LGS
LATVIJAS GAISA SATIKSME

Phone: +371 67300664
Fax: +371 67300660
Email: ais@lgs.lv
AFS: EVRAYNYX
URL: https://ais.lgs.lv

State Joint-stock Company
"Latvijas gaisa satiksme"
Aeronautical Information Service
Muzeju iela 3, Lidosta "Rīga"
Mārupes novads, LV-1053, Latvija

REPUBLIC OF LATVIA

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POSTPONEMENT OF IMPLEMENTATION OF THE GLOBAL REPORTING FORMAT

REF: AIP AD 1.2 and GEN 3.5

Implementation of the Global Reporting Format (GRF) in Latvia is postponed until **03 NOV 2021.**

1. The information published in AIP **AD 1.2.2 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN** with effect from 12 AUG 2021 and related to runway surface condition assessment (GRF implementation) is as follows:

1. Organisation of winter service

During the winter period (from 1 OCT to 1 APR), the aerodrome operator at the aerodrome, at which the winter service is established, will conduct the following duties:

a. Surveillance of the movement area, with a view noting the presence of ice, frost, snow and/or slush.
b. Assessment of the runway surface condition when the runway-in-use surface is contaminated with ice, frost, snow and/or slush and, as far as possible, taxiways and aprons.
c. Implementation of measures to maintain the usability of the runways, etc.
d. Reporting of the conditions mentioned in item a) to c) above.

A winter service is established at AD Riga and AD Liepaja.

2. Surveillance of movement areas

The aerodrome operator monitors the conditions of the movement area within the published aerodrome hours of service.

3. Measuring methods and measurements taken

The depth of a layer of snow or slush is measured by an ordinary measuring rod. Measurements will be taken at a large number of places and a representative mean value calculated. On runways, the mean value will be calculated for each third of the runway.

For removal of ice and compacted snow that cannot be removed with mechanical equipment, chemicals are used.

Estimated surface friction

The friction conditions of a runway will be assessed in terms of "estimated surface friction".

The estimated surface friction is categorized as good, medium to good, medium, medium to poor, and poor, and promulgated in SNOWTAM format according to this Snow Plan.

If the surface is affected by snow or ice and the estimated surface friction is reported as "good", pilots should not expect to find conditions as good as on a clean dry runway. The value "good" is a comparative value and is intended to mean that aircraft should not experience directional control or

braking difficulties, especially when landing. The following friction measuring device will be used to indicate surface friction characteristics only as part of an overall runway condition assessment:
AD Riga: friction testers "SARSYS-ASFT T-5 trailer" and "TWO" and deceleration meter “BOWMONK AFM2 MK3”;
AD Liepaja: friction tester “SARSYS”.

4. Actions taken to maintain the usability of movement area

Snow clearance and measures for improvement of friction conditions will be carried out and continued as long as the condition of the movement area could impede the safety and regularity of air traffic.

Snow clearance, etc. will normally be carried out in the following order:

AD Riga

1. Runway.
2. Taxiway(s) to runway.
3. Apron.
4. Other areas.

AD Liepaja

1. Runway.
2. Taxiway.
3. Apron.
4. Other areas.

Measures will be taken to clear the runway to full width but in special cases conditions may cause that wide runway temporarily will be opened for traffic even if cleared to a width of 30 m only. Snow clearance will not be considered completed until the runway is cleared to full width.

Measures will be taken to clear the runway to full width at Liepaja Aerodrome.

Chemical de-icing of runways will be carried out to the full width of the runway.
Improvement of the runway surface friction through the spreading of sand with a grain size of not less than 1 mm and not exceeding 4 mm may take place when other means prove ineffective. The sand will be spread out to the full width of the runway.

Improvement of the runway surface friction by spreading of sand may take place at Liepaja Aerodrome when other means will prove ineffective. The sand will be spread out to full width of the runway.

5. System and means of reporting

a. The aerodrome operator will use the SNOWTAM form for reporting which will be delivered to the Flight Information Service/ATS unit for further dissemination.

b. When ice, snow or slush no longer prevail and chemicals are no longer being used, reporting will cease after the issuance of a cancellation SNOWTAM. A new SNOWTAM will not be issued until winter conditions return.

c. The following definitions have been adopted:
Dry snow: Loose powdery snow that, if compacted by hand, will not stick together.
Wet snow: Moist snow that, if compacted by hand, will stick together.
Slush: Water-saturated snow that with a slap with the foot will be displaced and splash up.
Compacted snow: Snow compacted to a solid layer by traffic.

d. The extent of ice, snow and/or slush on a runway is reported based on an estimate of the covered area and given as a percentage of the total area of the runway, according to the following:
10% 10% or less is covered
25% 11 – 25% of the runway is covered
50% 26 – 50% of the runway is covered
100% more than 50% of the runway is covered

e. Information on the runway surface condition will be given in terms of the estimated surface friction.

The figures in the “Measured Coefficient μ” column are given as an indication.

MEASURED COEFFICIENT μ	ESTIMATED SURFACE FRICTION	CODE
0.40 and above	good	5
0.39 - 0.36	medium to good	4
0.35 - 0.30	medium	3
0.29 - 0.26	medium to poor	2
0.25 and below	poor	1

In situations depicted in item b. above, “not available” will be reported in SNOWTAM item H.

f. Snow banks will be reported when the height of it, within a distance of 15 m from the runway or taxiway, exceeds 60 cm.

g. When information on runway conditions is given by section it is provided in the order in which the conditions in question are encountered at take-off or landing, in the runway direction which is indicated by the runway number. In instructions to landing and departing aircraft, the order of information by section of the runway-in-use will thus always be according to the order in which the conditions in question are encountered during take-off and landing.

6. Cases of runway closure

In cases when a postponement of clearance results in a significant risk of a deteriorating situation, e.g., when fall in temperature may cause that water or slush become solid ice, the snow clearance service is authorised to demand that sections of the movement areas be closed to traffic.

7. Distribution of information about snow conditions

Information on snow conditions at AD Riga and AD Liepaja will be disseminated directly by the individual aerodrome in a separate series of NOTAM (SNOWTAM). SNOWTAM will be prepared in accordance with ICAO DOC 10066, Appendix 4. From 01 OCT till 03 NOV 2021 the messages in old SNOWTAM format will be sent directly to end users via AFTN. Requests concerning inclusion and/or changes to the SNOWTAM distribution list shall be addressed to EVRAZPZX and EVRAYNYX.
Information on the state of the runway is included as a coded group at the end of routine aerodrome meteorological reports (METARs) for Riga aerodrome, in accordance with WMO-No.306 “Manual on Codes” Volume I. 1, Part A - Alphanumeric Codes, code tables 0919, 0519, 1079 and 0366 and the rules listed below in “The State of the Runway Group”.
Information on the state of the runway (RWY designator, type of deposit and, where appropriate, braking action and braking coefficient, if below 0.40) are broadcast, continuously in Riga ATIS information and Lielvarde ATIS information.

The State of the Runway Group

The state of the runway group is added to the end of the METARs (before TREND forecast) from 01 OCT till 03 NOV 2021. The group $RD_RD_R/E_RC_Re_Re_RB_RB_R$ denotes:

a. R Letter indicator

b. D_RD_R Runway designator

Parallel runways should be distinguished by appending to D_RD_R letters L, C or R indicating the left, central or right parallel runway, respectively. The letter(s) shall be appended to D_RD_R, as necessary, in accordance with the standard practice for runway designation, as laid down by ICAO in Annex 14 – Aerodromes, Volume I - Aerodrome design and operations, paragraphs 5.2.2.4 and 5.2.2.5.

Note: Code figure 88 indicates "all runways"; code figure 99 shall be used if a new runway state report is not available in time for dissemination of the appropriate METAR message, in which case the previous runway state report will be repeated.

c. E_R Runway deposit

Code figure	Runway deposit
0	Clear and dry
1	Damp
2	Wet or water patches
3	Rime and frost covered (depth normally less than 1mm)
4	Dry snow
5	Wet snow
6	Slush
7	Ice
8	Compacted or rolled snow
9	Frozen ruts or ridges
/	Type of deposit not reported (e.g. due to runway clearance in progress)

d. C_R Extent of runway contamination

Code figure	Extent of runway contamination
1	less than 10% of runway contaminated (covered)
2	11% to 25% of runway contaminated (covered)
3-4	Reserved
5	26% to 50% of runway contaminated (covered)
6-8	Reserved
9	51% to 100% of runway contaminated (covered)
/	Not reported (e.g. due to runway clearance in progress)

e. e_Re_R Depth of deposit

Code figure	Depth of deposit
00	Less than 1 mm
01	1 mm
02	2 mm
03	3 mm
	...
89	89 mm
90	90 mm
91	Reserved
92	10 cm
93	15 cm
94	20 cm
95	25 cm
96	30 cm

Code figure	Depth of deposit
97	35 cm
98	40 cm or more
99	Runway or runways non-operational due to snow, slush, ice, large drifts or runway clearance, but depth not reported
//	Depth of deposit operationally not significant or not measured.

f. B_RB_R Estimated surface friction

Code figure	
00	Friction coefficient 0.00
01	Friction coefficient 0.01
	...
88	Friction coefficient 0.88
89	Friction coefficient 0.89
90	Friction coefficient 0.90
91	Braking action poor
92	Braking action medium/poor
93	Braking action medium
94	Braking action medium/good
95	Braking action good
96–98	Reserved
//	Braking conditions not reported and/or runway not operational

Note:

1. The state of the runway group is replaced by the abbreviation R/SNOCLO when the aerodrome is closed due to extreme deposit of snow.
2. If contaminations on runway cease to exist, this is reported by replacing the last six digits of the group by CLRD//.

2. The information published in AIP **GEN 3.5.9 OTHER AUTOMATED METEOROLOGICAL SERVICES** with effect from 12 AUG 2021 read as follows:

Automatic Terminal Information Service (ATIS)

ATIS broadcasts are available for AD Riga and AD Lielvarde. An ATIS broadcast consists of the elements in Table GEN 3.5.9 in accordance with Regulation (EU) No 923/2012, SERA.9010 (b), ICAO Annex 11, chapter 4.3.7. Each broadcast is identified by a designator in the form of a letter of the ICAO spelling alphabet. Designators assigned to consecutive ATIS messages are in alphabetical order.

Table 4: GEN 3.5.9 Other automated meteorological services, Part I

Service name	Information available	Area, route and aerodrome coverage	Telephone and telefax numbers, e-mail and website address Remarks
1	2	3	4
Automatic Terminal Information Service (ATIS - broadcast)	The following information is included in the broadcast in the following order: a. Riga International airport; b. arrival and departure indicator; c. contract type, if communication is via D-ATIS; d. message designator; e. observation (issue time) in UTC; f. type of approach to be expected; g. runway-in-use; h. significant runway surface conditions; i. braking action; j. friction coefficient, if appropriate; k. holding delay, if appropriate; l. transition level; m. essential operational information; n. surface wind direction and speed, including significant variation; o. visibility; p. runway visual range when applicable; q. present weather; r. cloud, if below 5000ft and/or CB/TCU, if the sky is obscured, vertical visibility; s. air temperature; t. dew point temperature; u. QNH; v. any available information on significant meteorological phenomena[1]; w. TREND forecast[2]; x. specific ATIS instructions.	RIGA FIR, in range 60 NM from Riga International Airport. The vertical coverage is from GND till FL 200.	Phone: +371 67300864 (PIN code 2812) Fax: NIL Email: NIL URL: NIL

Table 4: GEN 3.5.9 Other automated meteorological services, Part I

Service name	Information available	Area, route and aerodrome coverage	Telephone and telefax numbers, e-mail and website address Remarks
1	2	3	4
Automatic Terminal Information Service (ATIS - broadcast)	The following information is included in the broadcast in the following order: a. "Lielvarde"; b. arrival and departure indicator; c. contract type, if appropriate; d. message designator; e. observation (issue time) in UTC; f. type of approach to be expected; g. runway-in-use; h. significant runway surface conditions; i. braking action; j. friction coefficient, if appropriate; k. holding delay, if appropriate; l. transition level; m. essential operational information; n. surface wind direction and speed, including significant variation; o. visibility; p. runway visual range when applicable; q. present weather; r. cloud, if below 5000 ft and/or CB/TCU, if the sky is obscured, vertical visibility; s. air temperature; t. dew point temperature; u. QNH; v. any available information on significant meteorological phenomena[1]; w. TREND forecast[2]; x. specific ATIS instructions.	RIGA FIR, in range 35 NM from AD Lielvarde.The vertical coverage is from GND till 4000 ft.	Phone: NIL Fax: NIL Email: NIL URL: NIL
1 Only information about recent weather phenomena, wind shear, moderate/heavy turbulence and moderate/heavy icing for arriving and departing aircraft is included. Wind shear information is cancelled 30 min after the last aircraft report. Information of turbulence and/or icing is cancelled 2 hours after the last aircraft report. 2 TREND is available only in regular ATIS broadcasts (H+20 and H+50) based on local regular reports (MET REPORT). This should be noted by pilots when using ATIS broadcasts.			

Note: Meteorological briefing at aerodrome is given in the individual aerodrome sections in AD 2.

The broadcast is continuous and repetitive, regularly issued at every 20 and 50 minutes of each hour (based on local routine reports (MET REPORT)) and updated if necessary (based on local special reports (SPECIAL) and changes to air navigation information). Criteria for the issue of local special reports is shown in Table GEN 3.5.3.

The channel and operational hours of ATIS broadcasts are provided in AD 2, Tables EVRA AD 2.18 and EVGA AD 2.18.

Data link Automatic Terminal Information Service (D-ATIS)

Aircraft may receive ATIS via data link (D-ATIS). This service operates through the ACARS network and supports aircraft equipped with ACARS which is ARINC 623 compliant.
D-ATIS is available for Riga aerodrome only. Voice-ATIS and D-ATIS broadcasts are updated simultaneously.
As D-ATIS is an additional service, no NOTAM concerning possible interruptions to the service will be published.

METEO INF Service

Meteorological information broadcasts (METEO INF) are available at AD Ventspils for pilots.

GEN 3.5.9 Other automated meteorological services, Part II

Service name	Information available	Area, route and aerodrome coverage	Telephone and telefax numbers, e-mail and website address Remarks
1	2	3	4
METEO INF broadcast[1]	The following information is included in the broadcast, in the following order: a. airport name; b. observation (issue) time in UTC; c. surface wind direction and speed, including significant variation; d. visibility; e. present weather[2]; f. cloud, if below 6000 ft, or if the sky is obscured the vertical visibility[3]; g. air temperature; h. dew point temperature; i. QNH; j. QFE.	AD Ventspils in the range approximately 110 NM from AD Ventspils. The vertical coverage is from GND till FL 095.	Phone: +371 63607210 Telex: NIL Fax: NIL Email: NIL URL: NIL

1 METEO INF broadcasts for AD Ventspils are based on fully automated reports without human intervention.
2 Only information about the following phenomena or combination thereof is available: rain, snow, drizzle, fog, haze, mist.
3 Cloud type is not available.

The channel and operational hours of METEO INF broadcasts are given in part AD 2, table EVVA AD 2.18.

The broadcasts are continuous and repetitive, regularly issued every minute and updated, if necessary, based on local special reports. Criteria for the issue of local special reports is shown in Table GEN 3.5.3. The broadcasts during operational/non-operational hours of AD Ventspils are based on fully automated observations without human intervention. This should be noted by pilots when using such broadcasts.