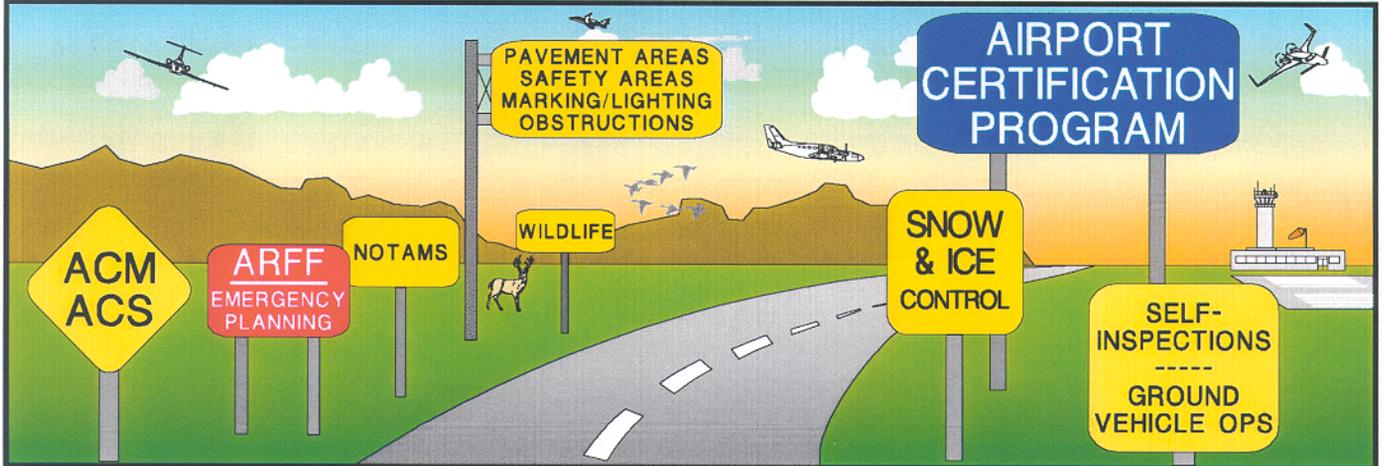


AIRPORT CERTIFICATION INFORMATION BULLETIN

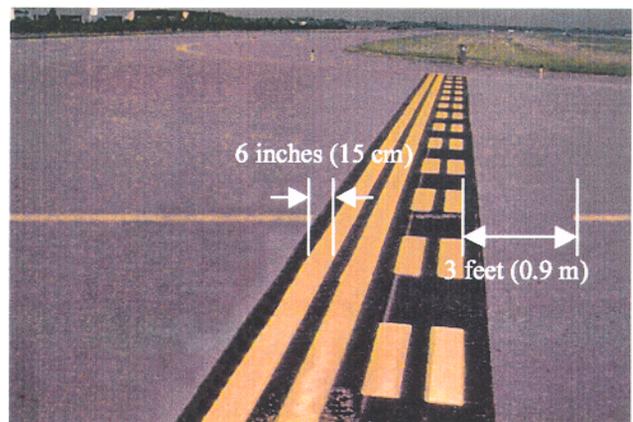


DATE: 02/16/2000, NUMBER: 00-01 WINTER CONDITION REPORTING – NOTAMS VS PIREPS

A question was raised recently on issuing Notices to Airmen (NOTAMS) based on Pilot Weather Reports (PIREPs). In Appendix I of AC 150/5200-30A, *Airport Winter Safety and Operations*, an example of a NOTAM, based on a PIREP, is given. The guidance provided in AC 150/5200-30A, particularly Appendix I, is only applicable if the airport operator voluntarily chooses to issue a NOTAM based on a PIREP.

If an airport receives a PIREP of “nil” braking action, it should take immediate action, such as plowing, sanding, or application of chemicals. If the airport’s snow and ice control plan does not address this situation, we recommend that the airport operator check runway conditions to verify the PIREP and, if conditions warrant, issue a NOTAM. Preferably, runway conditions should be verified with approved runway friction measuring equipment. The reading from such equipment should be included in the NOTAM, as appropriate.

Those airport operators without runway friction measuring equipment may continue to use vehicles to check braking action. A NOTAM based on vehicle-braking action should be issued as described in Appendix 1, of AC 150/5200-30A, noting the type of vehicle used to assess runway conditions.



Pavement markings that are no longer needed should be physically removed by sand blasting, chemical removal, or other means, not painted over. Painting over the old markings merely preserves the old marking, will require additional maintenance, and in certain conditions, can be misleading to pilots. See AC 150/5340-1H, *Standards for Airport Markings*, Chapter 3, *Marking Practices*, available at www.faa.gov.

