Golf
8. Glycol/Acetate Facility
9. Taxiway Foxtrot
10. Apron III
11. Firehall Access Road
12. Runway/ Taxiway/ Apron Edge Lights / Reflectors
13. Visibility / Legibility of Mandatory Signage
14. ILS Critical Area

***NOTE: Headstart snow removal shall be completed 60 minutes prior to departure time**

2. Priority #2

1. Taxiway Bravo
2. Aircraft Access - KF Aerospace
3. Airside Service Roads
4. Taxiway Lights* - **To be monitored closely since changed to LED*

3. Priority #3

1. Touchdown Pads* - ***Priority elevated when planned for use at fixed wing parking*
2. COB Compound
3. ILS Access Road
4. Annual Aircraft Parking Access Routes
5. T-Hangar Access
6. Crash Roads & Vehicle Access Gates 35, 35A
7. Runway & Taxiway Shoulder Areas
8. Apron Shoulder Areas
9. Tugway



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AIRPORT DIRECTIVE 011 APPENDIX C

Revision Date: January 30, 2025

Groundside Snow Removal Priority Schedule

1. Priority #1

1. Entrance Road from Hwy 97
2. ATB Ring Road and Bus Loop
3. ATB Sidewalks, Crosswalks, Shelters
4. Employee Parking Lot (drive lanes only)
5. COB Employee Parking stalls
6. Car rental ready lot (drive lanes only)
7. Aerospace Drive and Convair Way
8. Airport Way (plaza to COB)
9. Groundside access to Glycol Storage

2. Priority #2

1. Short Term Parking Lot – Drive Lanes ONLY
2. Airport Way (COB and north)
3. Airport Way East fence line sidewalk (COB and north)
4. Lapointe Drive North/South
5. Multi Use Pathway
6. Long Term Parking Lot – Drive Lanes ONLY
7. Apron 3 Parking Lot
8. Car Rental Storage Lot and Carwash
9. Tower Access Road – Gate #18

3. Priority #3

1. Equans storage compound
2. Access to Gates #2 (NPSV) and #13 (Apron 3)
3. Tugway Access (Airport Way ONLY)
4. Snow Pile Removal (as directed)
5. Clean up of Dump Site (as directed)

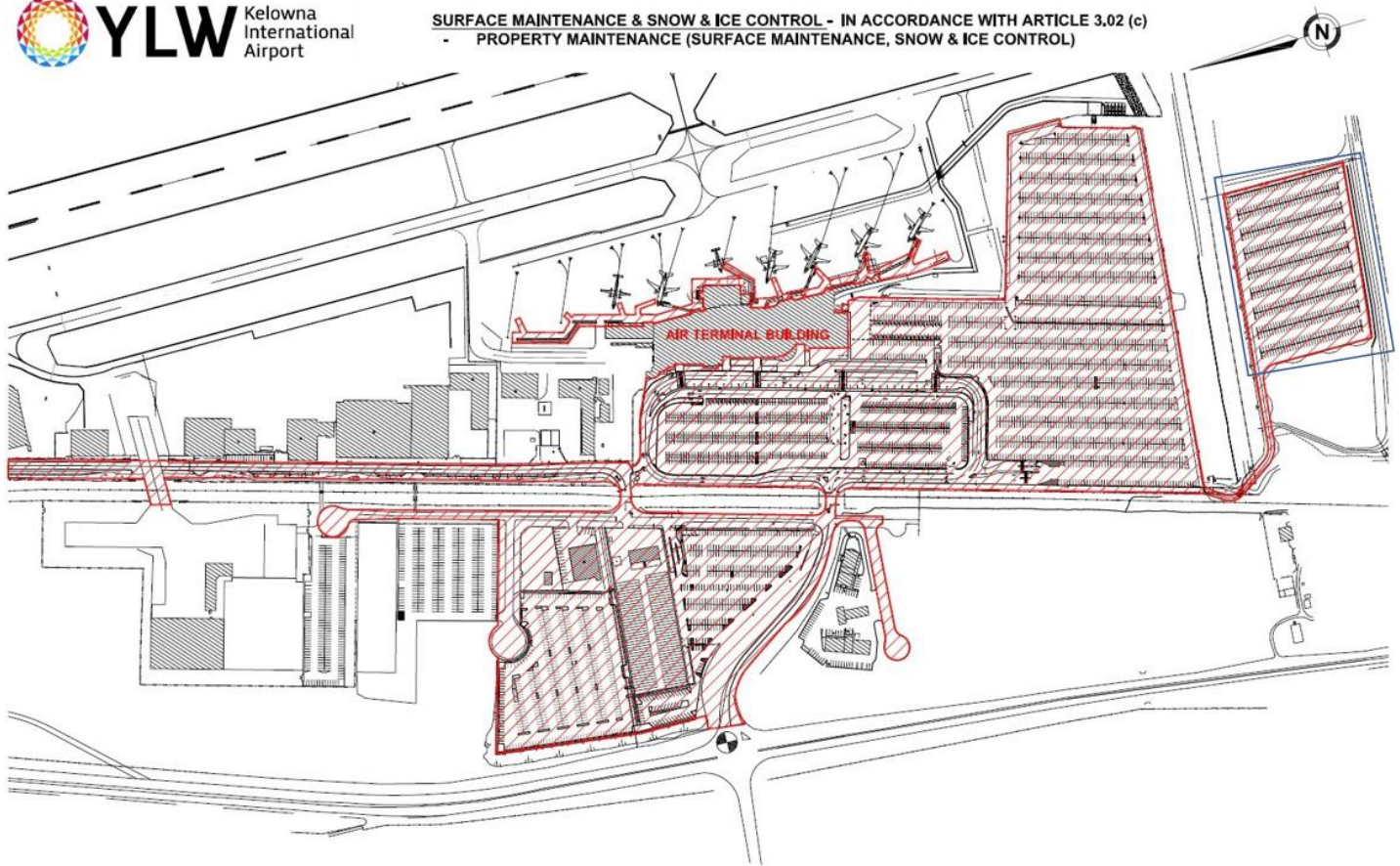
Groundside Snow Removal Priority Schedule

4. Map of Snow Removal Areas*

*Maps taken from Appendix F of "MASTER AGREEMENT: Building and Technical Services at Kelowna International Airport" dated August 15, 2019.



SURFACE MAINTENANCE & SNOW & ICE CONTROL - IN ACCORDANCE WITH ARTICLE 3.02 (c)
 - PROPERTY MAINTENANCE (SURFACE MAINTENANCE, SNOW & ICE CONTROL)





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AIRPORT DIRECTIVE 011 APPENDIX C

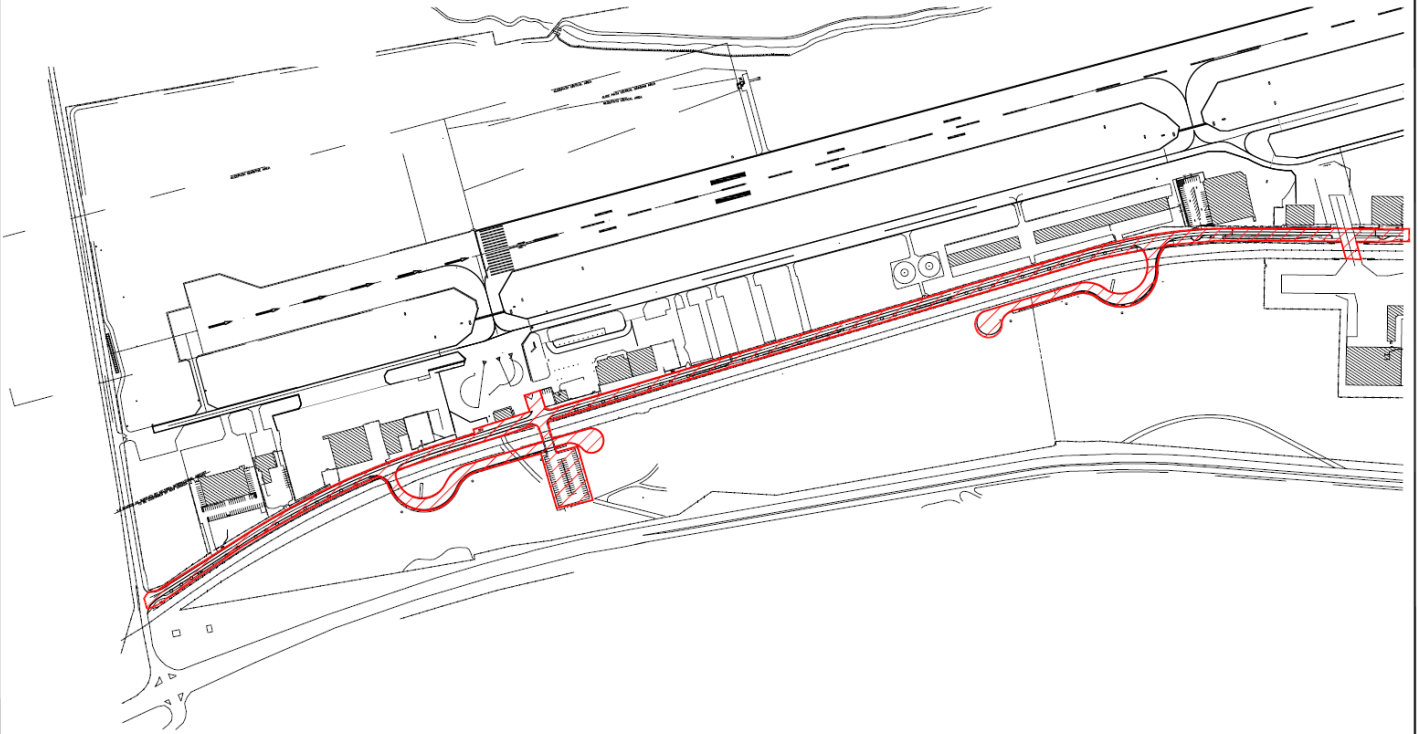
Revision Date: January 30, 2025

Groundside Snow Removal Priority Schedule



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SURFACE MAINTENANCE & SNOW & ICE CONTROL - IN ACCORDANCE WITH ARTICLE 3.02 (c)
- PROPERTY MAINTENANCE (SURFACE MAINTENANCE, SNOW & ICE CONTROL)



KELOWNA INTERNATIONAL AIRPORT

Y^LW - FACILITY - MAINTENANCE DRAWINGS

DRAWN BY: SCW
SCALE: 1:1500

DATE: AUGUST 1, 2019
JOB NO.

APPENDIX F - SURFACE MAINTENANCE & SNOW & ICE CONTROL - NORTH



Change Log

Date	Section(s) Changed	Summary of Change(s)
January 30, 2025	AD 011 Section 13.1	<ul style="list-style-type: none"> Added S1 marshalling requirement
	AD 011 App C Section 1	<ul style="list-style-type: none"> Added "(drive lanes only)" to Priority 1 lines 4 & 6
November 13, 2024	AD 011 Section 3.2 / 8	<ul style="list-style-type: none"> "Equans" was "Bouygues"
	AD 011 Section 10	<ul style="list-style-type: none"> "(Equans)" was "(Bouygues)" Removed "(GRM)"
	AD 011 Section 12.4	<ul style="list-style-type: none"> Updated map to include TWY G and current snow dump locations
	AD 011 App B Section 1	<ul style="list-style-type: none"> Added Taxiway Golf as 7. Renumbered following areas
	AD 011 App C Section 3	<ul style="list-style-type: none"> "Equans" was "Bouygues"
November 17, 2023	AD 011 Section 6	<ul style="list-style-type: none"> Clarified wording in note. Was "only applies to runways that are already closed."
	AD 011 Section 10	<ul style="list-style-type: none"> Changed time from "approximately 0900" to "0845"
	AD 011 Section 12.1	<ul style="list-style-type: none"> Updated email address was admin@kelowna.ca
	AD 011 Section 13.3	<ul style="list-style-type: none"> Updated diagram. Added note for ease of update.
	AD 011 App C Section 1	<ul style="list-style-type: none"> Changed 4. was " West Employee Parking Lot and Aircrew Parking Lot'. Removed "5. Administration Lot" and "11. Convair Parking (as directed)". Renumbered remaining items.
	AD 011 App C Section 2	<ul style="list-style-type: none"> Removed 2. Whitecap Lab access. Renumbered remaining items.
July 20, 2023	AD 011 Revision Status	<ul style="list-style-type: none"> Added flag and note for AD 011 and all appendices
	AD 011 Section 11	<ul style="list-style-type: none"> Added "through the Alert Notification module on Vortex"
	AD 011 Section 12	<ul style="list-style-type: none"> Changed "Airport Director" to "Airport Chief Executive Officer"
	AD 011 Section 13	<ul style="list-style-type: none"> Added "private and" Added "Aircraft Engines shutdown during de-icing. Aircrew and passengers must remain on board at all times."



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AIRPORT DIRECTIVE 011 AND APPENDICES

Date	Section(s) Changed	Summary of Change(s)
July 20, 2023 (cont.)	AD 011 Section 13.1	<ul style="list-style-type: none"> Removed "S1 can be utilized as an emergency irregular operations gate to park and deplane passengers from the aircraft. Sufficient staffing from the airline and Airport Operations is required to safely guide passengers to the nearest walkway (Ops Stand 8). Passenger boarding is not permitted on S1"
	AD 011 Section 13.3	<ul style="list-style-type: none"> Removed Section 13.3 was "Off Gate Deicing Capabilities"
	AD 011 Section 13.4	<ul style="list-style-type: none"> Renumbered as 13.3 was "Diagram"
November 15, 2022	AD 011 Revision Status	<ul style="list-style-type: none"> Added *NOTE that all sections reviewed
	AD 011 Section 3.1 / 12 /15	<ul style="list-style-type: none"> Updated links to 2022/2023 Glycol Management and Mitigation Plan
September 27, 2022	AD 011 Section 3.4	<ul style="list-style-type: none"> Updated link to new safety reporting system
	AD 011 Section 6	<ul style="list-style-type: none"> Updated link to AD 004 Annex 1 from insideylw to website
	AD 011 Section 12.1	<ul style="list-style-type: none"> Removed "using Form AD011-01."
	AD 011 Section 14	<ul style="list-style-type: none"> Updated link to AD 006 Annex 1 from insideylw to website
	AD 011 App A 1.3 /3.	<ul style="list-style-type: none"> Updated link to AD 004 Annex 1 from insideylw to website
February 2, 2022	AD 011 App A 2.1	<ul style="list-style-type: none"> Updated CRFI Reporting Criteria for wet snow is deemed suitably dry to report CRFI readings
December 10, 2021	AD 011 Section 4	<ul style="list-style-type: none"> Changed "RWYCC" to "AMSCR" (x2) Added "or every 2 hrs when contaminant is present and the temperature is below 5°C"
	AD 011 Section 5	<ul style="list-style-type: none"> Changed "RWYCC" to AMSCR"
	AD 011 Section 6	<ul style="list-style-type: none"> Added preface to note "only applies to runways that are already closed."
	AD 011 Section 7	<ul style="list-style-type: none"> Removed "During snowfalls, priority will be given to snow removal operations. As conditions are continuously changing, the NOTAM will be issued and will not be updated until the runway is cleared full length and width." Changed "RWYCC" to "AMSCR" (x3)
	AD 011 Section 9	<ul style="list-style-type: none"> Changed "RWYCC" to "AMSCR" (x3)
	AD 011 Section 13.2	<ul style="list-style-type: none"> Added Note



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Date	Section(s) Changed	Summary of Change(s)
December 10, 2021 (cont.)		<ul style="list-style-type: none"> Changed note from "Ops Stands 9 and 10 are available to arrive any aircraft via Taxiway Echo. Departing aircraft must be pushed on to Delta while S1 is occupied."
	AD 011 App A 1.	<ul style="list-style-type: none"> Changed title from "Runway Condition Codes"
	AD 011 App A 1.2	<ul style="list-style-type: none"> Changed title from "RWYCC Equipment"
	AD 011 App A 1.3	<ul style="list-style-type: none"> Removed "NOTAM will remain published until the runway is cleared full length and full width of all snow". Added reference to AC 300-019 Added all information from "Reporting of runway surface conditions should continue..." to "1/8 inch is the minimum depth which can be reported." Changed "RWYCC" to "AMSCR" (x3)
	AD 011 App A 2.1	<ul style="list-style-type: none"> Added "wet runways" and "snow more than 2.5 cm (1in) to the conditions when CRFI is not taken
	AD 011 App A 3	<ul style="list-style-type: none"> "Below 0.25 for the entire runway length" was "Runway full length average below 0.25"
November 15, 2021	AD 011 Section 4	<ul style="list-style-type: none"> Changed from "Every two hours" to "Every 6 hours...change"
	AD 011 Section 10	<ul style="list-style-type: none"> Changed time from 0830 to 0900
	AD 011 App A 1.	<ul style="list-style-type: none"> Title was "Runway Condition Reports"
	AD App A 2.1	<ul style="list-style-type: none"> Moved "the runway surface is simply wet...contaminant present" to conditions when CRFI is taken from conditions CRFI not taken Removed "there is wet snow on the runway surface; or there is loose snow on the runway surface exceeding 2.5 cm (1 in) in depth" from conditions CRFI will not be taken
October 26, 2021	AD 011 ALL	<ul style="list-style-type: none"> Changed AMSCR to GRF Updated links to Glycol Mitigation Plan to 2021/2022 revision
	AD 011 Section 1	<ul style="list-style-type: none"> Changed time from 2300 to 2400 Removed note regarding NCR 111-2020
	AD 011 Section 3.1	<ul style="list-style-type: none"> Added "Providing head of stand snow removal..."
	AD 011 Section 4	<ul style="list-style-type: none"> Changed AMSCR to GRF in title Updated to reflect GRF changes
	AD 011 Section 5	<ul style="list-style-type: none"> Added new section for PIREPS



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Date	Section(s) Changed	Summary of Change(s)
October 26, 2021 (cont.)	AD 011 Section 6	<ul style="list-style-type: none"> Was Section 4.1 Specified "full length runway average" Updated overnight from "2300" to "0000"
	AD 011 Section 7. – 15.	<ul style="list-style-type: none"> Sections renumbered, was Section 5. – Section 13.
	AD 011 Section 7	<ul style="list-style-type: none"> Specified "of YLW" for "remove off site"
	AD 011 Section 10	<ul style="list-style-type: none"> Changed time from "0800" to "0830"
	AD 011 Section 11	<ul style="list-style-type: none"> Added "and provided a Teams link to attend" and changed "the ECC" to "via Teams"
	AD 011 Section 12	<ul style="list-style-type: none"> Added "with glycol mitigation in place"
	AD 011 Section 12.4	<ul style="list-style-type: none"> Removed note on ops stands 1-3 closed 2020-2021
	AD 011 Section 15	<ul style="list-style-type: none"> Removed NCR 111-2020 Added Glycol Mitigation Plan 2021/2022
	AD 011 App A 1.	<ul style="list-style-type: none"> Removed AMSCR information and references
	AD 011 App A 1.1	<ul style="list-style-type: none"> Updated surface conditions for GRF
	AD 011 App A 1.2	<ul style="list-style-type: none"> Changed "TRACR II" to "SNOWBIRD"
	AD 011 App A 2.1	<ul style="list-style-type: none"> Updated conditions for GRF
	AD 011 App A 2.2	<ul style="list-style-type: none"> "Runway thirds" was "at 300m intervals"
	AD 011 App A 3	<ul style="list-style-type: none"> Noted runway full length average
	AD 011 App B	<ul style="list-style-type: none"> Removed link and reference to Form AD011-02.
	AD 011 App B 1.3	<ul style="list-style-type: none"> Removed "4-10" from Operations Stands
	AD 011 App C 1	<ul style="list-style-type: none"> Added 11.
	AD 011 App C 2	<ul style="list-style-type: none"> Inserted 2., renumbered remaining. Removed note on parking lot reduced by ¼.
AD 011 App C 4	<ul style="list-style-type: none"> Updated map to remove 2020-2021 limitations 	
November 20, 2020	AD 011 Section 4	<ul style="list-style-type: none"> Updated when an AMSCR will be issued
	AD 011 Section 4.1	<ul style="list-style-type: none"> Added note that runway may not be maintained to an "open state" overnight
	AD 011 App A 1.	<ul style="list-style-type: none"> Removed duplicate info already in AD 011 Section 4
November 13, 2020	AD 011 Section 1 / 8	<ul style="list-style-type: none"> Updated winter ops dates from Nov 01 – Mar 31 to Nov 15 – Mar 15
	AD 011 Section 1 / 4	<ul style="list-style-type: none"> Changed reporting times from 0400-001 to 0400-2300
	AD 011 Section 1 / 4/ 13	<ul style="list-style-type: none"> Added info on NCR 111-2020



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Date	Section(s) Changed	Summary of Change(s)
November 13, 2020 (cont.)	AD 011 Section 10	<ul style="list-style-type: none"> Added link to Glycol Management and Mitigation Plan 2020-2021
	AD 011 Section 10.4	<ul style="list-style-type: none"> Noted ops stands 1-3 closed for 2020/2021 and updated diagram
	AD 011 App A 2.1	<ul style="list-style-type: none"> Updated surface conditions and conditions when CRFI not taken
	AD 011 App B 1.	<ul style="list-style-type: none"> Specified ops stands 4-10
	AD 011 App C	<ul style="list-style-type: none"> Updated priorities based on operational changes
July 9, 2020	AD 011 App A	<ul style="list-style-type: none"> Added note on headstart snow removal
March 27, 2020	AD 011 App A/B/C	<ul style="list-style-type: none"> All appendices converted to condensed format. No change to content. Revision dates not changed.
	AD 011 Section 11	<ul style="list-style-type: none"> Added info from previous ADC 20 Appendix M on S1 parking and de-icing position
November 12, 2019	ALL	<ul style="list-style-type: none"> Original issue