



3670 Airport Loop · Salisbury, NC 28147
Phone 704-216-7749 · Fax: 704-216-7977

Inclement Weather Procedures

A. DEFINITIONS

Inclement weather: Any severe or harsh weather condition that makes it unsafe or impractical to travel, commute, or work outdoors.

Notice to Airman (NOTAM): A written notification issued to pilots before a flight, advising them of circumstances relating to the state of flying.

Runway Condition Assessment Matrix (RCAM): FAA process used by airport operators to perform assessments of runway conditions and by pilots to interpret reported runway conditions.

State of Emergency: Executive order issued by the Governor of North Carolina when he/she believes a disaster has occurred or may be imminent that is severe enough to require State aid to supplement local resources in preventing or alleviating damages, loss, hardship or suffering.

B. EQUIPMENT

The airports large equipment consists of a tractor with an attachment plow/rubber blade. Additional equipment includes a snowblower.

C. ADVERSE WEATHER POLICY

The Airport Director is responsible for determining when snow removal operations shall begin. This is based on available resources, electrical power status at the airport, forecasted weather reports and any North Carolina State of Emergency or NCDOT DOA guidance. The County requires an effort be made to protect personnel from injury and to minimize damage to property.

Occasionally the County Adverse Weather Policy goes into effect. When such conditions occur, the following procedures apply:

1. Any delay or closing will be posted on the County website.
2. Effort will be made to open the FBO building as soon as practical with at least one employee present to control and protect the facility as well as provide telephone communications and essential services.

C. WINTER OPERATIONS

The RCAM will be used to assess paved runway surfaces, report contaminants present, and through the assistance of the Federal NOTAM System, determine the numerical Runway Condition. Pilot braking action reports will continue to be solicited and will be used in assessing braking performance.

1. Braking action reports are described as Good, Good to Medium, Medium, Medium to Poor, or NIL.

a) No federally obligated airport can report a NIL braking action condition. NIL conditions on any surface require closure of that surface.

2. The Airport Operator will issue NOTAMs providing the surface conditions of the runway, taxiway and/or ramp areas.

(a) The pilot in command of the aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft. It is the pilot's decision to engage in flight operations based on his/her evaluation of conditions.

(b) If conditions reach a point of being unsafe to aircraft the airfield will be closed.

The runway pavement is in excellent condition and is also crowned and grooved. The standard procedure for general aviation airports within our region who only occasionally receive winter precipitation is to allow for the sun to melt snow/ice from the runway and other paved surfaces.

1. In order to avoid damage and limit deterioration the paved surfaces of the airport will not be scrapped. The blade is not intended for use on, or effective for, the removal of ice.
2. Once snow accumulation reaches a point where the top inches can be removed efforts will be made in order to do so in attempt to expedite the melting process.
3. The airport operator does not have the ability to utilize chemicals to pre-treat the runway prior to an event or to melt accumulated ice.