CYEG

Winter Operations Program

2024/2025

YEG EDMONTON INTERNATIONAL AIRPORT

YEG AIRSIDE WINTER OPERATIONS PROGRAM
DISTRIBUTION/REVISION LIST

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STARS and Alberta Health Services (AHS)	Managers, Delegates	
Ramp Safety Committee Partners	Chair, Ramp Safety Committee	
All external stakeholders	Website: flyeia.com/winterops	

Revisions:

Revision Number	Modifications	Date	Initials
11/00	Major revision to contents	2000/11/01	JKR
12/02	Minor Revisions	2002/08/15	MM
08/03	Minor Revisions	2003/08/15	KM
09/04	Minor Revisions	2004/09/28	KM
09/05	Revision to Manual to incorporate changes to resources, communication protocols, and severe weather	2005/09/28	SM
09/06	Revision to Manual for 2006 changes to priority areas.	2006/09/25	SM
09/07	Revision to Manual to incorporate changes to resources, equipment, and priority areas.	2007/09/10	DE
19/08	Revision to Manual to incorporate changes to resources, equipment and schedules.	2008/08/19	DE
17/08	Revision to Manual to incorporate changes to resources, equipment and schedules. Incorporation of Transport Canada's Proposed Amendment (NPA 2001-258)	2008/08/17	DE
18/09	Revisions to Manual to incorporate changes to resources, schedules and inspections.	2010/09/01	DE
01/11	Revisions to Manual to incorporate changes to resources, schedules and inspections.	2011/09/01	DE
10/12	Revisions to Manual to incorporate changes to resources, schedules and inspections.	2012/09/10	DE
02/13	Revisions to Manual to incorporate changes to resources, schedules and inspections.	2013/09/02	DE
02/14	Revisions to Manual to incorporate changes to resources, schedules and inspections.	2014/09/02	DE
02/15	Revisions to Manual to incorporate changes to resources, schedules and inspections	2015/09/02	DE
02/16	Revisions to Manual to incorporate changes to resources, schedules and inspections	2016/09/02	DE
02/17	Revisions to Manual to incorporate changes to resources, schedules and inspections	2017/09/14	DE
02/18	Revisions to Manual to incorporate changes to resources, schedules and inspections	2018/09/17	DE
02/19	Revisions to Manual to incorporate changes to resources, schedules and inspections	2019/09/06	DE
02/20	Revisions to Manual to incorporate changes to resources, schedules and inspections	2020/09/04	DE
02/21	Revisions to Manual to incorporate changes to resources, schedules and inspections. Addition of Global Reporting Format (GRF)	2021/09/03	DK
02/22	Revisions to Manual to incorporate changes to resources, schedules and inspections	2022/09/13	DK
02/23	Revisions to Manual to incorporate changes to resources, schedules, and inspections	2023/09/10	DE
02/24	Revisions to Manual to incorporate changes to resources, schedules, and inspections	2024/09/06	DE

1 GENERAL INFORMATION

1.1 Introduction

Airside Operations at Edmonton International Airport (YEG) maintain and monitor all runways, taxiways, aprons and airside roads to ensure safe and continuous operation of the airport during winter conditions. Operations include snow removal and ice control on all airside surfaces and surface condition reporting.

The effective management of snow and ice requires clear communication protocols to ensure all airside partners and operational personnel understand existing, changing conditions and potential impacts to business. The Integrated Operations Center (IOC) is the central point of contact for daily operational issues. Airside Operations will communicate through the airport IOC for all winter operations and directly with NAV Canada for access to the airfield.

It is integral that airside partners cooperate with Airside Operations by ensuring work areas are clear of equipment to expedite snow removal. Effective communication lines between airside partners and the IOC Coordinator will make snow and ice management a much more efficient and effective process.

1.2 Regulations / Standards

The following standards and procedures are used, in conjunction with historic experience in the development of these procedures:

- TP312: Aerodrome Standards and Recommended Practices.
- Advisory Circular 302-013 Airport Winter Maintenance and Planning
- Advisory Circular 300-019 Global Reporting Format (GRF) for Runway Surface Conditions

1.3 Contacts

Title	Phone	Cell
Vice President, Infrastructure, Facilities & Airside Operations	780-890-4885	587-335-9625
Director, Aerodrome Operations, Safety & Compliance	780-890-8479	780-934-6889
Manager, Airside Operations	780-890-8586	780-908-6894
Director, Security, Terminal & Airline Operations	780-890-8292	780-995-1906
Field Maintenance Foreman	780-890-8340	Phone fwd. to Cell
Manager, Safety and Airfield Compliance	780-890-8068	780-499-8789
Integrated Operations Control Center - IOCC	780-890-8327	Phone fwd. to Cell

2 RESPONSIBILITIES

2.1 Field Maintenance

Field Maintenance is responsible for ensuring the safe and continuous operation of airside activities during the winter season. This includes the regular monitoring and reporting of runway, taxiway and apron conditions, snow removal and ice control. The Manager, Airside Operations has responsibility for winter operations; however, the Field Maintenance Foremen direct the daily activities.

2.2 Airlines and Ground Handlers

Airlines and Ground Handlers are responsible for the preparation of their work areas prior to snow or ice conditions becoming prevalent. Airlines and Ground Handlers must ensure they are aware of current and forcasted conditions and ensure they maintain their work areas in such a manner to expedite snow and ice control by Field Maintenance. Airlines and Ground Handlers must also maintain a clear line of communication with the IOC.

Airlines and Ground Handlers are also responsible for regularly inspecting all airside areas utilized by airline passengers to ensure safety during the loading or unloading of aircraft. When necessary, airline and ground handler personnel should apply sand or chemical materials to the pedestrian walkways, approved and supplied by Edmonton Airports and further described in **(Appendix C).**
Draining water from aircraft onto airside substrates is **not** permitted.

2.3 Airside Safety

The Airside Operations, Safety & Compliance team is responsible for airside safety related programs. Communcation, revision and direction on these programs is conducted with stakeholder collaboration.

2.4 Airport Integrated Operations Center (IOC)

The Airport Integrated Operations Center is the main point of contact for all operational requirements. Airlines and partners are to contact the Airport Operations Control Center (AOCC) for up-to-date information and/or conditions. Field Maintenance will update the Integrated Operations Center at the beginning of every shift change or as conditions change. For any safety concern or hazard reporting, the IOC will work with the Safety Department and applicable partners to complete an Occurrence Report. The information will then be entered into YEG's Safety Management System (SMS) for follow up so the appropriate corrective actions can be taken to prevent future occurrences.

2.5 Emergency Response Services

During the April to November time frame, Emergency Response Services are responsible for completing visual runway checks when Field Maintenance Staff are not on duty.

2.6 Environmental Department

The Environmental Department of Edmonton Airports is responsible for ensuring that all airport operations meet existing environmental standards and regulations. The use of all chemicals and dangerous goods falls under their control, including the approved sand and chemicals used on airside surfaces and for the removal of glycol.

3 RESOURCES

3.1 Equipment

The mobile fleet at Edmonton Airports consists of a wide variety of equipment to meet our winter operational needs. Under normal operation, 13 runway sweepers, 4 ramp hogs, 3 large capacity snow blowers and 2 high-capacity chemical sprayers will be utilized in addition to several other condition-specific units. Edmonton Airports continues to evaluate new technology and snow removal methodology to improve our service levels in all areas.

A detailed list of equipment is available from the Director, Aerodrome Operations, Safety & Compliance.

3.2 Personnel

During the winter season, from November to April, the full-time field operations staff is supplemented by the hiring of seasonal operators/laborers. Staff is divided into crews set up on 24/7 rotation consisting of a Foreman, Lead Hand, Operators and Labourers. Additional staff may be called in to assist when conditions warrant.

Resources will be allocated into specific working crews per shift, the breakout is as follows:

- Runway's / Taxiway's
- Apron I
- Apron II, III, IV, VI, VII and VIII
- Groundside

Crew staffing levels will be dictated, altered and adjusted by weather requirements.

In severe weather, additional resources will be called upon from Airside Operations Group and possibly other parts of the organization.

3.2.1 Schedules

Snow Removal Crew:
Beginning November 14, 2024, until April 16, 2025. Operators are on site 24 hours per day, 7 days per week. Dates may be adjusted to meet operational requirements.

3.3 Ice Control Agents

The chemicals utilized for ice control on airside surfaces are Potassium Acetate; an anti-ice agent, and Sodium Formate; a de-icing agent. All de-icing and anti-icing chemicals in use have been approved by Transport Canada and Edmonton Airports Director, Aerodrome Operations, Safety & Compliance. **No salt** can be used on any airside surface since it is a potential hazard to aircraft.

FOD (Foreign Object Debris) check is required for all partners entering any airside substrate. The vehicle operator is required to inspect for ice/snow, mud or any other weather-related material and remove prior to entering airside substrates.

Product lockers containing Sodium Formate for use on aprons are placed at various locations around the airport and tenant buildings to ensure easy use, when required**. (Appendix C.)**

3.4 Airside Sand

To prevent damage to aircraft, all airside sand used by Edmonton Airports on airside is required to meet Transport Canada specifications.

Product lockers containing airside sand for use on walkways and sidewalks are placed at various locations around the airport and tenant buildings to ensure easy use, when required. **(Appendix C)**

4 SNOW REMOVAL PROCEDURES

Snow removal must be carried out in a manner that will maintain the continuous and safe operation of the airport. It should not interfere with normal airport operations unless approved by the Manager, Airside Operations or the Field Maintenance Foreman. Removal will begin as soon as conditions warrant and continue, uninterrupted, throughout the snowfall. The use of all equipment by Edmonton Airports staff and Contractors must follow Standard Operating Guidelines for safety.
2024/25 Winter Operational season will continue the operations with our De-Icing service provider, AeroMag.
Protocols and Procedures can be reviewed in **(Appendix E).**

4.1 Priorities

Priorities are determined to ensure the continuous and safe operation of the airport and meet Transport Canada's Airport Regulation requirements for safe operations at the airport. Priority areas are outlined on the drawing:
Airside Snow Removal and Ice Control Priority Areas **(Appendix A).**

Priority I: The following areas are cleared on a continuous basis throughout the snowfall to maintain the operational capability of the airport:

- Active Runway (Generally Runway 12-30) Length 10,200′ Width 200′.
- During a snow event the primary runway will be maintained, when able at 160′ width.
- Sufficient area on Apron I to accommodate aircraft, cargo and related activities using the active runway, including de-icing pads, lead in lines and working areas around bridges.
- Taxiway Bravo.
- Taxiway's Tango, Whiskey, Yankee, Kilo
- Taxiways accessing Apron I from the active runway. If Runway 12-30 is active, taxiways A, A1 and A4 are cleared first, followed by A2, A3 and Q.
- Access Road from Firehall.
- Apron II & Sierra, Apron VII.
- De-icing pads DF1, DF2, DF3.
- Bridges where a unit load device is being used, as determined by gate plot.

Priority II: Other operational areas on the airside are to be cleared throughout a snowfall, after Priority I areas have been cleared and accumulations are within tolerable levels. This is to ensure that airport operations may switch to the alternate runway, should conditions warrant.

- Alternate Runway (Generally Runway 02-20) Length 11,000′ Width 200′.
- During a snow event, runway will be maintained when able at 160′ width.
- Taxiways associated with alternate runway. If the alternate runway is Runway 02-20, taxiways B, B1 and B4 are cleared first, followed by B2, B3, N, T, U and S.
- Sufficient area on Apron I to accommodate aircraft and cargo using alternate runway, if different than above.

- Access road to cargo facilities, as required.

Priority III: The remainder of airside areas are to be cleared after the snowfall:

- Remaining Apron areas, as required.
- Remaining Airside Access Roads.
- Security Fence Perimeter Road.
- Edge lights, PAPIs, RILs and Runway End Identification lighting, as required.
- Pre-threshold areas, as required.
- Glide Path Sites, as required.
- Tenant Areas, as contracted.

Priorities may be altered, if conditions warrant, by the Director, Aerodrome Operations, Safety & Compliance or the Manager, Airside Operations. The Field Maintenance Foreman may make decisions related to immediate operations. As mentioned, the Priority I Runway is generally Runway 12-30; however, Runway 02-20 and associated taxiways, may be used if conditions such as prevailing winds warrant.

Snow is also removed from several service routes and areas used by Edmonton Airports staff, but not by the public. These areas are cleared on request and include:

- Airside access routes to Edmonton Airports storage sites.
- Baggage Inspection Facility.
- Navigational and guidance installation areas.

4.2 Allowable Accumulations

Generally, snow removal on the active Priority I runway begins when snow begins to accumulate. Clearing begins on the alternate Priority II runway when clearing of the Priority I areas are complete, regardless of snowfall. Priority III areas are cleared after the snowfall unless immediate access is required (as determined by the Field Maintenance Foreman).

4.3 Runway

Whenever possible, runways are cleared to a bare and dry surface for their full width. The Priority I runway is cleared to support the operational requirements of the aircraft movements throughout the storm, before all other surfaces. The Priority II runway is also cleared throughout the snowstorm, after all Priority I areas have been cleared. If at any time the cleared width falls below full width, Field Maintenance advises the Control Tower. If possible, clearing takes place in a manner that allows for the continuous operation of the runway during snow removal.

If, in the opinion of the Field Maintenance Foreman, efficiencies could be gained by the closure of a runway, the following actions take place.

1. The Field Maintenance Foreman may close a runway by advising the IOC Coordinator, then contacting the Control Tower.
2. The tower will comply with the request unless precluded by extenuating operational considerations.

3. The closure may be in effect for a maximum of 59 minutes. If a longer duration is required a NOTAM will be requested.
4. The runway surface will be swept during the 59 minutes; turnoffs will be addressed after the closure is completed. While turnoffs are being swept, NAV Canada will have the runway and may request the field crew to move off the area.
5. The closure will be advertised by voice advisory (ATIS) issued by the tower personnel.
6. Tower personnel will confirm the re-opening of the runway with the Field Maintenance Foreman.
7. The Field Maintenance Foreman will advise the IOC Coordinator of the closure of a runway and its subsequent re-opening. The IOC Coordinator will advise the airlines, ground handlers and SOCC's.

4.4 Apron

The preparation of a safe operating environment on the apron areas is the responsibility of Edmonton Airports. The safe conduct of airline operations, including the safety of passengers, is the responsibility of the airlines. Snow is removed from the Apron area in a manner that reflects the amount of accumulation. If light snow conditions exist (less than 5 cm), the snow is swept off the area. If greater accumulations are present or if a windrow begins to develop, large apron areas are cleared using appropriate equipment. Smaller equipment is used to clear areas around the bridges and walkways.
The work area around bridges and airline parking areas, de-icing pads, apron entrances/exits, lead-in lines and commuter aircraft areas are to be cleared first, followed by the other main aircraft manoeuvring areas. De-icing pads should be cleared before de-icing begins. As required, these areas will be inspected numerous times, daily by Airside Operations.

Removal of snow in close proximity to the terminal building requires close co-ordination between the snow removal crew and the airlines and ground handlers. In order to remove snow in these areas, they are required to be clear of parked aircraft and equipment. Field Maintenance will monitor the weather reports and if snow is predicted, the Field Foreman will contact the Integrated Operations Center. The IOC will advise the airline and ground handlers to move their equipment where applicable. This will expedite Field Maintenance's ability to react during snow events.

During normal operations when snow is falling, the Field Maintenance Foreman will co-ordinate the removal and return of this equipment with the appropriate airline or ground handling personnel. It is essential that the Field Maintenance Foreman have the complete co-operation of all airline and ground handling management and staff if this work is to be completed in a timely manner. Occasionally the operators will also require assistance in this regard, particularly when the situation is dynamic and difficult to plan in advance.

4.5 Edge Lights, Glide Path Areas & Pre-Threshold Areas

These areas are cleared to Transport Canada Standards to provide for safe winter operations at the airport.

4.6 Visual Aids

Snow is removed from these areas when it provides an obstacle to a correct approach slope reading. Removal is usually done during clean-up operations.

4.7 Windrows

On manoeuvring surfaces, windrows may be permitted up to a maximum of 30 cm during snow events. All efforts will be made to limit the time frame windrows will be present on manoeuvring surfaces. Windrows may be permitted on airside roads, at the discretion of the Manager Airside Operations or the Field Maintenance Foreman.

ICE CONTROL

It is preferable to control the formation of ice rather than try to remove ice that has already formed. To do this, careful monitoring of weather and runway conditions is required. Once ice has formed, it is vital that it is removed as quickly as possible. There are two forms of ice control used at YEG: chemical ice control and sanding.

4.8 Chemical Ice Control

The chemicals used for runway ice control are Potassium Acetate and Sodium Formate. To prevent the build-up of ice, Potassium Acetate is spread on surfaces before ice forms. If ice has already formed, Sodium Formate is used to soften the ice so it can be removed by either plows or sweepers. The effectiveness of these chemicals depends on temperature and wind conditions. Their application is at the discretion of the Field Maintenance Foreman. Since these chemical substances may impact the environment, Edmonton Airports conducts ground water monitoring in the spring to ensure that run-off meets environmental standards. Edmonton Airports has eliminated the use of urea for runway de-icing.

4.8.1 Severe Weather

During normal operations the above process is reasonable, however during an ice storm where freezing rain is continuous, the application of chemical becomes futile. During such events, chemical application may be suspended until conditions improve and chemical application can once again be effective. If chemical application is suspended the IOC will be informed, who will in turn inform the airlines, NAV Canada and the ground handlers. Runway sand will continue to be applied during severe weather to all Priority 1 surfaces during this time. Conditions will be monitored and communicated to NAV Canada and the IOC. The AOCC will inform the airlines and ground handlers.

4.9 Airside Sanding

Sand can be used to improve braking and traction when temperatures fall below -18 C and de-icing chemicals become ineffective. The sand/ice will be removed as quickly as possible using a plow truck and sweeper. Sanding is used on airside road surfaces at the discretion of the Field Maintenance Foreman. When sand is used on any aircraft manoeuvring surface, the Field Maintenance Foreman provides notification to the Control Tower and other users.

To prevent damage to aircraft, the type of sand used on all aircraft manoeuvring surfaces is strictly controlled. All sand conforms to Transport Canada specifications and there is no salt mixed with the sand. All airside sand is stored separately from sand used on groundside and equipment used for the spreading of sand on groundside is not permitted to be used to spread sand on airside.

4.10 Passenger Walkways

Passenger walkways are swept by Edmonton Airports. When required, sand is also applied to these areas. Airline personnel should regularly inspect all airside areas utilized by airline passengers to ensure safety during the loading or unloading of aircraft. When necessary, airline personnel should apply sand or chemical to the pedestrian walkways using the materials supplied by Edmonton Airports. Both sand and Sodium Formate are provided in containers located in various positions around the bridges and walkways. **(Appendix C)**

5 SURFACE CONDITION REPORTING

5.1 Runway Surface Condition Reports

During the winter months, Surface Condition Reports are issued and updated as follows: During normal operating conditions with little to no precipitation, surface condition reports will be conducted every four hours. During precipitation (snow or ice) conditions, surface condition reports will be conducted every hour (or as frequently as needed).

The Condition Reporting system automatically submits a report directly to the stakeholders **(Appendix B).** One copy will be automatically submitted to the IOC. An advisory of runway conditions is provided to the Control Tower after every runway check or change in runway conditions via TRACR NG - GRF. Transport Canada Advisory Circular 300-019, Global Reporting Format (GRF) for Runway Surface Conditions has been implemented as of August 12th, 2021. This consists of reporting the Runway Surface Condition in thirds using a Runway Condition Assessment Matrix (RCAM). The RCAM allows the Field Foreman to assess the conditions and assign a Runway Condition Code (RWYCC) from 1-6 for each third of Runways 12/30 and 02/20. This information will then be issued by NOTAM and updated accordingly. Transport Canada, NAV Canada and Edmonton Airports are well versed and aligned on the Global Reporting Format (GRF).

5.2 Visual Inspections

Visual inspections of the runway and apron surfaces are done in conjunction with regular airfield inspections. These inspections are done at the beginning and end of each shift, normally at approx. 06:00 & 13:00 and 18:00 & 01:00. Weather dependent, additional inspections will be made. During adverse weather conditions, Runway / Canadian Runway Friction Index (CRFI) Reports will be completed hourly. Any abnormalities are reported to the Control Tower and rectified as quickly as possible. An extensive Airside Inspection will be conducted and documented once per day by Airside Operations in conjunction with the Global Reporting Format (GRF).

5.3 Friction Testing

Friction testing is done on a runway, and the Canadian Runway Friction Index (CRFI) is included in the Surface Condition Report, which will identify if the runway surface has any patches of:

- ice
- compacted snow
- slush/ice combination
- loose snow (less than 2.5 cm)
- chemical on ice.

Testing is not done if the runway surface is wet and has no indication of ice build-ups, or has loose snow exceeding 2.5 cm.

Airside Operations / Field Maintenance have two vehicles equipped with the friction testing technology. One primary unit and one back up unit.

6 COMMUNICATION

The Airport Integrated Operations Center is the main point of contact for day-to-day airport operations. *All communications regarding airport conditions, parking and gate assignments, and other related issues must be relayed through the IOC.*

The Field Maintenance Foreman is responsible for the completion and distribution of Surface Condition Reports and for the co-ordination of snow removal and ice control activities. When snow removal is necessary, the Field Maintenance Foreman contacts the Control Tower to determine which runway is active, given the weather and wind conditions. In conjunction with the Control Tower, the Field Maintenance Foreman determines an appropriate action plan for snow removal/ice control to ensure the safe, continuous operation of the airport during the winter season.

When and where applicable, the Field Maintenance Foreman will advise the IOC of specific activities on the field to ensure the communication link between the IOC and our partners.

Where applicable, the Field Maintenance Foreman will provide the IOC with a surface condition report for all airside and groundside surfaces. The airside surfaces to be reported on are runways, taxiways, aprons and airside roadways. The groundside surfaces to be reported on are all groundside roadways, parking facilities and sidewalks.

6.1 Severe Weather Conditions

During severe weather conditions such as ice, large accumulations of snow over prolonged periods, fog or any other weather conditions that significantly impacts airport operations, additional communications may be implemented.

Edmonton Airports will review the need for the Emergency Operations Center (EOC) to open as a severe weather coordination centre. The Director, Aerodrome Operations, Safety & Compliance in conjunction with the VP, Infrastructure, Facilities & Airside Operations will make this decision. If this occurs, representatives from each airline, ground handler, and NAV Canada would be invited to participate in the EOC. Regardless of who participates in the EOC, all airside operations would be coordinated out of the EOC for the duration of the severe weather event or until deemed no longer necessary.

Appendix A
Snow Removal Priorities

SECURITY FENCE

PRIORITY NUMBER 1
ACTIVE RUNWAY, APRON 1 AND FIREHALL

PRIORITY NUMBER 2
RUNWAY IS PRIORITY 1 IF ACTIVE RUNWAY,
PRIORITY 2 IF ALTERNATE RUNWAY

PRIORITY NUMBER 3

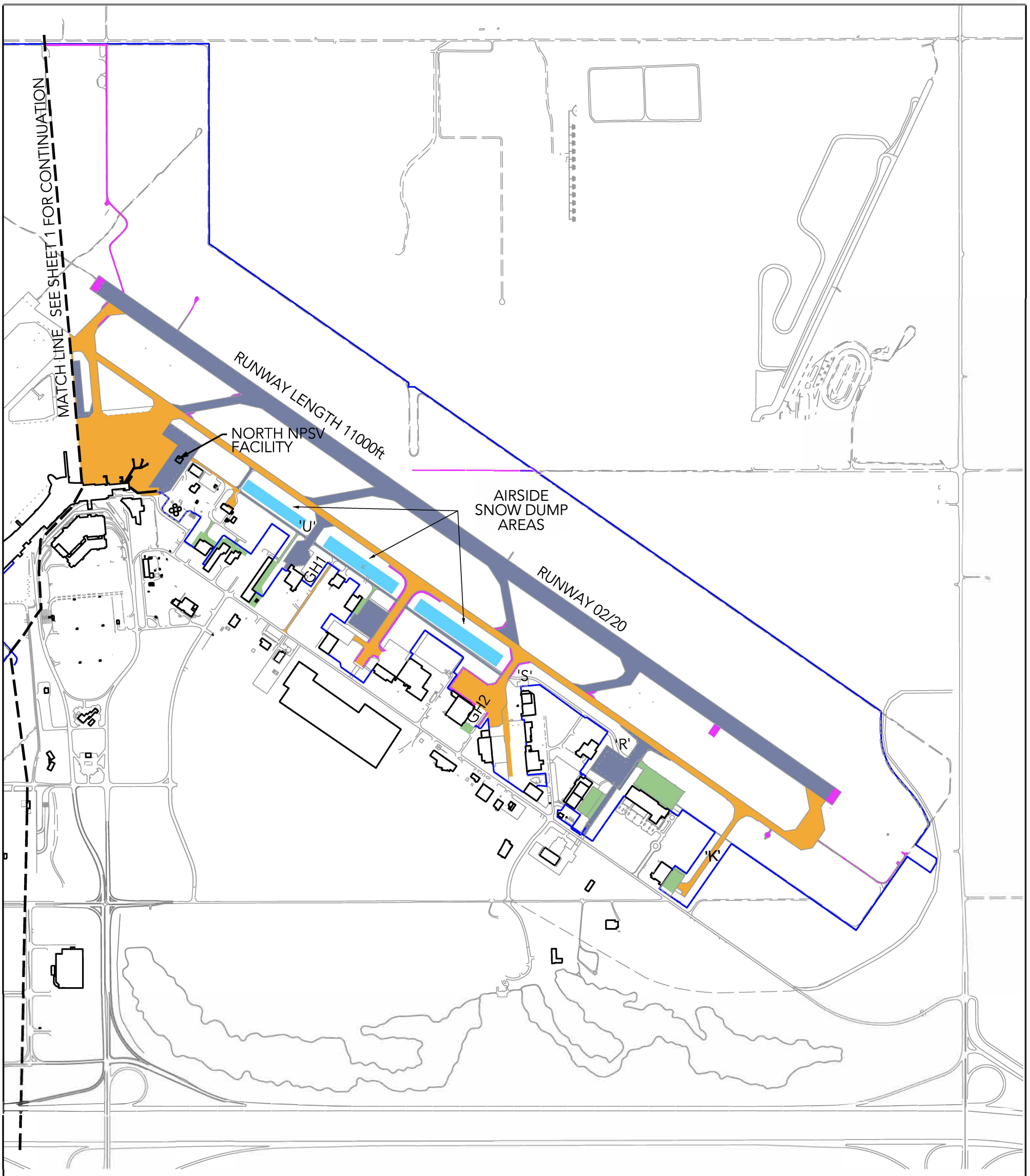
TENANT AREAS

SNOW DUMP AREA

AIRSIDE SNOW REMOVAL AND ICE CONTROL V1-R0

EDMONTON INTERNATIONAL AIRPORT

OCTOBER SHEET 1 OF 2



AIRSIDE SNOW REMOVAL AND ICE CONTROL V1-R0

EDMONTON INTERNATIONAL AIRPORT

OCTOBER

Appendix B
Surface Condition Report / Daily Airfield Inspection Report

TRACR-NG GRF - Runway Condition Report

Airport Name: **Edmonton Intl Airport**
Airport Code: **CYEG**
Report #: **7f0033aa**
Operator: **Peter MacDonald (pmacdonald)**
Date: **2021-09-02 16:43:12Z**

Condition Report

Surface	Summary	Submitted
02-20	Reported Width 200' (Full) Section A: Contaminants: WET, 10%, RWYCC 6 Section B: Contaminants: WET, 10%, RWYCC 6 Section C: Contaminants: WET, 10%, RWYCC 6	2021-09-02 16:31:58Z
12-30	Reported Width 200' (Full) Section A: Contaminants: WET, 10%, RWYCC 6 Section B: Contaminants: WET, 10%, RWYCC 6 Section C: Contaminants: WET, 10%, RWYCC 6	2021-09-02 16:38:59Z
ALPHA	Contaminants: DRY	2021-09-02 16:41:13Z
ALPHA 1	Contaminants: DRY	2021-09-02 16:41:13Z
ALPHA 2	Contaminants: DRY	2021-09-02 16:41:13Z
ALPHA 3	Contaminants: DRY	2021-09-02 16:41:13Z
ALPHA 4	Contaminants: DRY	2021-09-02 16:41:13Z
ALPHA CHARLIE	Contaminants: DRY	2021-09-02 16:41:13Z
ALPHA DELTA	Contaminants: DRY	2021-09-02 16:41:13Z
ALPHA ECHO	Contaminants: DRY	2021-09-02 16:41:13Z
BRAVO	Contaminants: DRY	2021-09-02 16:41:13Z
BRAVO 1	Contaminants: DRY	2021-09-02 16:41:13Z
BRAVO 2	Contaminants: DRY	2021-09-02 16:41:13Z

BRAVO 4	Contaminants: DRY	2021-09-02 16:41:13Z
KILO	Contaminants: DRY	2021-09-02 16:41:13Z
NOVEMBER	Contaminants: DRY	2021-09-02 16:41:13Z
PAPA	Contaminants: DRY	2021-09-02 16:41:13Z
QUEBEC	Contaminants: DRY	2021-09-02 16:41:13Z
ROMEO	Contaminants: DRY	2021-09-02 16:41:13Z
SIERRA	Contaminants: DRY	2021-09-02 16:41:13Z
TANGO	Contaminants: DRY	2021-09-02 16:41:13Z
UNIFORM	Contaminants: DRY	2021-09-02 16:41:13Z
WHISKEY	Contaminants: DRY	2021-09-02 16:41:13Z
YANKEE	Contaminants: DRY	2021-09-02 16:41:13Z
APRON I	Contaminants: DRY	2021-09-02 16:42:43Z
APRON II	Contaminants: DRY	2021-09-02 16:42:43Z
APRON III	Contaminants: DRY	2021-09-02 16:42:43Z
APRON IV	Contaminants: DRY	2021-09-02 16:42:43Z
APRON VI	Contaminants: DRY	2021-09-02 16:42:43Z
APRON VIII	Contaminants: DRY	2021-09-02 16:42:43Z

NOTAM
CYEG

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(S1209/21 NOTAMR S1199/21
A) CYEG B) 2109021643 C) 2109030043
E) RSC 02 6/6/6 10 PCT WET, 10 PCT WET, 10 PCT WET. VALID SEP 02
1631 - SEP 03 0031.

RSC 20 6/6/6 10 PCT WET, 10 PCT WET, 10 PCT WET. VALID SEP 02
1631 - SEP 03 0031.

RSC 12 6/6/6 10 PCT WET, 10 PCT WET, 10 PCT WET. VALID SEP 02
1638 - SEP 03 0038.

RSC 30 6/6/6 10 PCT WET, 10 PCT WET, 10 PCT WET. VALID SEP 02
1638 - SEP 03 0038.

ADDN NON-GRF/TALPA INFO:
CRFI 02 NR.
CRFI 20 NR.
CRFI 12 NR.
CRFI 30 NR.

RMK: TWY ALPHA, ALPHA 1, ALPHA 2, ALPHA 3, ALPHA 4, ALPHA
CHARLIE, ALPHA DELTA, ALPHA ECHO, BRAVO, BRAVO 1, BRAVO 2, BRAVO
4, KILO, NOVEMBER, PAPA, QUEBEC, ROMEO, SIERRA, TANGO, UNIFORM,
WHISKEY, YANKEE, 202109021641, DRY.
RMK: APN APRON I, APRON II, APRON III, APRON IV, APRON VI, APRON
VIII, 202109021642, DRY.)
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Information available by NOTAM.

YEG

Edmonton International Airport
Aéroport international d'Edmonton

Edmonton International: Daily Airfield Inspection

Name (Print):	Signature:	Date:	Time:

RWY / Turnoffs

12/30	NTR (Nothing to Report)	OBSERVATION/LOCATION/ACTION TAKEN
PAVEMENT	☐	☐
LIGHTING	☐	☐
GUARDLIGHTS	☐	☐
PAPIs/RWIS	☐	☐
SIGNAGE	☐	☐
WILDLIFE	☐	☐
FOD	☐	☐

RWY / Turnoffs

02/20	NTR (Nothing to Report)	OBSERVATION/LOCATION/ACTION TAKEN
PAVEMENT	☐	☐
LIGHTING	☐	☐
GUARDLIGHTS	☐	☐
PAPIs/RWIS	☐	☐
SIGNAGE	☐	☐
WILDLIFE	☐	☐
FOD	☐	☐

TAXIWAY:

ALPHA	NTR (Nothing to Report)	OBSERVATION/LOCATION/ACTION TAKEN
PAVEMENT	☐	☐
LIGHTING	☐	☐
SIGNAGE	☐	☐
WILDLIFE	☐	☐
FOD	☐	☐

TAXIWAY:

BRAVO	NTR (Nothing to Report)	OBSERVATION/LOCATION/ACTION TAKEN
PAVEMENT	☐	☐
LIGHTING	☐	☐
SIGNAGE	☐	☐
WILDLIFE	☐	☐
FOD	☐	☐

APRON:

# 1, 2, 3 ,4, 6, 7, 8, Stars	NTR (Nothing to Report)	APRON #	OBSERVATION/LOCATION/ACTION TAKEN
PAVEMENT	☐		☐
LIGHTING	☐		☐
LAV DUMP	☐		☐
LIGHTING CONTROL BOXES	☐		☐
FOD	☐		☐

Primary Security Fence Line:

	NTR (Nothing to Report)	OBSERVATION/LOCATION/ACTION TAKEN
PSF	☐	☐
PSF Roadway	☐	☐

OTHER: _____.

_____.

_____.

_____.

_____.

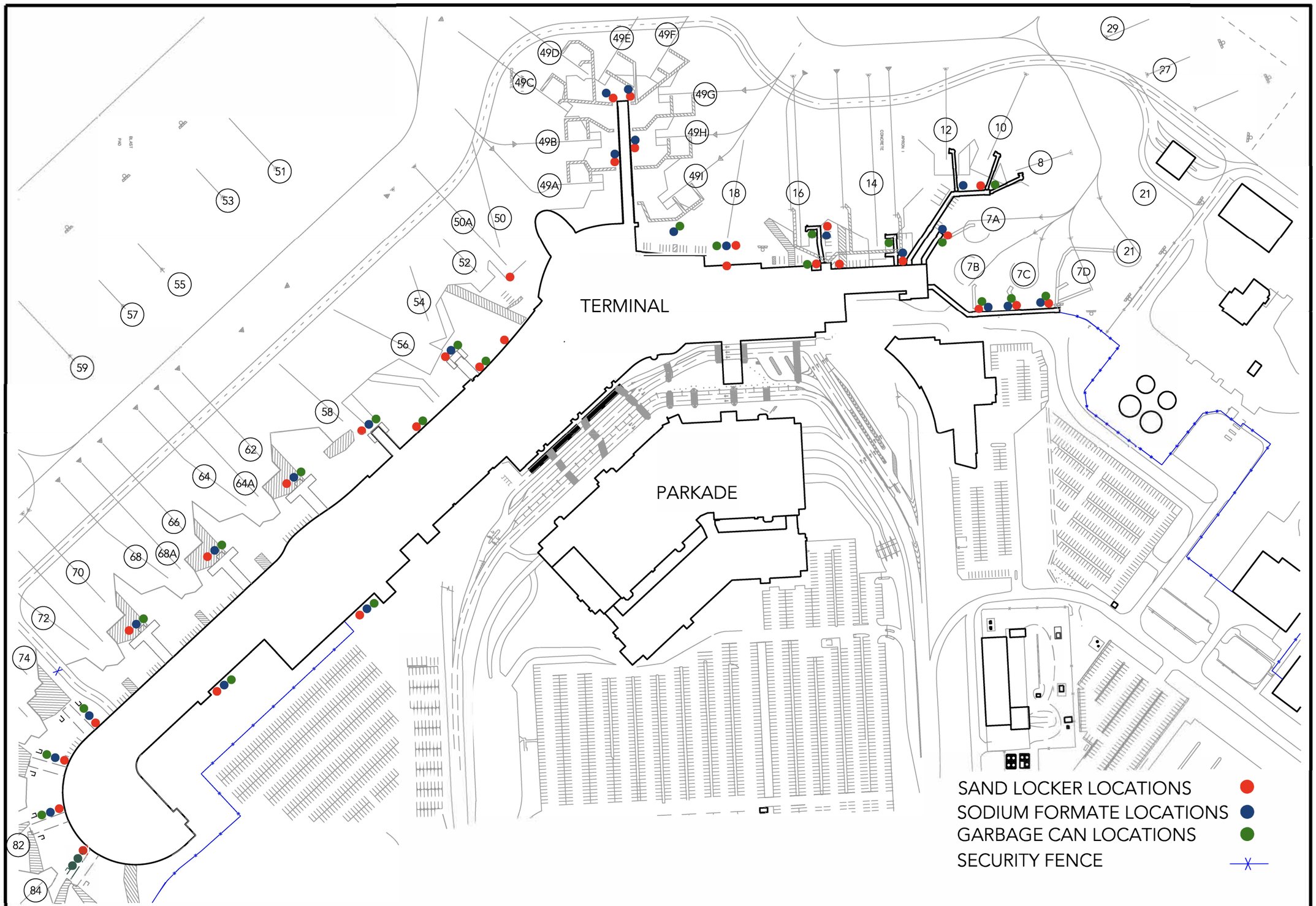
Requirements:

- Inspections to be conducted at the start of each shift – Daily, No Exceptions (Airside Operations Staff).
- Major Airside issues are required to be reported to supervisor immediately upon discovery.
- Completed Form to be signed and submitted to EIA – Superintendent Airside Operations after each shift.
- Accuracy of DATA recorded will be verified.

Inspection Description / Requirements

PAVEMENT: **RWY, TWY, Turnoffs, Apron, Roadways.**	• Inspect for any irregularities on all pavement structures: RWY, Turnoffs, TWY, Apron Areas and secondary pavement areas (**e.g**. delimitation, heaving, spalling, evident damage and paint marking issues). • **Record Observations / Action Taken**.
LIGHTING: **RWY, TWY, Turnoffs, Aprons, High Mast Lighting/Apron 1**	• Inspect for light fixture damage or obstructions on all airfield substrates: RWY's, Turnoffs, TWY's and Apron Areas. (**e.g.** light out, missing, damaged, obstructed by snow or weeds). • High Mast Lighting – Apron I, IV. • Lighting Control Boxes – Apron I. • Ensure light damage is reported **"only"**. Only qualified electricians are to repair. • **Record Observations / Action Taken**.
Guard Lights	• Inspect for light fixture damage or obstructions on all Guard Light locations (**e.g.** light out, missing, damaged, obstructed by snow or weeds). • Ensure light damage is reported **"only".** Only qualified electriicians are to repair. • **Record Observations / Action Taken.**
PAPIs RWIS GPU	• Inspect for any damage or obstructions at all PAPIs - RWIS GPU Locations (**e.g.** light out, damaged, obstructed by snow or weeds). • **Record Observations / Action Taken.**
SIGNAGE	• Inspect for any damage or obstructions at all signage locations (**e.g.** light out, damaged, obstructed by snow or weeds). • **Record Observations / Action taken.**
WILDLIFE	• Inspect for any wildlife present (**e.g.** rabbits, birds and deer, worms, grasshoppers, other description/location/time). • **Record Observation / Action Taken.**
FOD: All Substrates	• Inspect for any FOD present (**e.g.** FOD picked up – description/location/time recorded). • **Record Observations / Action Taken.**
Primary Security Fence Line	• Inspect the Integrity of Primary Security Fence Line (**e.g.** Fence line, gates, barbed wire topping). • Record condition of PSF roadway. • **Record Observations / Action Taken.**
OTHER	• Record any other pertinent information or observation during Inspection (**e.g.** snow levels -ILS/Glides, grass length, weeds etc.) • **Record Observations / Actions Taken.**

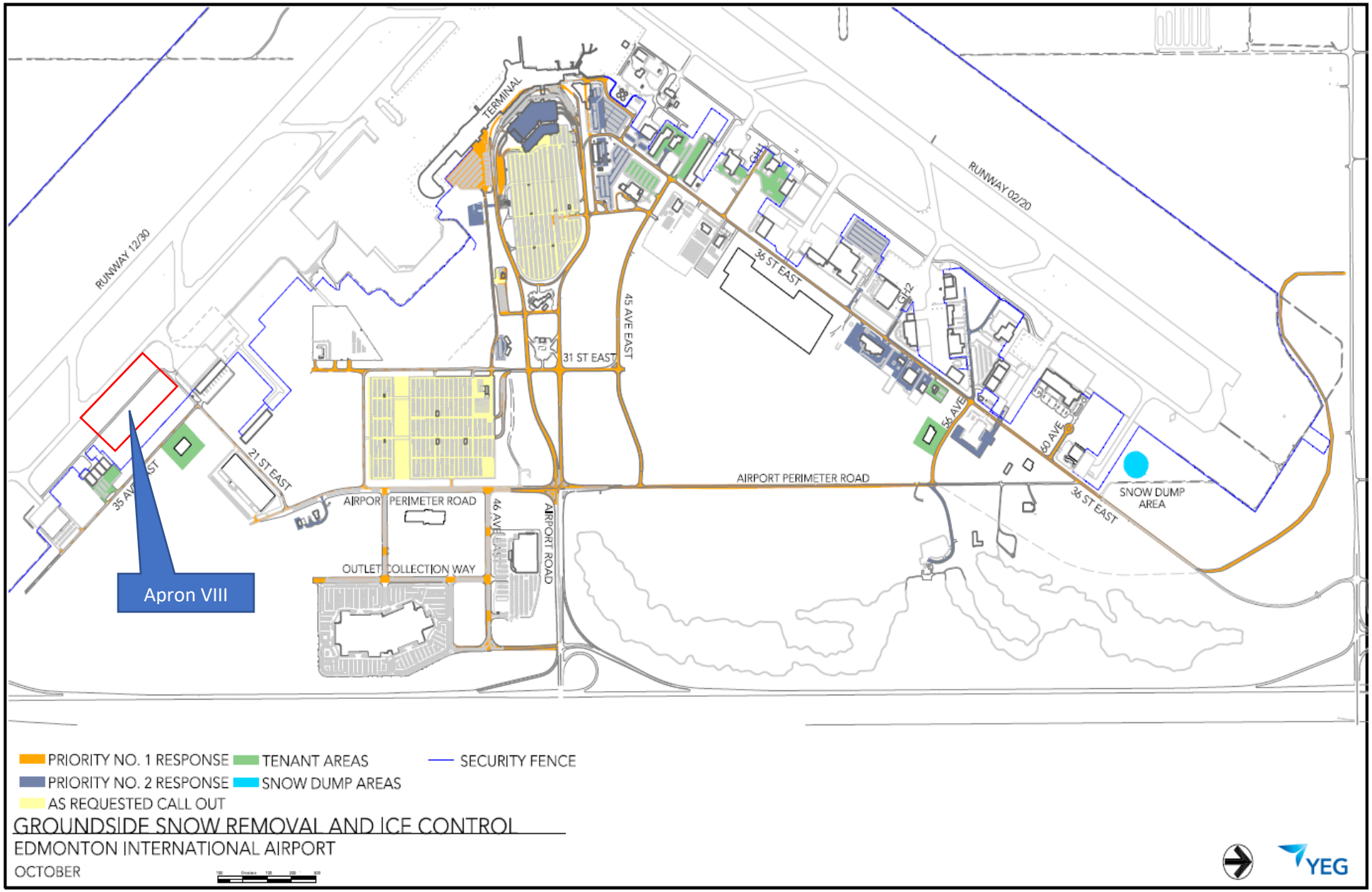
Appendix C
Sand Locker Locations - Airside



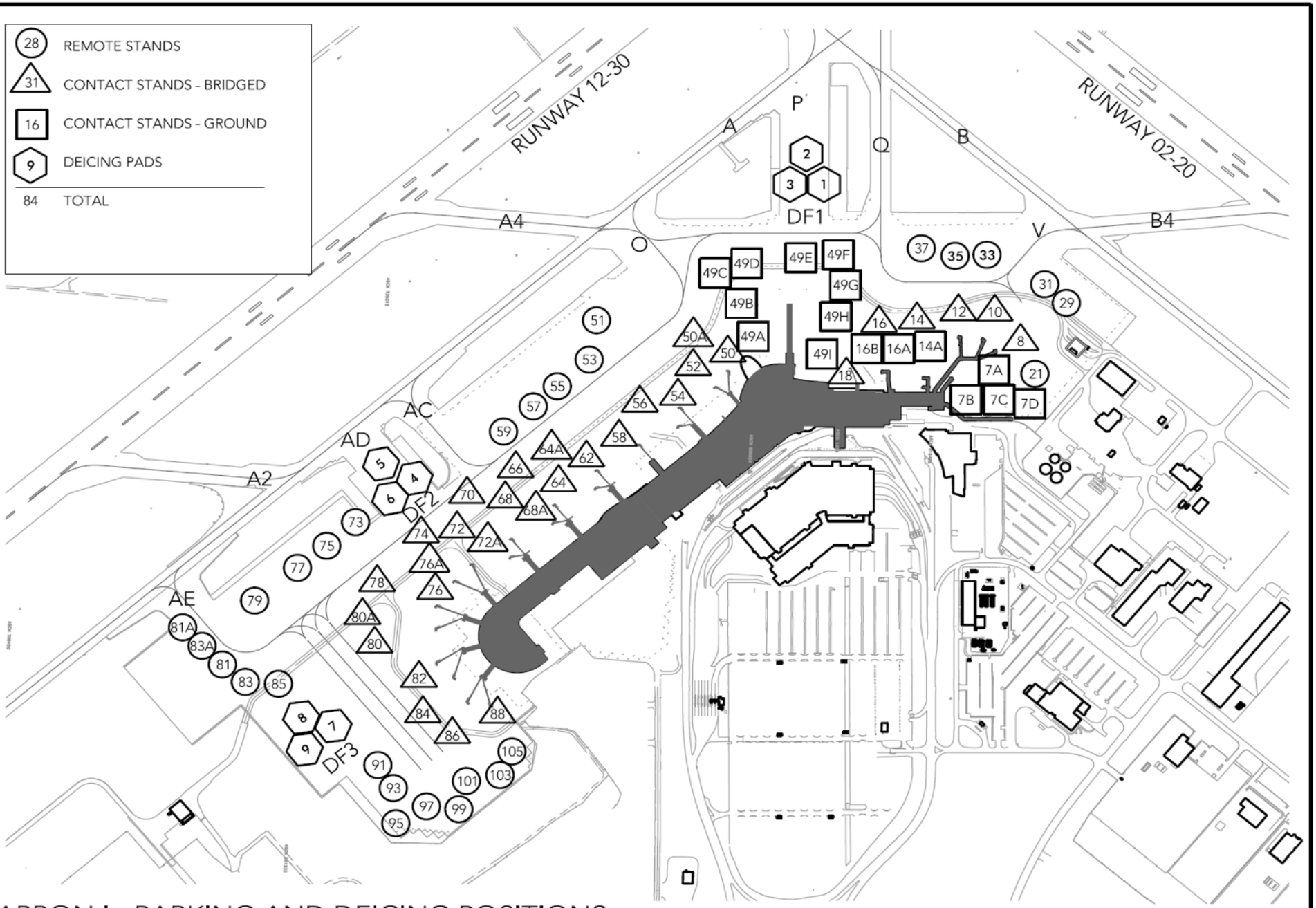
SAND LOCKER LOCATIONS - AIRSIDE

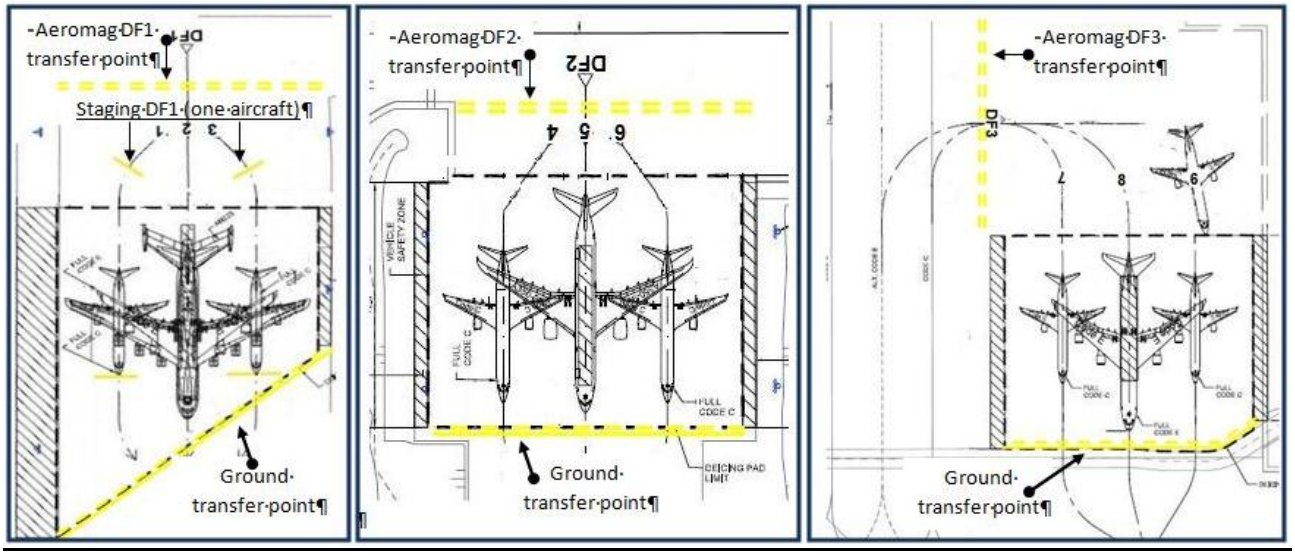
EDMONTON INTERNATIONAL AIRPORT SCALE: NTS DATE: OCTOBER

Appendix D
Groundside Snow Removal and Ice Control Contract


RUNWAY 12/30
TERMINAL
RUNWAY 02/20
GH1
GH2
36 ST EAST
45 AVE EAST
31 ST EAST
21 ST EAST
35 AVE
AIRPORT PERIMETER ROAD
46 AVE EAST
AIRPORT ROAD
OUTLET COLLECTION WAY
56 AVE
60 AVE
36 ST EAST
SNOW DUMP AREA
Apron VIII
PRIORITY NO. 1 RESPONSE
PRIORITY NO. 2 RESPONSE
AS REQUESTED CALL OUT
TENANT AREAS
SNOW DUMP AREAS
SECURITY FENCE
GROUNDSIDE SNOW REMOVAL AND ICE CONTROL
EDMONTON INTERNATIONAL AIRPORT
OCTOBER
YEG

Appendix E
De-Icing Protocols and Procedures


28 REMOTE STANDS
31 CONTACT STANDS - BRIDGED
16 CONTACT STANDS - GROUND
9 DEICING PADS
84 TOTAL
RUNWAY 12-30
RUNWAY 02-20
A
P
Q
B
A4
O
V
B4
DF1
AC
AD
A2
DF2
AE
DF3
49C
49D
49E
49F
49G
49B
49H
49A
49I
50A
50
52
54
56
58
51
53
55
57
59
64A
62
66
64
68
68A
70
72
72A
74
76A
76
78
80A
80
82
84
86
88
73
75
77
79
81A
83A
81
83
85
91
93
95
97
99
101
103
105
37
35
33
31
29
21
18
16
14
12
10
8
16B
16A
14A
7A
7B
7C
7D
APRON I - PARKING AND DEICING POSITIONS
EDMONTON INTERNATIONAL AIRPORT
SEPTEMBER
50 0m 50 100 150
YEG



DE-ICING

1. When de-icing is required, contact **AEROMAG ON «122,775»**, 30 mins prior or as soon as possible with de-icing requirements. **AEROMAG** will assign the expected de-icing pad or holding area according to de-icing flow.
2. Prior to push back and for taxi clearance contact **GROUND CONTROL on 121,700** with de-icing pad assignment
3. On Main Apron, hold short of the assigned de-icing pad and contact the appropriate **AEROMAG PAD CONTROL**. **AEROMAG PAD CONTROL ON «122,775» (122.850 as a back up Freq)**
4. Follow **AEROMAG PAD CONTROL** instructions and guidance lines to the assigned de-icing bay or staging bay, advice in position with brakes set. Keep monitoring **GROUND CONTROL on 121,700** at all times.
5. After receiving instructions from **AEROMAG PAD CONTROL**, contact the appropriate **ICEMAN**: **ICEMAN on «130,125» (136.535 as a backup Freq)** with aircraft configured for de-icing and engines at idle.
6. After de-icing, on **ICEMAN instructions**, contact the appropriate **AEROMAG PAD CONTROL: AEROMAG PAD CONTROL on «122,775» (122.850 as a back up Freq)** before moving the aircraft.
7. On **AEROMAG PAD CONTROL** instructions, Holding short of Twy ALPHA contact **GROUND on 121,700**

De-Icing bay limitations:

DF1

Bay 1 & 3 Max. wingspan 117’42’’ (35.5m) **Bay 2 Max. Wingspan 290’2’’ (88.4m)**

DF2

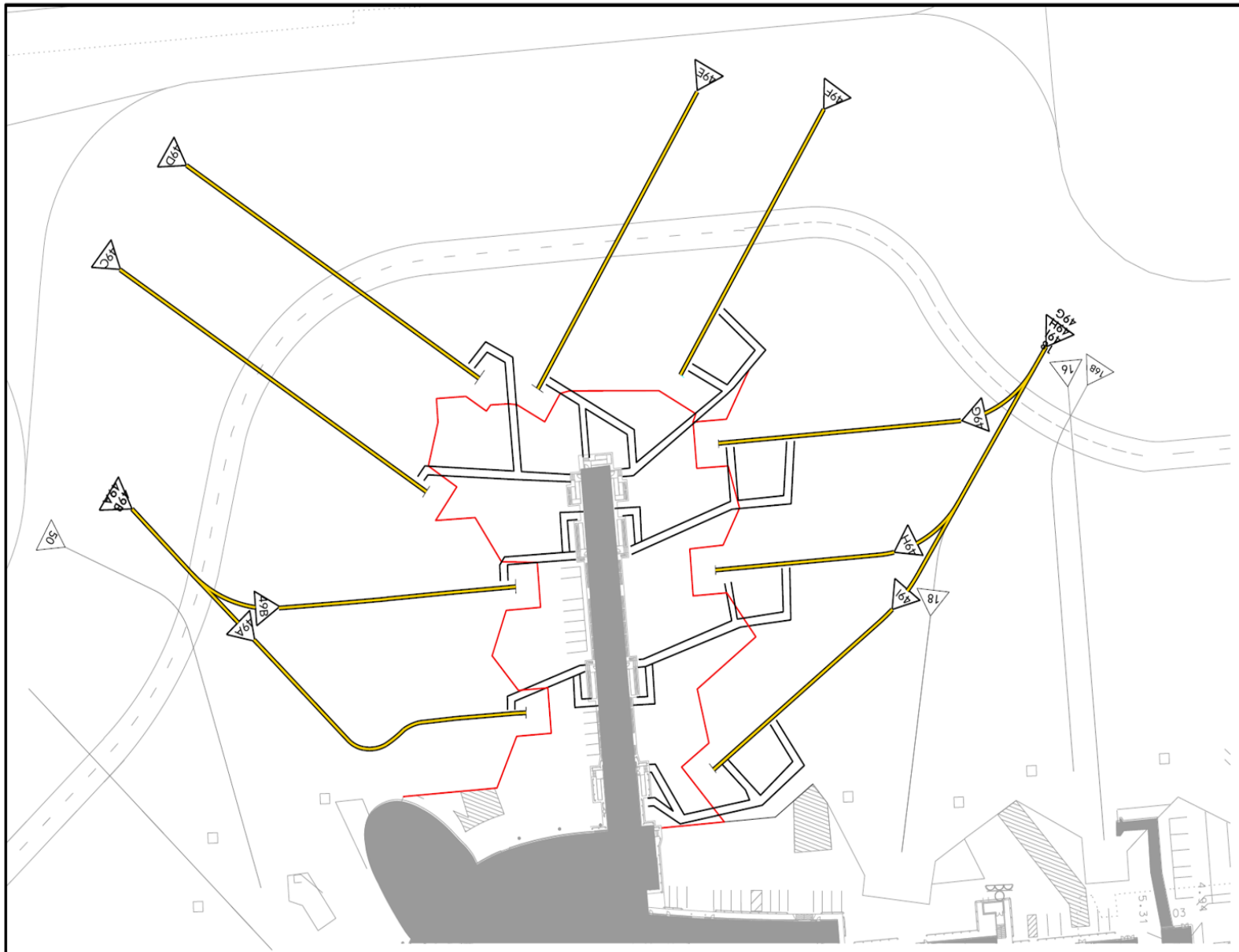
Bay 4 & 6 Max. wingspan 117’42’’ (35.5m) **Bay 5 Max. Wingspan 170’23’’ (51.9m)**

DF3

Bay 7 & 9 Max. Wingspan 117’42’’ (35.5m) **Bay 8 Max. Wingspan 290’2’’ (88.4m)**

HOLDING AREA FOR DF1 Position 33 – 35 - 37

HOLDING AREA FOR DF2 Position 57 - 59



POSITION 49 PAVEMENT MARKINGS

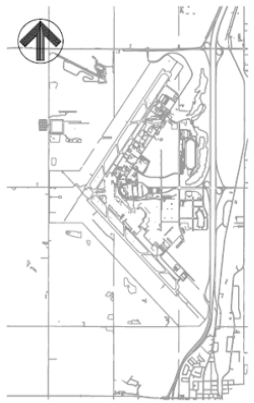
EDMONTON INTERNATIONAL AIRPORT

SEPTEMBER

10 0meters 10 20 30

YEG

KEYPLAN:



LEGEND

- POSITION 49 LEAD IN LINES
- SAFETY LINES
- PASSENGER WALKWAYS