

**B.C. MINISTRY OF TRANSPORTATION**

**SA17 – Local Area Specification #2**

**SMALL AIRPORT WINTER MAINTENANCE**

**1. OBJECTIVE**

To ensure the Anahim Lake airport is kept open and safe for small airport users.

**2. GENERAL PERFORMANCE SPECIFICATIONS**

**2.1 Routine Maintenance Services**

All regular winter maintenance is Routine.

**2.2 Additional Maintenance Services**

All emergency winter maintenance will be compensated on the basis of Direct Plus rates.

**3. DETAILED PERFORMANCE SPECIFICATIONS**

**3.1 Routine Maintenance Services**

The Contractor must:

- a) maintain small airports in accordance with B.C. Community Airports Manual, Transport Canada's Aeronautical Information Publication (AIP) and Transport Canada's Civil Aviation Publication (TP3680); in the case of conflict or discrepancy between this Local Area Specification and these publications, then the more stringent specification will apply; the Province reserves the right to make the final determination regarding any unresolved conflict or discrepancy;
- b) install and remove edge markers used to outline the limits of the runway, taxiway and apron, as follows:
  - i) at each corner of the runway;
  - ii) along the sides of the runway at each runway light or at 60 metre intervals if lights do not exist for the particular small airport; and
  - iii) at 60 metre intervals along taxiways and aprons or just outside each light on the graded area;

- c) plow and remove loose snow, ice and slush to ensure that runways, taxiways, aprons, a 60 m length of pre-threshold on each end of the runways and an 8 m wide graded area are cleared well back from the strip where terrain permits;
- d) deposit plowed snow, ice and slush at a minimum of 8 m beyond the edge of the runway, taxiway, apron, and pre-threshold, where terrain does not permit performance in accordance with c) above;
- e) plow and remove all loose snow, ice and slush to expose pavement surfaces and remove compacted snow and ice from the paved runways, taxiways, aprons, parking areas and other paved areas;
- f) remove all drifts and any other piles or windrows of snow, ice, and slush from the runway, taxiway, apron, pre-threshold, and the graded area to locations outside of boundaries approved in writing by the Province or the airport operator;
- g) ensure that there are no lumps of snow, ice, slush and/or sand or ruts left on the runway or other surface that would affect the safe operation of an aircraft while landing, taxiing, or taking off;
- h) remove snow, ice and slush from and around all lights and other visual navigation aids including but not limited to approach lights, RILS and VASIS;
- i) apply urea on paved runways as required to provide good friction characteristics and low rolling resistance for aircrafts, covering a minimum width of 20 metres along any unsafe length of the runway, and of varying widths, acceptable to the airport operator, along the taxiway and apron;
- j) not leave a windrow or build-up of snow, ice or slush or any ruts on the runway, taxiway, apron or other surface remain that would affect the safe operation of an aircraft while landing, taxiing or taking off;
- k) obtain and be familiar with the airline schedules, as may be amended or replaced from time to time, for those airlines serving the airport;
- l) equip all vehicles that operate on runways with appropriate warning lighting and signals to serve as a visual warning to pilots and at least one vehicle operating in the area will be equipped with a radio turned to the published airport frequency;

- m) repair any damaged property caused by the Contractor's operations, including, without limitation, aircraft or other private property, runways, taxiways, aprons, graded areas, pre-thresholds, parking areas, runway markers, any other lights and visual navigation aids and other areas and facilities as required for the operation of a small airport; and
- n) obtain all necessary insurance endorsements to cover liability for bodily injury or property damage during small airport winter maintenance operations.

### **3.1.1 Performance Time Frames**

The Contractor must perform the services within the following timeframes:

- a) install edge markers in the fall of each year;
- b) remove the edge markers in the spring of each year when additional winter maintenance is no longer anticipated;
- c) perform winter maintenance to ensure the safe arrival and departure of the scheduled commercial flights in accordance with the airline schedules and as those schedules and the actual times of arrival and departure may be adjusted, amended or replaced from time to time;
- d) perform winter maintenance in the following order of priority, except when resources allow performance in all areas simultaneously, unless otherwise directed by or approved by the Province or the airport operator:
  - i) runway(s) in use;
  - ii) taxiways serving runway(s) in use;
  - iii) apron(s);
  - iv) holding bay(s);
  - v) approach lights, RILS and VASIS;
  - vi) any emergency area;
  - vii) all other areas including but not limited to aircraft tie-down areas, taxiways, other roads and parking areas;
- e) complete the after-storm clean-up to restore all areas to full operational condition within 2 days following the last measurable snowfall;

- f) cooperate with the Province, airport operator, medical doctors, paramedics, police authorities, other agencies and pilots of medevac flights and other emergency flights.

### **3.2 Additional Maintenance Services**

The Contractor must perform emergency winter maintenance when the Contractor is notified of the expected arrival or departure of a medevac flight or other emergency flight and the Province, airport operator, medical doctors, paramedics, police authorities, other agencies or pilots of medevac flights or other emergency flights have determined that emergency winter maintenance is required.

#### **3.2.1 Performance Time Frames**

The Contractor must perform emergency winter maintenance in a timeframe to ensure the safe arrival and departure of all medevac flights or other emergency flights.

### **3.3 Materials**

The Contractor must:

- a) use urea only on paved runways, taxiways and aprons, in accordance with the specifications described in "Urea Specifications" in Appendix "A" of the Airport Winter Surface Maintenance Manual - TP 659 or as otherwise approved in writing by the Province and the airport operator;
- b) not use Winter Abrasives; but the Contractor may use fine untreated sand in extraordinary circumstances such as after periods of prolonged freezing rain if it is required to facilitate braking action;
- c) not use salt, calcium chloride or any other chloride or other corrosive De-Icing Chemicals;
- d) for all other materials used, refer to Section B of the Introduction.

## **4. WARRANTY**

Not applicable to this Local Area Specification.

Maintenance Standard  
Small Airport Winter Maintenance

FIGURE 1

