



**SAINT LOUIS
DOWNTOWN
AIRPORT**
A Metro Business Enterprise

**JANUARY 2011
AIRPORT NEWS**

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AIRPORT EVENTS

There are no scheduled airport events this month. EAA Chapter 64 and the Gateway Area Ultralight Association replaced their normal monthly meetings with their holiday parties.

The grand opening of the airport fire station will be scheduled later this month.

The airport is open and attended 24-hours daily.
JetAviation 618-646-8000
Ideal Aviation 618-337-3400

ATC Tower Hours 0630-2200

ATIS	121.45
CLNC DEL	118.275
Ground Control	121.8
Tower/CTAF	119.925
Tower UHF	379.3
Unicom	122.95

Airport Firefighters On-Duty
0800-2100 Weekdays
Dial 911 or 618-410-0188
Call "Rescue 61" on 121.8

For Airport Administration after hours, contact the firefighter on duty or call 618-646-8262 and ask the attendant to call the standby airport management representative.

Visit us on the web at
stlouisdowntownairport.com
or cps.aero

Happy New Year!

MIDWEST AVIATION CONFERENCE

Start the New Year off with a big dose of aviation camaraderie at the 2011 Midwest Aviation Conference and Trade Show on Saturday and Sunday, January 15-16 at the Maryland Heights Centre, 2344 McKelvey Road, Maryland Heights, MO 63043. We guarantee there will be something to interest everyone.

Once again the Greater St. Louis Flight Instructor Association will be presenting the event with many exciting programs planned for the entire weekend including an expanded Saturday program and an all new Youth Aviation/Learn To Fly Seminar on Sunday.

Here are some of the weekend's highlights:

- FAA Super Safety Seminar—Earn WINGS Credit.
- 41st Annual Flight Instructor Revalidation Clinic.
- Guest speakers include: Erik Lindbergh, Rod Hightower & Ralph Hood.
- Aviation Awards Banquet.
- 2nd Annual Silent Auction presented to benefit our own *Greater St. Louis Air & Space Museum*.
- NEW! Sunday Youth Aviation Seminar in conjunction with Erik Lindbergh's visit to Mission Control at the *St. Louis Science Center*.
- NEW! Learn To Fly Seminar.

For more information, visit the host web site at www.gslfia.com/macts.html.

AIRPORT WINTER OPS REVIEW

"A Review of μ "

Pilots report runway braking action in terms of "Good, Fair, Poor, or Nil." When braking action is reported to be less than "Good," our airport workers use a Bowmonk runway friction testing device to test and report runway condition readings (RCR) in MU (pronounced "mew") values.

Nine friction tests are performed on the landing runway—three in the touchdown zone, three in the runway midsection, and three near the end of the runway. Results are then published in a NOTAM and are available on the ATIS.

As a guide, the following chart compares MU to the more general terms:

<u>Term</u>	<u>Mu</u>
Good	40 or more
Medium to Good	36 to 39
Medium	30 to 35
Poor	26 to 29
Nil	0 to 25

A typical NOTAM might read: "CPS 1200 RWY 30L BOW 40/40/28 LSR." Translated, that means at 12 o'clock UTC, braking action in the touchdown zone and mid-section of runway 30L was good, but it was poor in the last third of the runway, with loose snow on the runway.

The NOTAM will be replaced when conditions change or cancelled when MU values for all three sections of the runway are 40 or higher.

Pilots should use MU information with other knowledge such as known aircraft performance characteristics, landing weight, previous experience and wind conditions to determine runway suitability.

Anytime braking action is reported "nil" we will immediately perform another friction test. If the device confirms a Mu of less than 26, we also post the following NOTAM: "CPS CLSD ACR." That means the airport is closed to air carrier operations. It remains open to anyone else, but the FAA prohibits commercial air carriers from operating on runways with Nil braking action.

Typically, our snow removal and deicing efforts will be concentrated on runway 30L/12R and associated taxiways B, B1 and B7, leading in and out of both ramps. Unless unusual winds or traffic require their use, runways 5/23 and 30R/12L will remain untreated until a day or two after the storm has passed.

When added together, our airport runways and taxiways are the equivalent of over 35 miles of two-lane highway so there is much work to be done. Once the primary runway and taxiways are useable, we begin to work on the public ramps and roadways. Airport parking lots are the very last priority and are often in far worse condition than adjacent roads or nearby grocery store parking lots, so use extreme caution to avoid slips, falls or other accidents.