



Northwest Regional Airport
Terrace-Kitimat

CYXT



Ben Godden

Supervisor of Operations and Maintenance

Northwest Regional Airport

Terrace-Kitimat

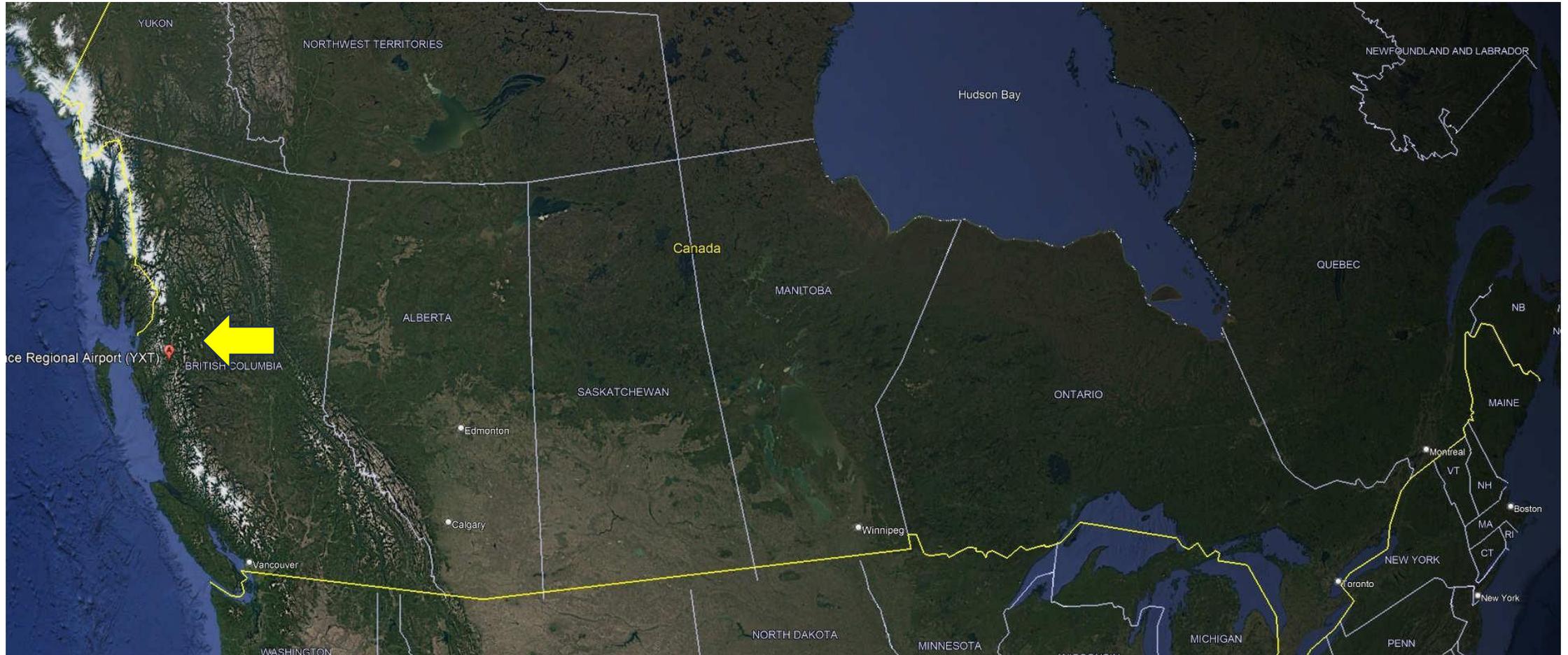


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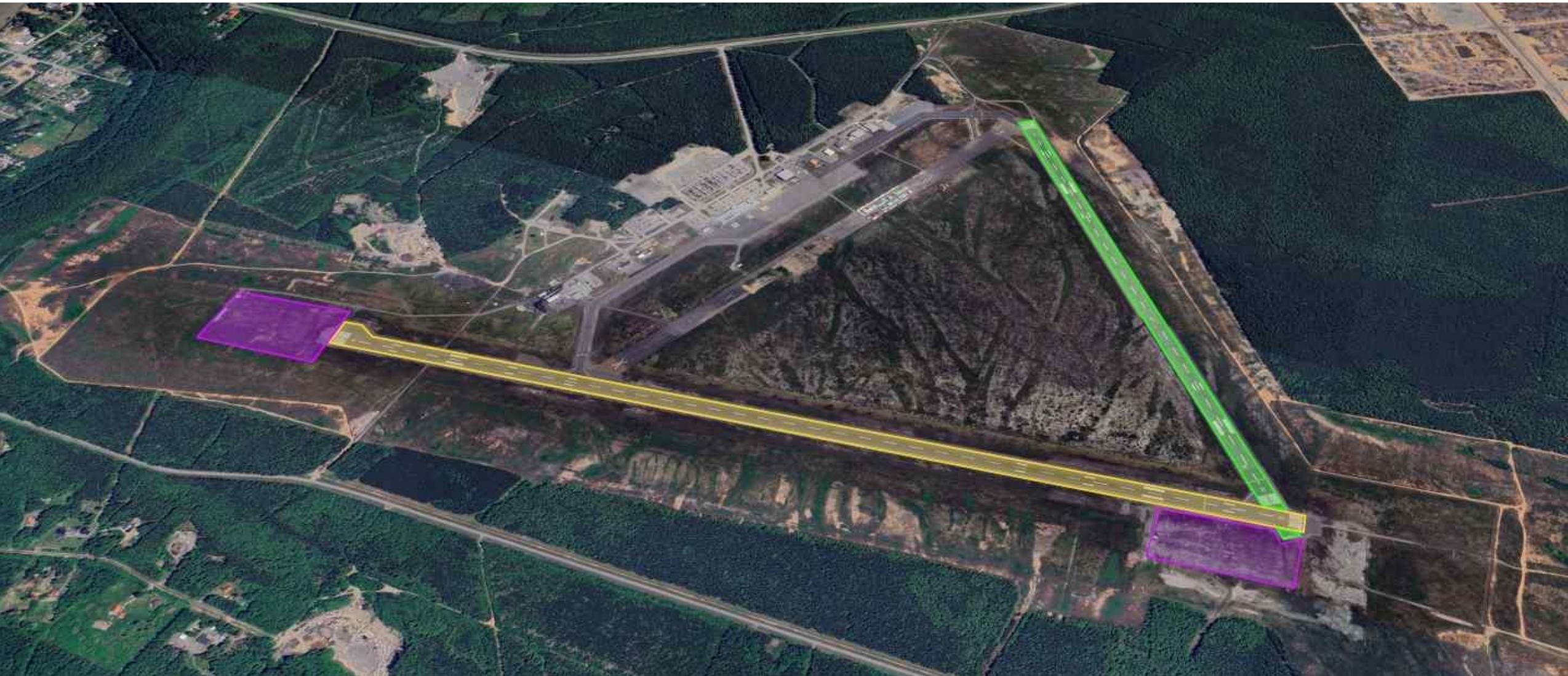
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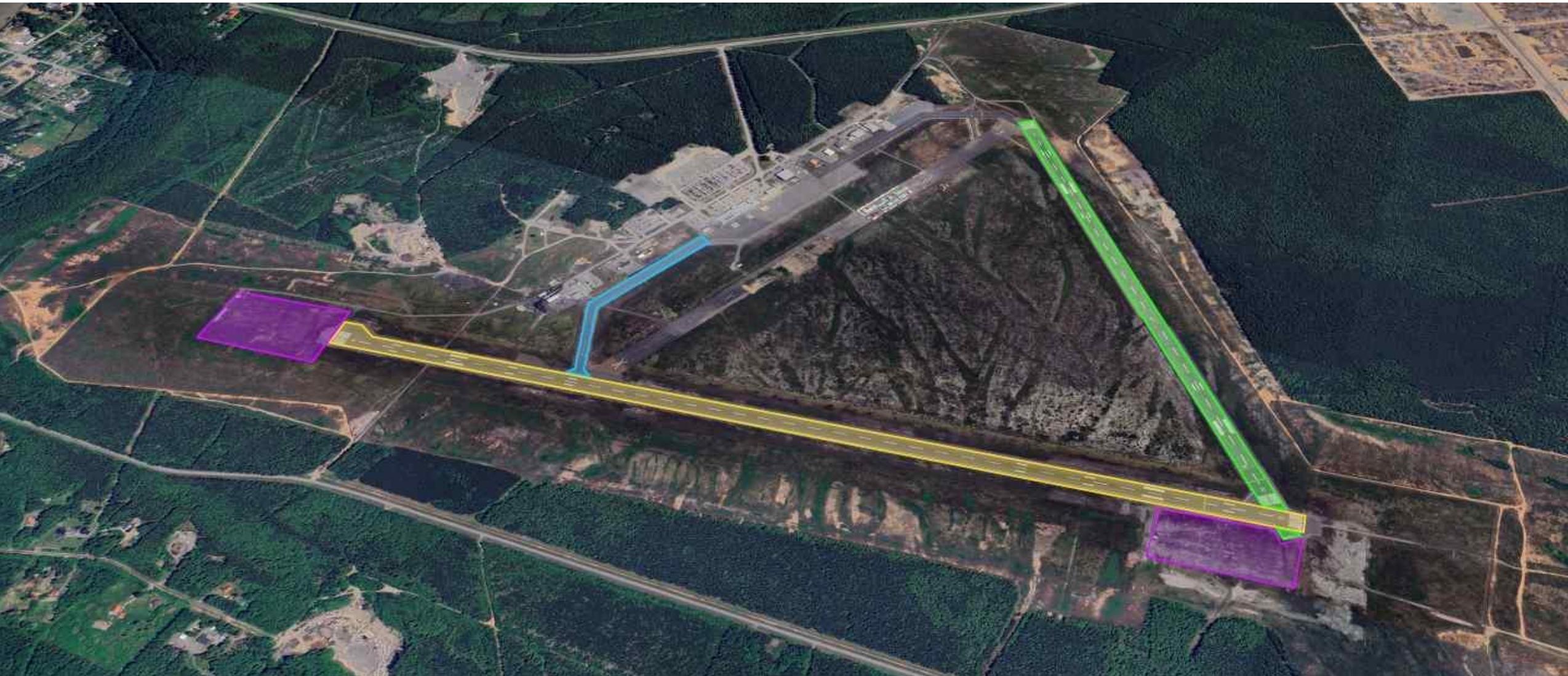


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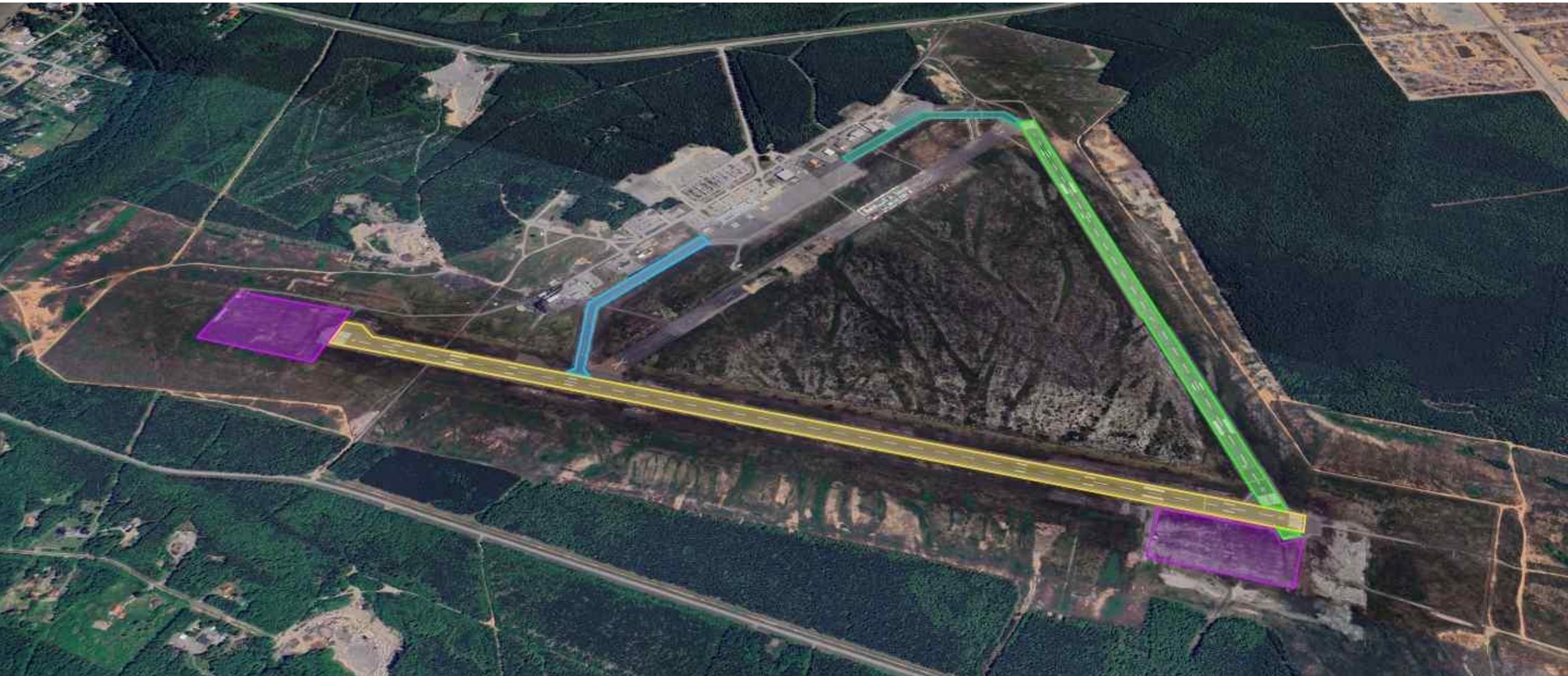


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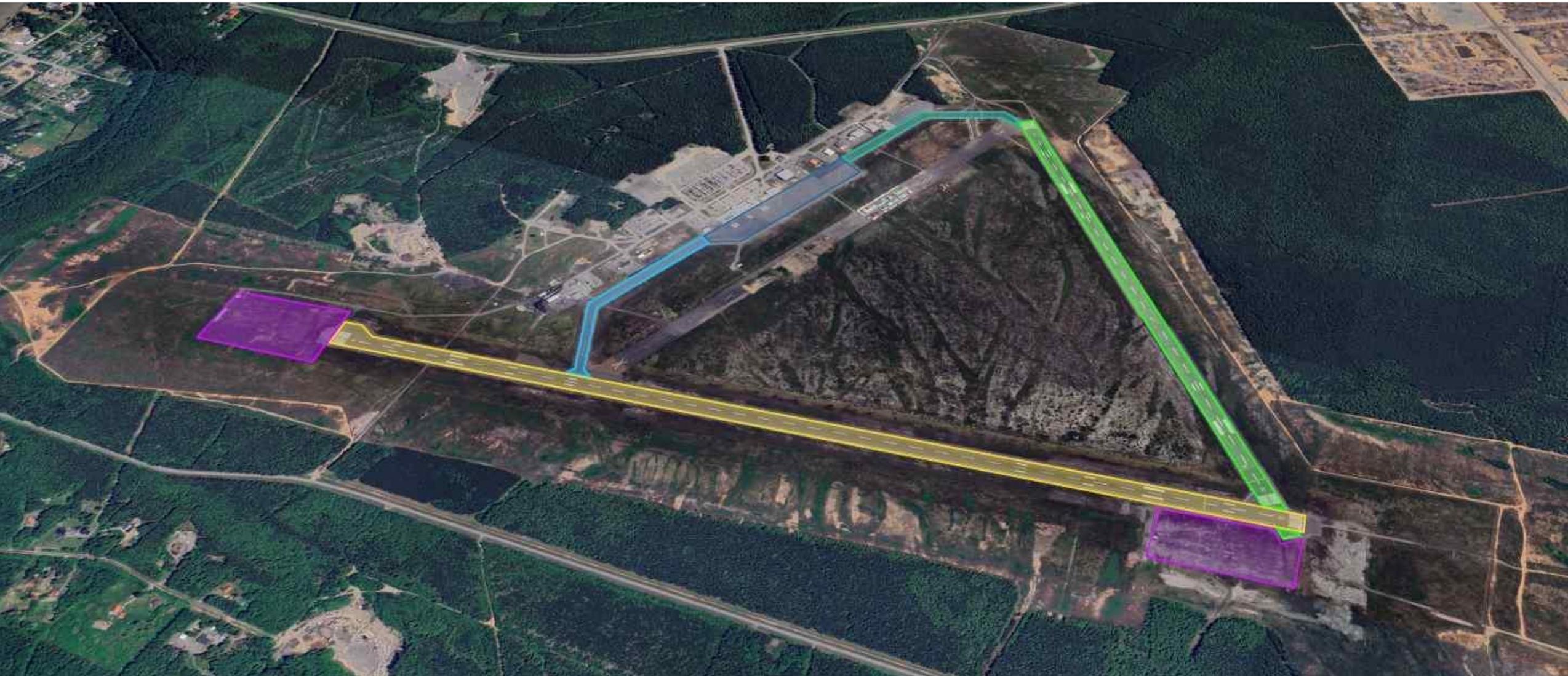


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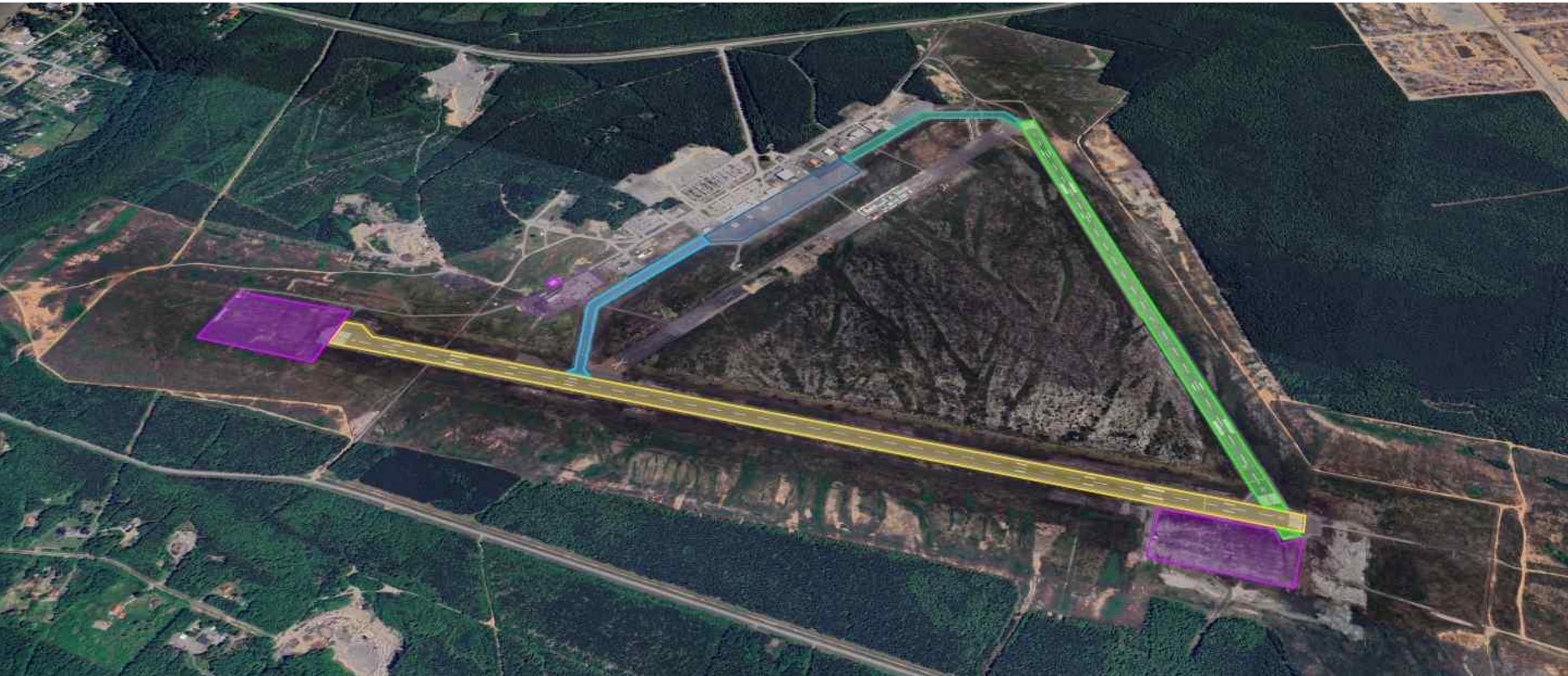


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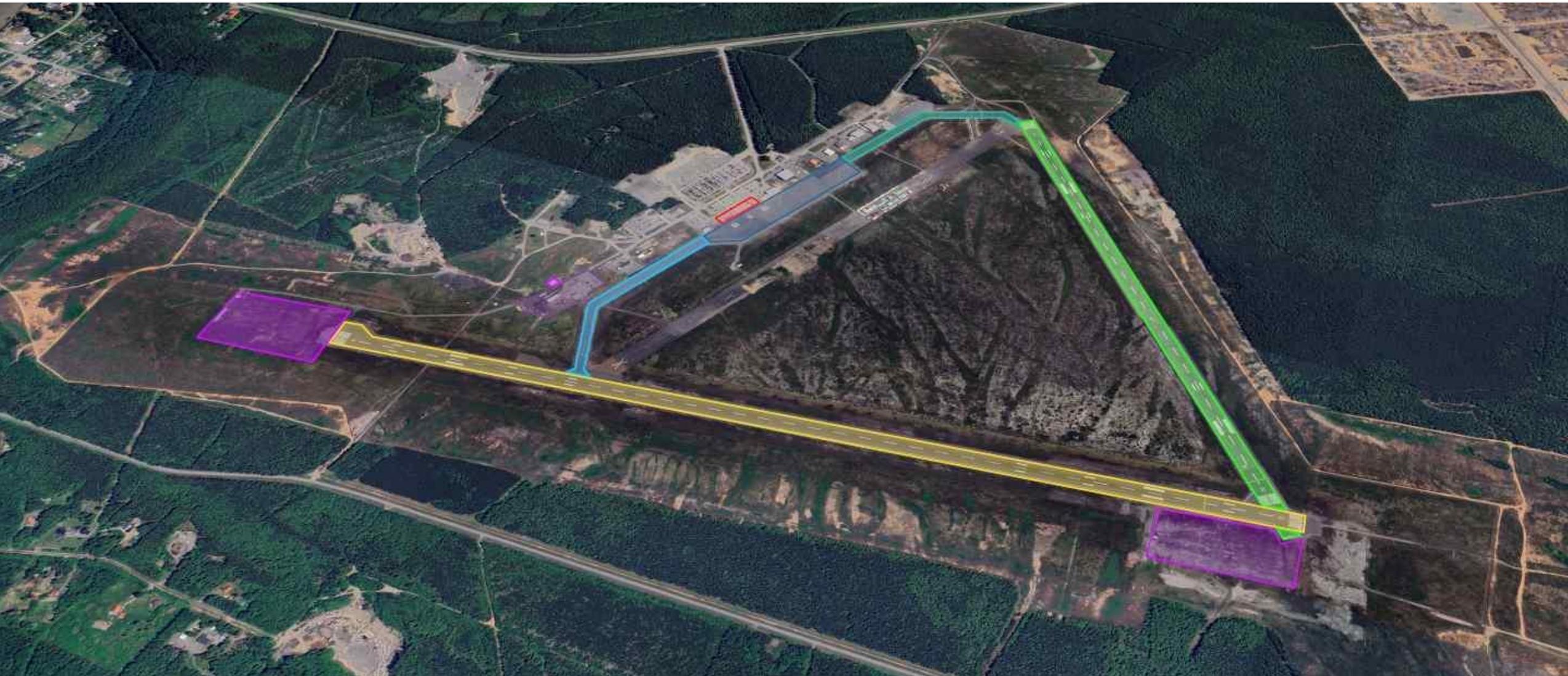


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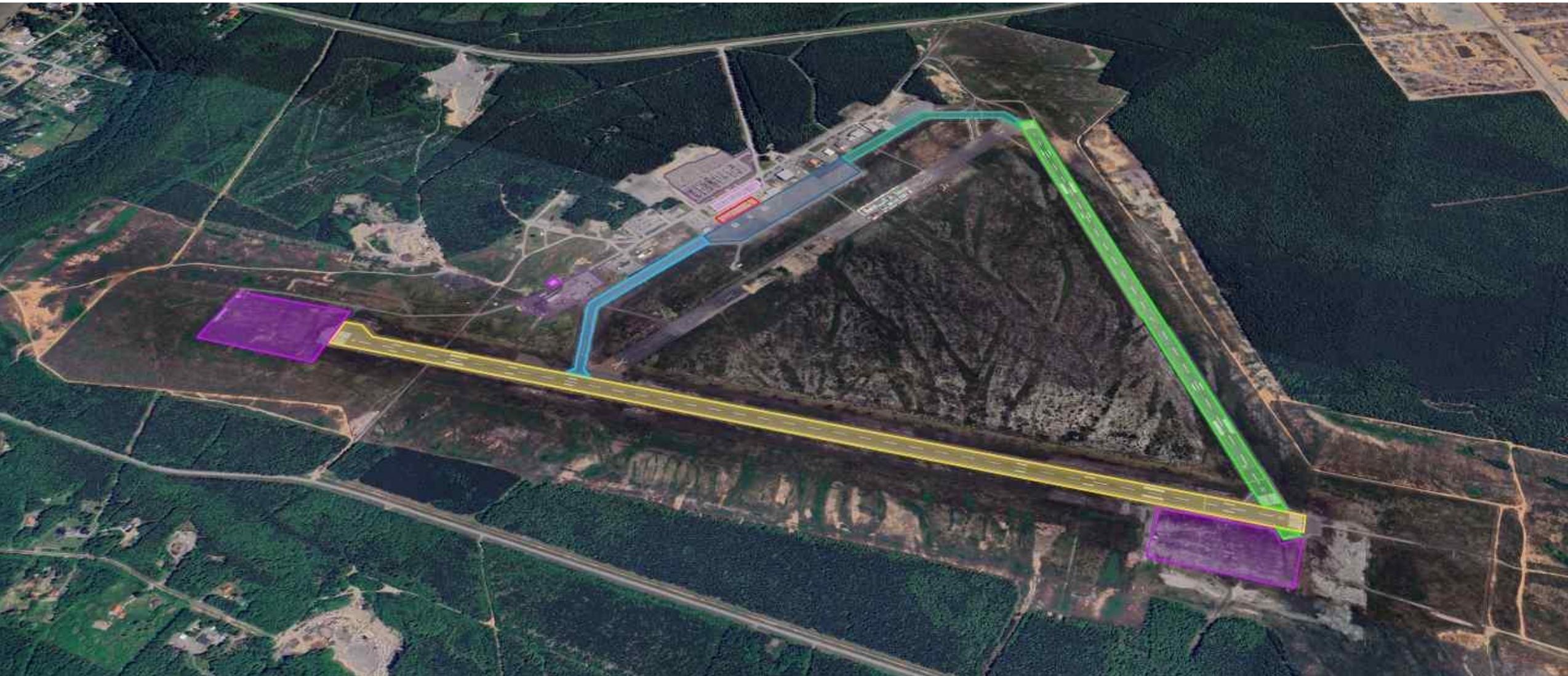


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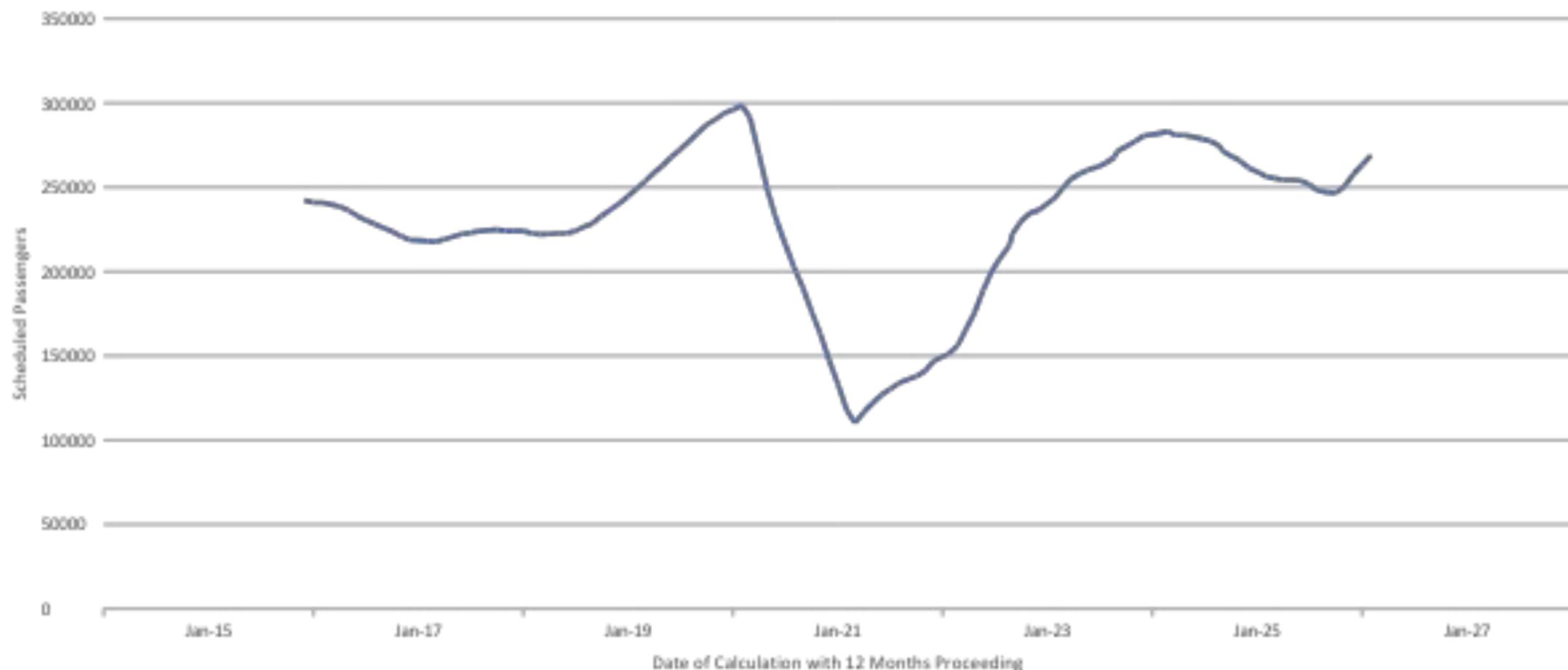






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CYXT Passenger Movements on Scheduled Flights



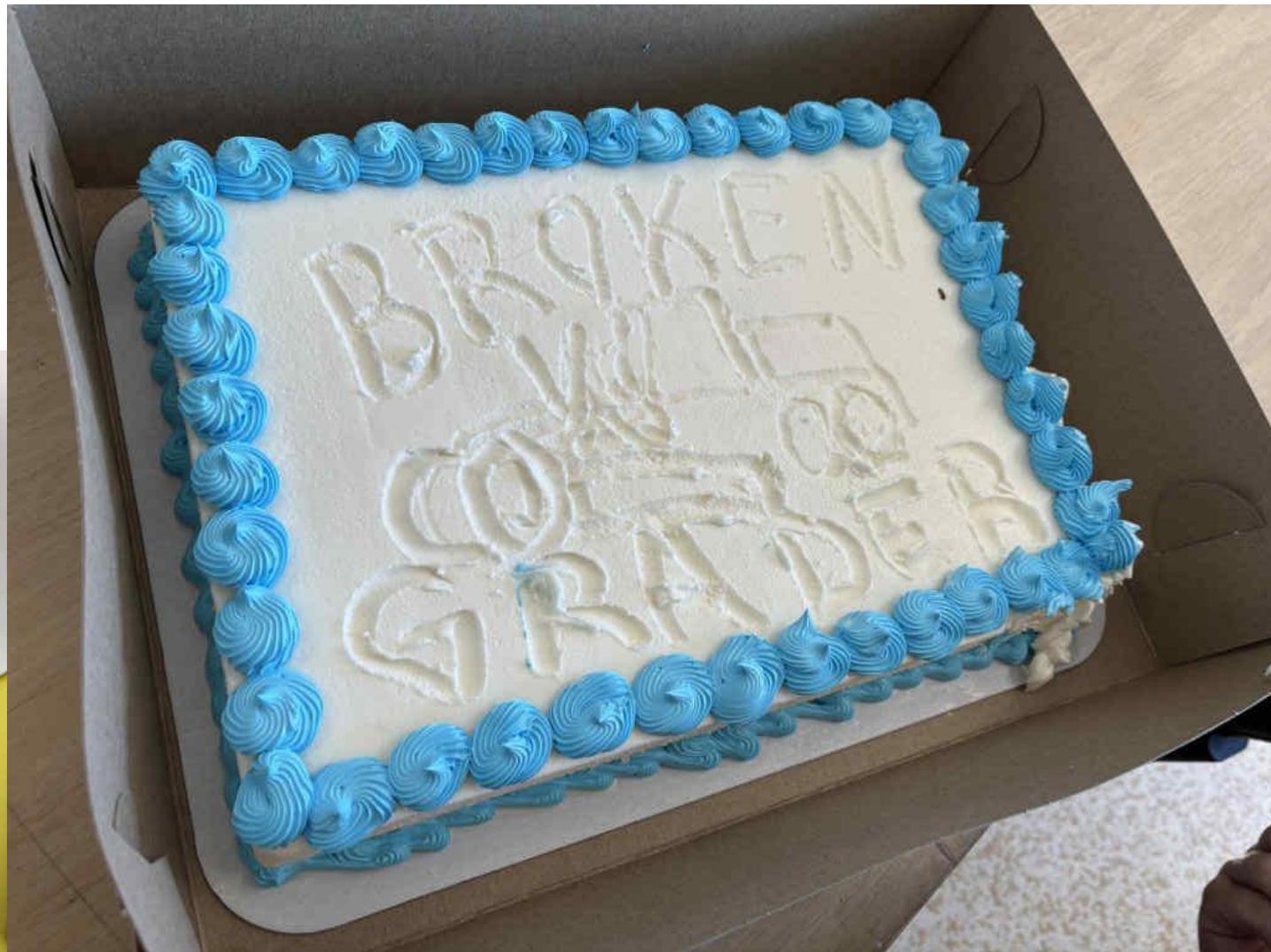


Northwest Regional Airport
Terrace-Kitimat

Airfield Operations Specialist

Job Scope

Cake



Cake-able Offense

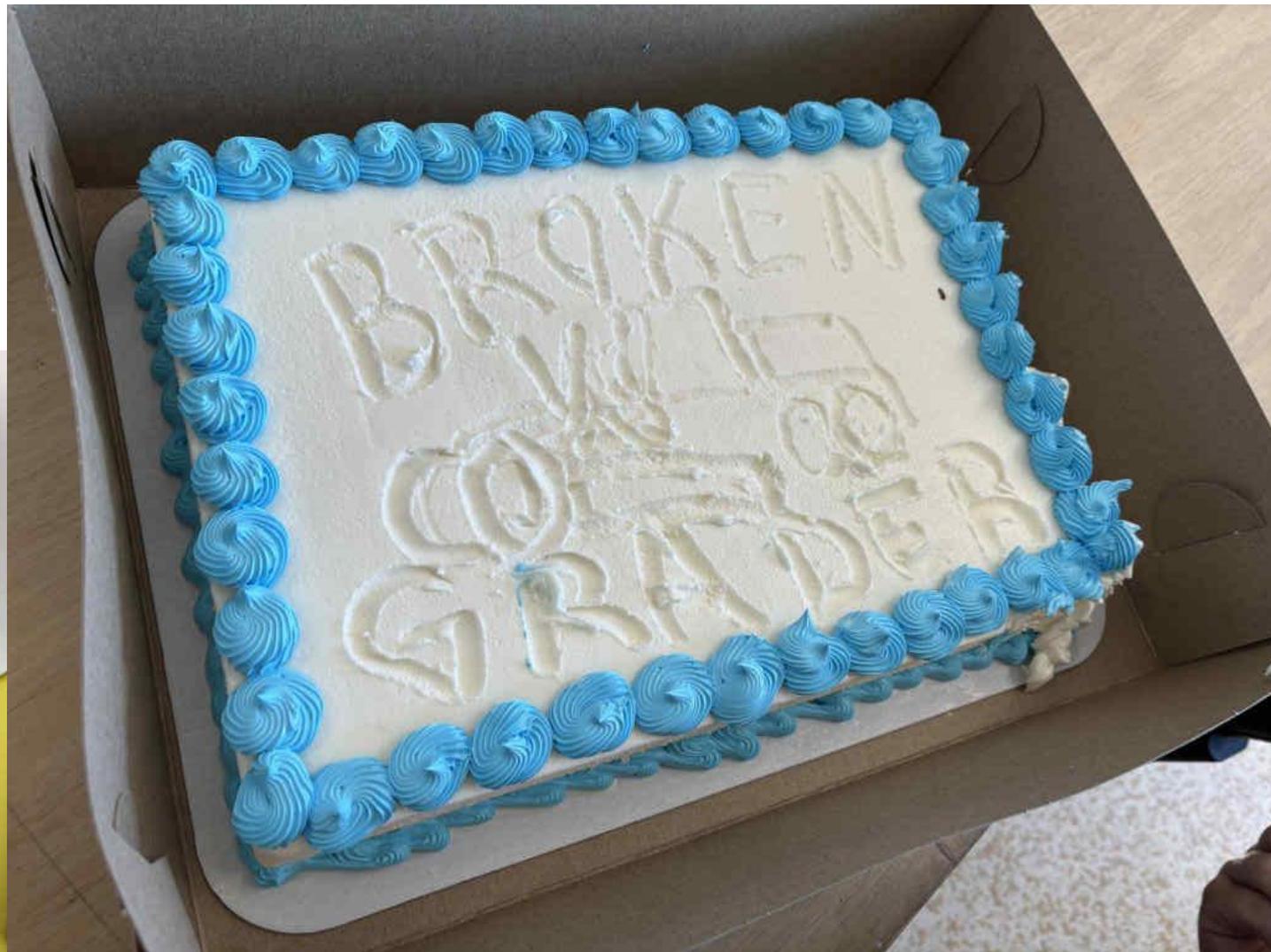
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an action that adversely effects the operation, and which, under reasonable circumstances, would warrant the other team members to expect a cake in compensation for resolving the adverse effect.

1. *“You knocked over an edge light? That’s a cake-able offense.”*
2. *“Well, not to worry. We will get it fixed.... by the way, I like black forest... you knew this was a cake-able offense right?”*

Cake



Rotating Chargehand Duty

The chargehand is in control of the day-to-day logistics

- Delegating airside/groundside snow removal
- Delegating work requests
 - (plumbing issues, air carrier requests, parking machine issues, etc)
- Communication with contractors
 - (snow removal contractors, construction contractors, inspections, etc)
- Delegating shipping
 - Loading and unloading of trucks
- Tracking Expenses and Charge-outs

This is a condition of employment for the Airfield Operations Specialist.



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Airfield Operations Specialist

Job Scope



Northwest Regional Airport

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Airfield Operations Specialist

- Airside Snow Removal
- Groundside Snow Removal
- Landscaping
- Chemical Application
- Line Painting
- Plumbing
- Electrical Installation
- ARFF (Category 6)
- Beacon Sites
- Equipment Checks (radios, machinery, etc)
- Water Sampling (Potable, Septic, Groundwater, Nitrate)
- Hydrant Maintenance and Servicing
- Airside Inspections
- FOD
- Wildlife Management

- Airside Escorting
- Flip Flow Doors Cleaning Maintenance
- Fencing Repairs
- Carpentry
- Trenching
- Formwork
- Concrete Pouring
- Refilling Hand Sanitizer Stations
- HVAC System Checks, Servicing Maintenance
- Exhaust Fan Maintenance
- Waste Water System
- Inventory Tracking
- Brushing / Felling Trees
- Asphalt Repair

- Heating Systems Servicing and Maintenance
- Overhead and Sliding Door Maintenance
- Parking Machine Maintenance/Troubleshooting
- Airside Lighting Checks, Maintenance, Replacement
- Safety Management System HIR and Hazard Assessments
- Baggage System Maintenance and Repairs
- Key Tracking
- Decorating (Banners, Christmas Trees)
- Land Clearing
- Heavy Equipment Maintenance
- Generator Maintenance
- Fit Testing SCBA, Paint Masks
- Permits Renew & Acquisition



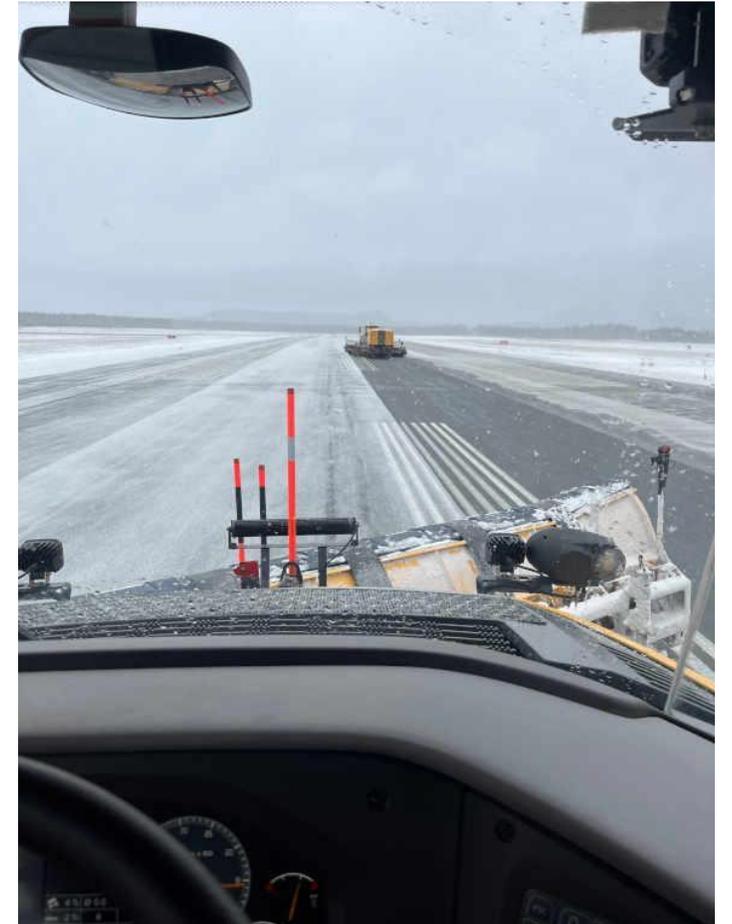




Northwest Regional Airport Terrace-Kitimat

Equipment

AEBI Schmidt TJS-600





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Equipment

Single Axle Truck and
Runway Sweeper





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Equipment

Loaders





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Equipment

ATI Snow Wolf





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Equipment

La Rue Snow blower





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Equipment

Grader with Wing

Dozer





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Equipment

International Truck
with Epoke Spreader





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Equipment

International Truck
with Sander





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Equipment

Bobcat and Toolcat





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Equipment

John Deere 9330
Tractor



Raiko Ice Breaker



Airside Snow Removal– Priority One

RWY15/33 Center 100'

Full length RWY15/33

Taxiway A

Apron 1

Cargo/Baggage Area

PAPI

Runway Edge Lights

ODALS

RWY / Taxiway Signs

Localizer Area

Glidepath Area

Equipment Area (03/21)

*Note as per consultation a minimum of center 100 feet required for Q-400 & 737 aircraft.



Airside Snow Removal– Priority Two

Taxiway B

RWY 21 ERP Area

Taxiway B Signs



Priority Two areas are maintained ***after*** Priority 1 areas are addressed

Airside Snow Removal– Priority Three

Pre-threshold areas

RWY Edges (50')

Taxiway Edges (50')

Apron edges (50')

And Signs

West & East Roads

Localizer Roads

Nav Can Access (on request)

Vehicle Lane on 03/21

1000' on 03/21 (on request)

Apron 2

Priority Three areas are maintained as **able and after** the winter storm has ended.



NWRA Winter Operations Refresher Training

Winter Maintenance Plan – Groundside Priority Areas





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Tips and Tricks





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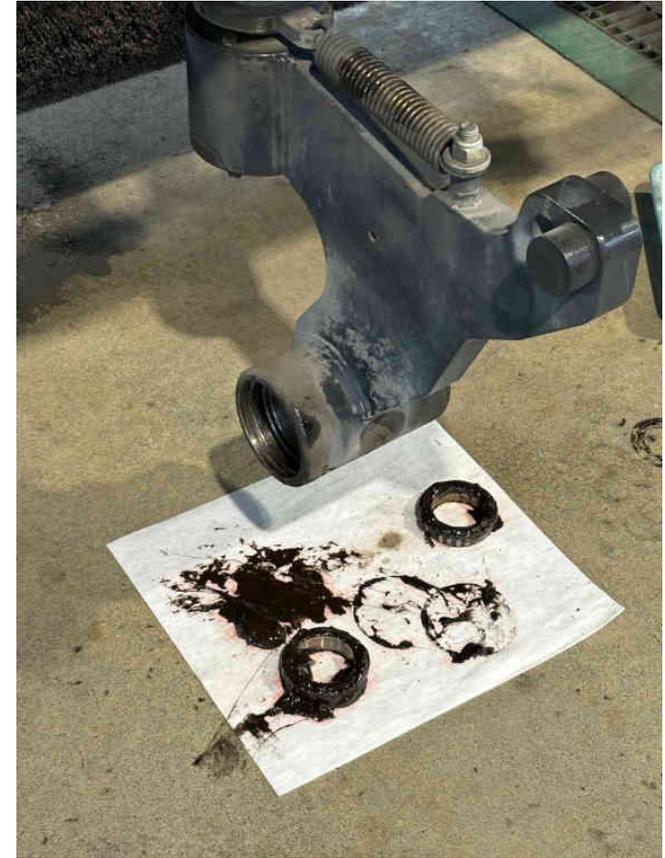
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<p>CRFI Reading CAN be taken on:</p> <ol style="list-style-type: none"> 1) DRY SNOW not exceeding 2.5cm (1 inch) in depth 2) COMPACT SNOW 3) FROST 4) Deicing Chemical or Sand on ICE 5) ICE 6) SLUSH on ICE 7) Wet ICE consisting of a thin film of water on ice <p style="text-align: right;"><small>CARS 322.416</small></p>	<p>Downgrading RWYCC</p> <p>Is possible on the basis of ANY of the following:</p> <ol style="list-style-type: none"> 1) CRFI measurements 2) Vehicle deceleration or directional control observations 3) Pilot(s) reports 4) Local knowledge 5) Other information that reveal that the runway surface is more slippery than the initially determined RWYCC <p style="text-align: right;"><small>AC 300-019 (s. 6.6)</small></p>	<p>Upgrading RWYCC</p> <p>Only possible if ALL of the following criteria is met:</p> <ol style="list-style-type: none"> 1) The runway conditions observed in the primary assessment are listed under code 0 or 1 in the RCAM 2) All observations, judgement, and vehicle braking action support the higher RWYCC 3) CRFI of 0.35 or greater observed on affected 3rd of runway <p>Other requirements to note:</p> <ol style="list-style-type: none"> 1) RWYCC 0 or 1 can only be upgraded to a MAX of 3 2) RWYCC 2,3,4 or cannot be upgraded <p style="text-align: right;"><small>AC 300-019 (s. 6.8)</small></p>	<p>DRY is ONLY reported if:</p> <ol style="list-style-type: none"> 1) Other runways or other thirds of the runway have a contaminant 2) The cleared width is <100% but the cleared width is 100% DRY <p style="text-align: right;"><small>AC 300-019 (s. 5.7 (3))</small></p> <p>For Taxiways, only report:</p> <ol style="list-style-type: none"> 1) Contaminants of “operational significance” 2) Max one contaminant and depth (but NO % coverage) 3) Qualitative Friction (e.g. Poor Braking Action) 4) Presence of snow drifts, windrows and snow banks 5) Presence of treatments <p style="text-align: right;"><small>AC 300-019 (s. 10.0)</small></p> <p>WET is ≤ 1/8”, STANDING WATER is > 1/8” <small>Appendix C.3(1)</small></p> <table border="1" data-bbox="1719 939 2346 1158"> <thead> <tr> <th>Contaminant</th> <th>Minimum Depth</th> <th>Significant Change</th> </tr> </thead> <tbody> <tr> <td>Standing Water</td> <td>¼</td> <td>1/8 inch</td> </tr> <tr> <td>Slush</td> <td>¼</td> <td>1/8 inch</td> </tr> <tr> <td>Wet Snow</td> <td>1/8</td> <td>¼ inch</td> </tr> <tr> <td>Dry Snow</td> <td>1/8</td> <td>¾ inch</td> </tr> </tbody> </table> <p style="text-align: right;"><small>AC 300-019 (s. 13)</small></p>	Contaminant	Minimum Depth	Significant Change	Standing Water	¼	1/8 inch	Slush	¼	1/8 inch	Wet Snow	1/8	¼ inch	Dry Snow	1/8	¾ inch
Contaminant	Minimum Depth	Significant Change																
Standing Water	¼	1/8 inch																
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Dry Snow	1/8	¾ inch																
<p>CRFI CANNOT be reported on:</p> <ol style="list-style-type: none"> 1) WET or SLUSH covered, with no other type of contamination present; 2) WET SNOW; or 3) DRY SNOW exceeding 2.5 cm (1 inch) in depth <p style="text-align: left;"><small>Based on the fact that these aren't listed in CARS 322.416</small></p>																		



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