

2010/2011

WINTER OPERATIONS MANUAL



KAMLOOPS AIRPORT

This manual is valid until October 31, 2011.

Version 1

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ACKNOWLEDGMENT

These procedures published under the authority of the Managing Director.

Fred Legace
Managing Director
Kamloops Airport Ltd.

Date

WINTER OPERATIONS TELEPHONE NUMBERS

This section is not included with the publicly distributed version of this plan. The telephone call list contains confidential telephone numbers and is available on request to authorized parties from the Managing Director's office at (250) 376-3613.

INTRODUCTION

Winter operations procedures outlined in this manual are published to provide guidance and direction in dealing with winter conditions by establishing priorities, responsibilities and procedures for snow removal and ice control on operational surfaces, and for management of aircraft de-icing activities. The winter operations procedures are normally in place during the months November to March.

Prior to the beginning of the Winter Season, the Managing Director shall convene a meeting with all Airport Tenants and affected customers for the purpose of explaining provisions in the Winter Operations Manual, discussing and obtaining comment and feedback from the Airport community. The manual is updated annually before being re-issued.

Before the beginning of winter operating schedule, the Managing Director shall set up a training session for all personnel expected to be involved in Winter Operations. Subjects to be included shall be:

- 1) issue of AMSCR/CRFI reports,
- 2) authorities,
- 3) snow and ice removal procedures,
- 4) weather watch,
- 5) equipment operation procedures,
- 6) shift schedules and callout procedures.

DEFINITIONS

aircraft movement surface - An aircraft movement area is any portion of the apron, taxiway or runway designated by the airport specifically for and restricted to the movement of aircraft along the ground.

AMSCR – Aircraft Movement Surface Condition Report

CRFI - Canadian Runway Friction Index

ERD – Electronic Recording Device – device used to provide CRFI

FSS – Flight Service Station (Nav Canada)

NOTAM – “Notice to Airmen” as issued by Nav Canada

WINTER OPERATIONS PLAN

1. Objectives

The objective of this Winter Operations plan is to maintain aircraft operating surfaces to a safe operational standard for all airside users and to maintain all service roads, public carpark areas, and pedestrian walkways in a safe condition to ensure safe public and employee access to airport facilities.

2. Responsibilities

The Managing Director is responsible for snow removal and shall assign snow removal personnel and equipment to various work areas in accordance with priorities and any operational requirements at the time. Where staff resources are limited, the Managing Director may make arrangements for a contractor to perform certain parts of the work.

If Airport Technical staff require additional personnel on an overtime basis to maintain Priority 1 areas to acceptable and safe standards, they are authorized to contact off duty personnel required and call those personnel in on overtime.

Airport Technicians are responsible for taking CRFI readings using an ERD, and issuing AMSCR reports in accordance with current procedures.

Circuit flight training is not recommended during winter maintenance activities. Pilots and air operators will restrict flight training to full local flights if necessary.

3. Airside Priorities

Runway 08-26, taxiways, and aircraft parking apron shall be cleared to an acceptable standard by plowing, blowing, sweeping and/or application of deicing agent or sand where required. The Localizer is known to be sensitive to icing conditions. KAL will advise FSS of icing conditions that have potential to disrupt Localizer operation.

Runway 04/22 is closed during the winter maintenance period. No maintenance is provided on that surface.

Refer to Appendix A for a list of available snow removal/de-icing equipment.

Priority 1 Area

1. Runway 08/26 ploughed to a width of 30 m, (100 ft.);
2. Taxiway Bravo (B)
3. Sufficient apron area, including the east end of the main apron, to accommodate aircraft operations, Passenger and Cargo operations including both of the baggage carousel doors.
4. Emergency Services entrance from Tranquille Road (Gate #21).

During heavy snowfall conditions, work on Priority 1 areas will be continuous and will not be ended until conditions warrant. There should not be an accumulation of greater than 1.3 cm (1/2) inch of snow on priority 1 areas.

The yellow pavement markings on Taxi A at the intersection of Runway 08-26 should be swept clear of snow as soon as possible. The complete line must be cleared. Nav Canada uses these markings for checks on the DME Localizer. In case of DME Localizer failure, checks may be required at any time.

Priority 2 Area

1. Taxiway Alpha (A)
2. Taxiway Charlie (C)
3. Taxiway Foxtrot (F)
4. Taxiway Golf (G)
5. Helipads
6. Sidewalks
7. Remainder of runway 08/26

Equipment normally used in these areas is the same as in Priority 1 areas. Priority 2 areas are cleaned when there is an accumulation of 5 cm (2 inches) or greater of snow. Snow accumulation on Priority 2 areas should not be allowed to exceed 10 cm (4 inches).

Priority 3 Area

1. Taxiway Delta (D)
2. Taxiway Echo (E)
3. Localizer Road
4. Runway and Taxiway shoulder areas
5. Pre threshold areas
6. ILS Snow Clearing Area
7. Remaining airside areas required to permit full operational use of the airport.

This will be considered a cleanup phase following a storm or a buildup of snow and ice. Equipment normally used in these areas is the same as in Priorities 1 and 2.

Extreme caution is required to ensure no road salt is permitted airside. Any accumulation of road grime on vehicles must be removed before the vehicle is allowed airside.

A supply of runway sand will be positioned at various locations for air carrier use on passenger walkways. This sand will also be positioned for use at the incline to the baggage turnstile loading area. A scoop will be provided for each location.

4. Groundside Priorities

Priority 1 Area

1. Airport entrance road (Airport Road)
2. Primary road access to Air Terminal Building and Operations Building
3. Air Terminal Building pedestrian walkways and sidewalks
4. Groundside area of emergency access route off Tranquille Road
5. Public parking areas as required
6. At least one lane on Aviation Way

Work will be performed on Priority 1 areas when there is an accumulation of 5 cm (2 inches) of snow. Snow depth should not exceed 10 cm (4 inches) on Priority 1 groundside areas. Equipment used in normal snow removal or ice control situations is listed in Appendix A.

Air Terminal Building sidewalks and walkways shall be kept in a safe condition. The Terminal Services Contractor is responsible for snow removal, sanding and applying ice control substances to sidewalks and walkways (see Appendix C).

Priority 2 Area

1. Balance of Aviation Way
2. ATB and Ops parking lot and ramp access
3. All remaining airport access roads
4. Remaining public parking areas

Priority 2 areas are normally cleaned following cessation of a storm.

5. Winter Hours Of Operation

Staff is scheduled to work the following shifts:

Monday To Friday (Except Statutory Holidays)

Morning shift	05:30 - 14:00
Afternoon shift	10:30 - 19:00

If weather conditions dictate (ie. snow accumulation of 2.5 cm or more, freezing rain) the Airport Technician on duty will remain on duty (on site) until the departure of the last scheduled flight of the day, or in the case of

an arrival, until the aircraft arrives. When required, the Airport Technician on duty is authorized to call in additional personnel as required to assist in snow removal.

Saturdays & Sundays

On Saturdays and Sundays, the Airport Technician on standby will carry out an inspection at or before 05:30 and file an AMSCR (unless weather conditions dictate otherwise) by 05:45. Extra AMSCR reports will be filed as weather conditions dictate during the day.

Statutory Holidays

The Airport Technician on standby will carry out a runway check and provide an AMSCR at least 30 minutes prior to the first scheduled flight of the day on statutory holidays. Further coverage for snow and ice removal will be determined by the airline schedule and weather conditions.

After Hours Standby Staff

During the winter period one Airport Technician will be on standby for winter maintenance operations from the end of the afternoon shift to the beginning of the morning shift Monday to Friday, and all day on Saturdays, Sundays and statutory holidays. The Airport Technician on standby will carry a cellular phone at all times. The number for the cell phone is listed in the Winter Operations Telephone List. After hours service may be subject to cost recovery from the requesting party.

6. Maintenance Operations

Plowing & Sweeping

Plowing and sweeping are the most common operation conducted on the runway. The runway sweepers use stainless steel bristles. Plowing and sweeping will operate continuously while snow accumulates on the runway. Once operations for the day have ceased, the maintenance crews may cease operations overnight. If contamination remains on the runway, a NOTAM will be filed to advise pilots of the condition.

Snow Blowing

Once windrows have reached 12 inches on the runway edge, the windrow will be blown off the runway to infield area. The blowing of accumulated snow is intended to transition from the runway edge toward the infield area in as gradual a slope as possible.

Chemical Application

The chemical used is Urea 46-0-0. Urea is applied during known or forecast icing conditions.

Runway Sand Application

Runway sand is applied to the movement surfaces when ice has developed. Once the ice has melted, the sand is considered to be debris and will be removed as soon as possible.

Snow and Ice Removal on Leased Areas

Tenants are fully responsible for snow and ice control on their leased areas. Tenants may however, arrange with the Managing Director to have their areas cleared by Airport staff during snow removal operations. In these cases, Tenant areas are normally treated as Priority 3 areas and cleared after all other airside work has been completed. Airport staff must record times spent and the equipment and materials used to clear tenant areas. Tenants shall be invoiced for all work done by the airport on leased areas.

7. Condition Measurement And Reporting

Policy

During Winter Operations, it is the policy of Kamloops Airport Ltd. to issue an AMSCR at the beginning of each Maintenance shift, to update the reports with additional AMSCR's as weather and surface conditions change, and to issue NOTAM's for any other situation where conditions differ from those published in Aeronautical Publications. All measurements indicated on an AMSCR shall be in imperial measure.

Conditions for which an AMSCR is applicable:

- a) Presence of Ice
- b) Presence of Snow
- c) Presence of Frost
- d) Presence of Slush
- e) Presence of Water

- f) Any combination of the above
- g) When the runway is "bare and dry", and no snow or ice contamination is present

The AMSCR must include width of cleared runway and existence and location of any windrows of snow or slush or ridges of snow in excess of 5cm (2 inches) depth on the runway. Where a certain width of the runway is cleared, the cleared width must be indicated, and the amount of snow or contaminant on the remainder of the runway measured and described.

For example, where the center 100 ft has been cleared, the AMSCR should state: "Center 100ft of Runway 08/26 cleared, windrows to depth of 14 inches either side full length". Where the depth of snow on the uncleared portion of runway varies, details are required using distance from thresholds, runway or taxiway intersections as reference. If there are no ridges of snow on either side of the runway, indicate the amount of snow remaining on those areas.

Conditions For Which A CRFI Recording Is Applicable

CRFI readings using and ERD are taken on runway surfaces only and must be part of the AMSCR report when, the following conditions are present:

- a) Ice covered pavement;
- b) Ice covered with water on pavement;
- c) Compacted snow on pavement;
- d) Loose snow or slush on pavement or over ice on pavement not exceeding 2.5cm (1 inch) in depth;
- e) Frost on pavement;
- f) Slush over ice on pavement;
- g) Urea solution on ice.

CRFI readings shall **not** be taken in the following conditions:

- a) Wet pavement (water on pavement);
- b) Slush over ice or on pavement exceeding 2.5cm (1 inch) depth;
- c) Loose snow on pavement exceeding 2.5cm (1 inch) depth;
- d) Temperature of the runway surface above freezing.

CRFI readings shall not be provided to pilots when conditions do not meet correct parameters for taking a CRFI. A CRFI reading taken when conditions do not qualify is not valid.

Conditions for which a NOTAM is applicable

A NOTAM is a "Notice to Airmen" providing information to pilots on deviations from published Aviation information involving facility conditions at any aviation facility. Procedures and Authorities for issuing NOTAM's are contained in Transport Canada Canadian Class 1 NOTAM Procedures, TP973E.

Where runways are contaminated with snow or ice or a combination of the two, the condition is made known to pilots by way of a NOTAM. The NOTAM is published by Nav Canada and contains information from the AMSCR. This information will allow a pilot to make an informed decision on whether or not it is safe to use the airport's facilities.

When reporting runway conditions during snow removal, indicate the extent to which work has been completed, using known points such as thresholds, intersections with taxiways or other runways, and estimate as accurately as possible distance to where snow removal has been completed by counting if necessary the number of runway lights to calculate distances. Runway edge lights are 200 feet (~61m) apart. All distances reported in NOTAM are given in feet. An AMSCR is provided to pilots in the form of a NOTAM and is used routinely during the winter period to provide regular reports on runway conditions.

Any windrows or ridges of snow at intersections with taxiways or other runways must be indicated in the NOTAM or AMSCR to alert pilots of potential hazards in these areas.

AMSCR Reporting

The Airport Technician on duty shall record AMSCR and CRFI data on a form approved by the Airport Managing Director. The AMSCR (Runway Surface Condition) report is only used during winter conditions.

An AMSCR report is issued following an inspection of the runway and includes a CRFI when conditions warrant. The report remains valid until conditions change and a new report is filed to reflect the changed surface condition. An AMSCR is filed:

- a) Within 15 minutes of the beginning of the first daily shift;
- b) At least once every subsequent 8-hour shift;
- c) After a significant change in runway conditions;
- d) Following completion of surface maintenance such as plowing, sweeping sanding, de-icing or anti icing;
- e) After any aircraft incident or accident occurring on the runway;
- f) Whenever the runway is not cleared to full width.

AMSCR's shall be promptly filed with the FSS. While information may be passed by radio to the FSS specialist for dissemination to inbound aircraft, a copy of the written AMSCR must be provided to the FSS within fifteen minutes of being taken.

The following acronyms are used within the AMSCR:

Term	Meaning
ONM	Observable Not Measurable (refers to damp surface but does not show water when touched by the hand)
RWY	Runway
TR	Trace (refers to snow or frost when less than measurable amount)
TWY	Taxiway

The AMSCR forms the basis for issuance of a NOTAM by the FSS as required in accordance with TP 973E (Canadian Class I NOTAM Procedures).

Although there is no requirement to identify expected completion times of snow removal operations, such information is useful for flight planning purposes. Estimated time of completion should be included when the senior person on duty is reasonably confident the estimate is valid. If snow or ice removal is required and the start of the work is going to be delayed more than 30 minutes from the time the AMSCR was taken, the expected start time must be recorded in the AMSCR report.

An ERD is the instrument used at Kamloops Airport for taking CRFI readings. A calibration of the ERD is performed prior to the start of winter operations (annually).

Closure of Aircraft Movement Surfaces

The Airport Managing Director has delegated the authority for the closure of any portion of the aircraft movement surfaces to the Airport Technician on duty. An aircraft movement surface is closed when unsafe conditions exist or to allow snow and ice removal operations to take place safely without interruption. Closures must be made in accordance with Transport Canada publication TP312E. FSS will be consulted to determine operational impacts before a decision is made to close any facility.

The Criteria used for deciding to close an aircraft movement surface is as follows:

Safety of Operations	When the condition of the runway or taxiway (e.g.: CRFI reading of 0.2 or less) is considered to be a safety risk, the surface will be closed until mitigation can be completed.
Aircraft Movements	When unnecessary aircraft movements (e.g.: training circuits) are being conducted that interfere with snow and ice removal operations the surface will be closed.
Personnel	Sufficient personnel and equipment is available to ensure snow can be removed in as short a time as possible
Air Carrier Operations	Air Carrier schedules will not be seriously disrupted

Consultation	FSS Operations personnel have been consulted to determine operational impact on existing operations.
Length of closure	Closure is kept to the minimum time possible

Aircraft Movement Surface Condition Reporting

Condition of some Aircraft Movement surfaces such as Aircraft Parking Apron, are not normally reported in NOTAM's. It is important, however, for snow removal staff to keep air carriers and other aircraft operators informed of any condition on these areas that may impact safety of operations. Contact may be made through maintenance staff directly advising air carrier operations personnel. Air Carriers have direct pilot to airport communications so informing air carrier operations personnel can ensure important information will be transmitted to pilots. Important information in addition to that contained in NOTAM's and AMSCR's includes:

- a) Presence and location of slippery conditions on taxiways and aprons;
- b) Depth and extent of snow on taxiways and aprons;
- c) Any hazardous conditions which may be confronted by aircraft or persons on aprons maintained by the airport operator;
- d) Estimated time when remedial action is expected to be completed.

Authorization for Reporting AMSCR/CRFI

The following site staff are authorized by the Managing Director to issue AMSCR/CRFI reports.

L. Pinette	L. Baker	D. Milner
F. Legace	K. Leung	K. Woodward
E. Ratuski		

Weather Forecasts

Advance weather forecasts and warnings shall be obtained from the Environment Canada website.

Notification by Nav Canada Flight Service Station

After scheduled hours, the FSS shall notify the Airport Technician on standby (see Telephone List) of the following conditions in advance of the anticipated change in weather and where possible 2 hours prior to such events:

- a) Any major change in weather condition.
- b) The onset of freezing rain.
- c) When snowfall accumulation reaches 2.5cm (1 inch).
- d) A significant change of surface conditions has taken place since the latest AMSCR report was issued.
- e) An arriving or departing aircraft reports conditions that differ substantially from the current AMSCR report.

8. Aircraft Deicing / Glycol Cleanup

Aircraft Deicing

Aircraft De-Icing or Anti-Icing chemical is a hazardous substance which must be handled with appropriate care. Where Air Carriers or other aircraft operators store or have de-icing material stored for them on an airport, they must demonstrate to the Airport Managing Director their procedures for storing, handling and containing the material meet applicable environmental standards. Operators must also provide a Glycol Management and Recovery Cleanup Plan to the Managing Director before the start of the winter season.

De-icing crews shall use only the amount of glycol necessary to clear critical flight control surfaces as detailed in the applicable Canadian Aviation Regulations.

When an aircraft that has remained overnight is to be de-iced at an operational stand, the aircraft shall be positioned back from the operational stand by a minimum of the length of the nose to the passenger door of the aircraft. Following completion of the de-icing procedure, the aircraft will be moved forward to the normal operational stand position to load the passengers and cargo. The aircraft must be positioned in such a way that passengers and aircraft service personnel and equipment do not have to cross the area where glycol is present. When de-icing conditions warrant, the aircraft will be positioned on the south edge of the main apron (see appendix D). If large amounts of glycol are dispersed, and it begins to pond at the de-icing pad, it must be captured, collected, stored in an adequate container and shipped to an approved facility for disposal. Air

carriers have responsibility for collecting and shipping of runoff containing glycol. Where glycol has to be disposed of at other airports, collection and disposal of the material is also the responsibility of the carriers.

Each aircraft operator de-icing aircraft at Kamloops Airport must report to the Managing Director, the total and type of de-icing chemical used monthly, within 15 days after the end of the month. The monthly report shall also contain any unusual or abnormal events involving de-icing during the month being reported (see Appendix B).

Glycol Cleanup

Upon request of the aircraft operator following the application of glycol, an Airport Technician may be dispatched to the area covered by chemical to restore the surface coefficient of friction to a safe level.

Prior to any use of the area by low-engined aircraft, the sand/chemical shall be cleared from the area to prevent the possibility of foreign object damage (FOD) to the aircraft engines. Cost of glycol cleanup shall be invoiced to the aircraft operator as described in this manual or in the Kamloops Airport Fees & Charges Guide.

9. Additional Services – Cost Recovery

There is no charge for normal winter operations as described in this manual. Where there is a request from a party for additional winter maintenance activities, the charge for providing that service is outlined below.

- Airport Technician (min 3 hours) - \$100 per hour / per person
- Airport Maintenance Equipment - \$150 per hour / per piece

10. Winter Operations Activation And Communications Plan

The Airport Technician shall make the decision whether or not to call in other personnel in anticipation of the forecast conditions, or to wait until conditions actually change as forecast.

During storm conditions, the air carriers, other operators and the FSS will be kept informed of the proposed sequence and progress of snow removal, and of any special situations such as application of Sand and Urea for ice control, and condition reports on facilities such as aprons. A variety of means will be used to communicate this information:

- Runway Surface Condition Reports delivered via facsimile
- Via two-way radio
- Via personal briefings to air carriers

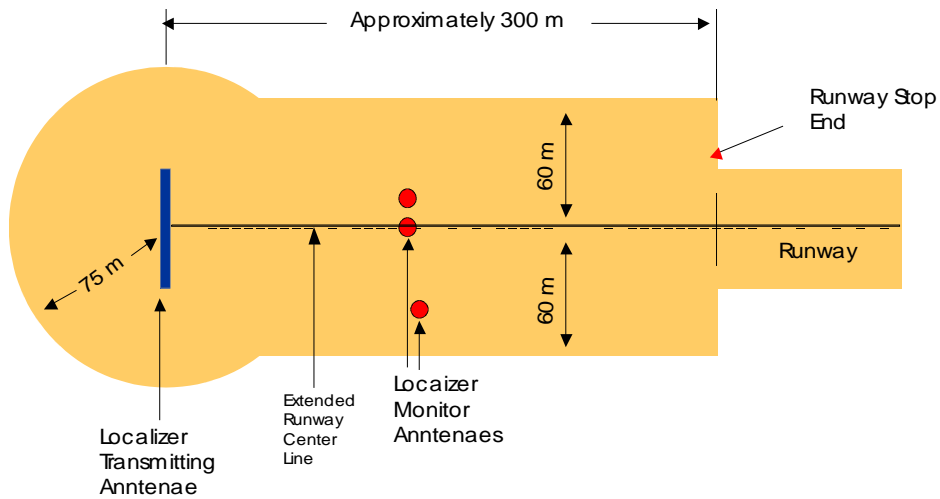
11. ILS Snow Clearing

The Localizer provides 'extended centerline' guidance to approaching aircraft through radio signals. These signals traveling down the runway area, can be distorted by 'sheer' cut snow banks or wind drifts. This will result in distortion of the radio signal as seen by an approaching aircraft.

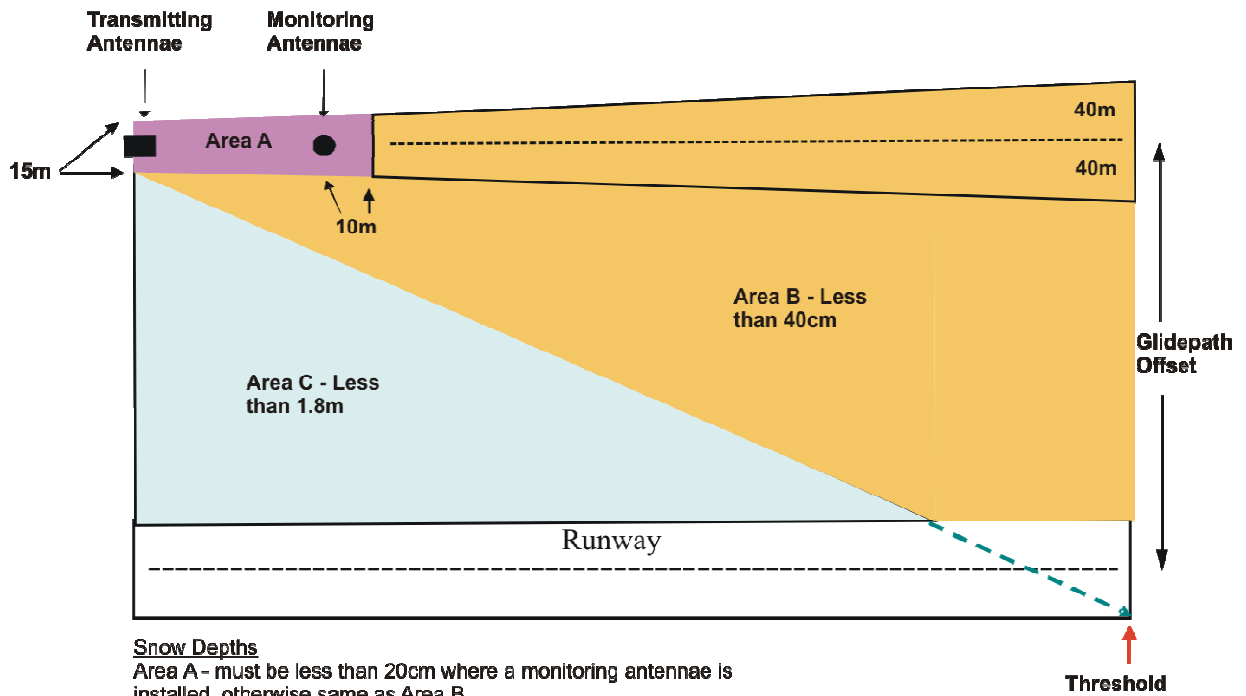
In consultation with the Nav Canada technical services, the acceptable snow depth for the Kamloops Localizer is 30 cm or 12 inches.

The clearing of snow around the ILS is critical to aircraft on approach before the limits are reached, otherwise the equipment must be turned OFF and announced by NOTAM.

Localizer Snow Clearing Areas



LOCALIZER



Revised September 2005 - Area B Depth

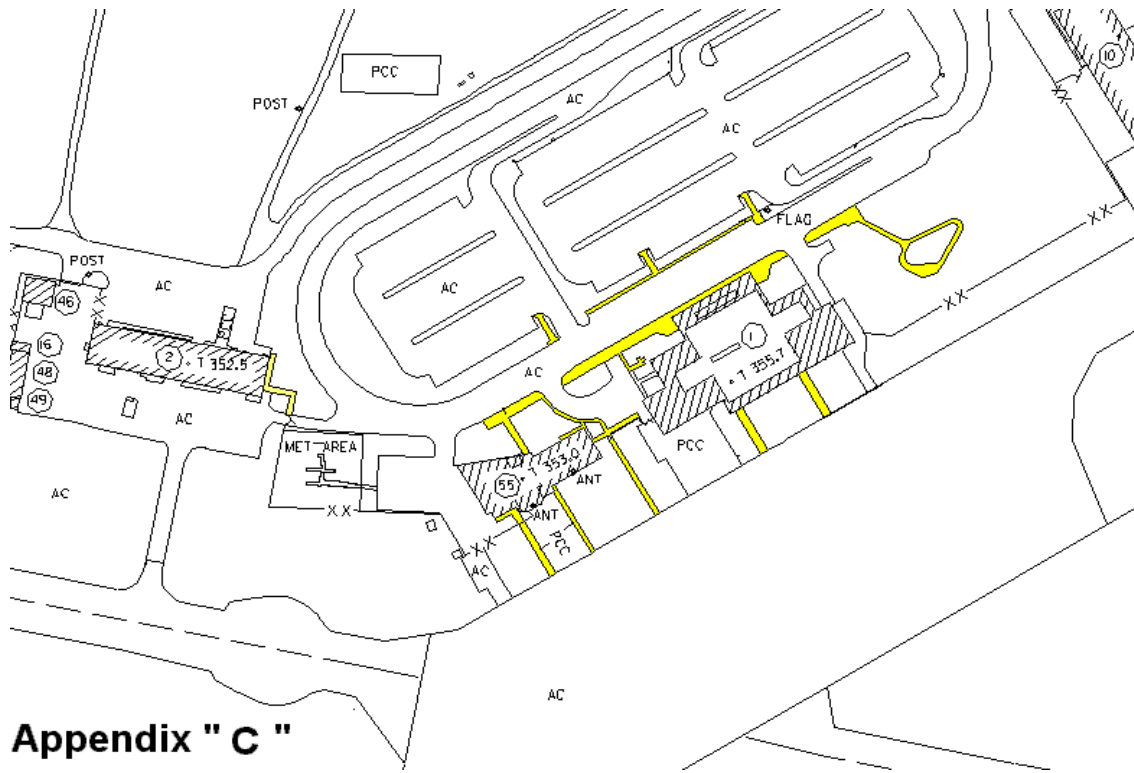
GLIDEPATH

APPENDIX A – Resources Available

List of Snow Removal Equipment

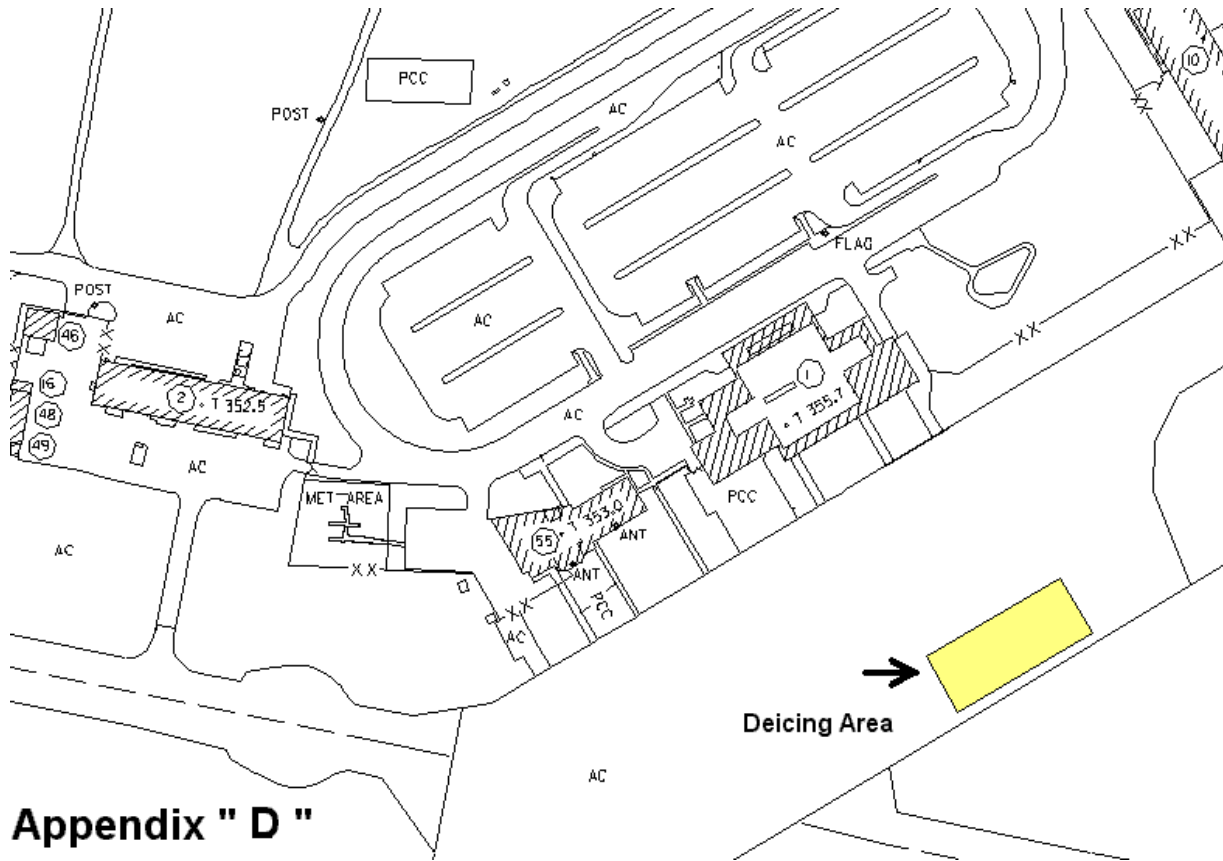
Quantity	Description
2	International Single Axle Dump Truck with 19 ft. plow
2	High speed runway sweeper
2	Ford Tractor
1	Urea spreader 3 tonne capacity
1	Sand spreader 1 tonne capacity for runway sand
1	Small John Deere Tractor with winter implements
1	4x4 GMC Pickup
1	One Ton GMC Truck (with plow and sander)
1	Case loader with snow bucket
1	Vohl snow blower
1	Ramphog blade
1	Ford ½ Ton

APPENDIX C – Terminal Services Responsibilities at ATB



Appendix " C "

APPENDIX D – De-Icing Area



Appendix " D "

APPENDIX E – Roles and Responsibilities

The Airport Managing Director approves the Winter Operations Manual and has overall priority-setting responsibility for all aspects of Winter Operations. The Managing Director shall approve all Winter Operations procedures, work plans, and delegate responsibility for issuing NOTAM's to the appropriate personnel.

The Manager, Airport Operations shall ensure shifts and callout procedures are established and made known to tenants and involved personnel in order to provide continuous availability of staff to deal with storm conditions.

The Airport Technician reports to the Managing Director. The Airport Technician performs surface inspections and provides information for NOTAM and AMSCR reports. The Airport Technician operates heavy equipment to remove snow and ice from paved surfaces, and applies de-icing compound or sand as required. In the interest of safety, the Airport Technician has been delegated authority by the Airport Managing Director to close the runway under certain conditions.

Nav Canada (FSS) will notify Kamloops Airport Ltd. (KAL) of known or observed conditions, which affect the safe operation of the airport.

Nav Canada (FIC) will provide Kamloops Airport Ltd. with weather forecasts upon request.

APPENDIX F – Specification for Runway Sand
 Sand No. 4 (Runway Sand)

Part 1 – General

- 1.1 Certification
- .1 Supplier shall supply a certificate attesting to the qualities and feature of the material as delivered.
 - .2 The certificate shall attest to meeting these specifications.

- 1.2 Deliveries
- .1 All deliveries to be accompanied by a certified weight certificate
 - .2 Delivers will be subject to inspection and approval by the Managing Director.
 - .3 All costs of materials rejected by the Managing Director will be the responsibility of the supplier.

Part 2 – Products

- 2.1 General Requirements
- .1 Material to consist of crushed angular mineral aggregate free from clay, cementation, organic material or other extraneous or non-friction material. Screened aggregate will only be accepted with approval of Managing Director.
 - .2 Material to have a physical and chemical structures which is unaffected by water.
 - .3 Material, as delivered, to have a maximum moisture content of 3% by weight.
 - .4 Material to have dark color, light color is not acceptable.

- 2.2 Hardness Requirement
- .1 Material not to be softer than 3 ½ or harder than 7 on the MOHS hardness scale.

MOHS Hardness Scale

Talc	1
Gypsum	2
Calcite	3
Dolomite	3 ½ - 4
Flourite	5
Apatite	5
Orthoiasse	6
Quartz	7
Topaz	8
Corundum	9
Diamond	10

- .2 Material derived from crushed limestone will usually meet these hardness limits.

2.3 Size Requirements

Sieve No.	Sieve	% Passing
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US Standard	<u>Opening (mm)</u>	By Weight
No. 4	4.75	100
No. 8	2.38	30 – 50
No. 16	1.16	0 – 20
No. 50	.30	0 – 2

APPENDIX G – Kamloops Airport AMSCR Form

(see next page)

**Kamloops Airport - Aircraft Movement Surface Condition Report
Canadian Runway Friction Index (CRFI)**

Airport	YKA – Kamloops, BC				Year		Month		Day		Report #							
Surface Condition Data																		
Surface	Portion	Width	Bare & Dry	Bare & Wet	Loose Snow		Compact Snow		Snow Drifts		Slush Wet Snow		Frost	Ice Patch	Ice Control Material Applied			Remarks
		Feet	%	%	%	In.	%	In.	%	In.	%	In.	%	%	Sand	Chem	Time	
08/26 150	Cleared																	
	Remaining																	
04/22 50	Cleared																	
	Remaining																	
Taxiway/Apron Information for Local Distribution Only																		
Apron 300	Cleared																	
	Remaining																	
Twy A 75	Cleared																	
	Remaining																	
Twy B 75	Cleared																	
	Remaining																	
Twy C 75	Cleared																	
	Remaining																	
Twy D 40	Cleared																	
	Remaining																	
Twy E 75	Cleared																	
	Remaining																	
Twy F 40	Cleared																	
	Remaining																	
Twy G 75	Cleared																	
	Remaining																	
Remarks																		
1																		
2																		
3																		
4																		
5																		
6																		
7																		
8																		
9																		
Runway Surface Stable					As required					Work In Progress								
Runway Surface Improving					Next RSC		Mins			Plowing & Sweeping				Sanding				
Runway Surface Deteriorating					Next RSC		Mins			Chemical				Other				
Average CRFI								Voice Report To:										
Runway	Ambient Temp (°C)	Total Runway Average	Time Zulu	Time Local					V.2010-01									
				Name														
				Signature														

