

WISCONSIN AERONAUTICAL CHART



WEATHER

Weather is one of the most critical and difficult safety risks for pilots to analyze and mitigate. It is important to stay proficient with weather knowledge, resources and assessment skills. Don't forget to also check NOTAMS often for runway/airport/field condition (FICON) reports and closure information.

For more information and additional weather resources visit:

wisconsindot.gov/weather



RUNWAY CONDITION ASSESSMENT MATRIX (RCAM)

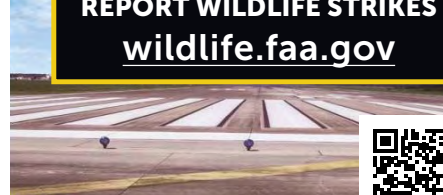
RUNWAY CONDITION DESCRIPTION	FICON CODE	BRAKING ACTION
• Dry	6	
• Frost (includes damp and less than 1/8 inch depth or less of water)	5	Good
Less than 1/8 inch (3mm) depth of: • Slush • Dry snow • Wet snow	4	Good to Medium
5°F (-15°C) and colder outside air temperature • Compacted snow	3	Medium
• Slippery when wet (wet runway) • Dry snow or wet snow (any depth) over compacted snow	2	Medium to Poor
Greater than 1/8 inch (3mm) depth of: • Dry snow • Wet snow	1	Poor
Warmer than 5°F (-15°C) outside air temperature: • Compacted snow	0	Nil
• Slush • Slush over ice • Water over compacted snow • Dry snow or wet snow over ice		

For additional information see FAA Advisory Circular 91.79A

SAFETY



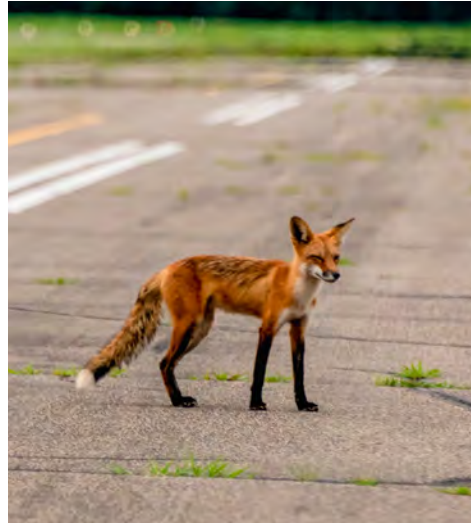
REPORT WILDLIFE STRIKES
wildlife.faa.gov



WILDLIFE

BOA has resources to help mitigate impacts to and from wildlife on and near Wisconsin airports. It is crucial to report any wildlife strikes, near misses, and issues to our office. Additionally, wildlife may be attracted to local projects like landfills and retention/detention ponds which could adversely impact aircraft and airport operations. Proper planning and coordination is the first step in protecting our state's aeronautical investments. For further information or assistance regarding wildlife concerns please contact the Bureau of Aeronautics.

- Pro-Tips Series webinars for Mechanics, CFI's and Pilots
- "Startle Effect" seminars with WINGS flight activities
- Maintenance Conference and IA renewal seminar
- Flight instructor workshops
- Many more seminars, courses and webinars



RUNWAY INCURSIONS

Runway incursions continue to be a complex and prevalent issue. Many factors lead up to a runway incursion, excursion, incident or wrong surface event. Arrival Alert Notices (AAN) are new publications at selected airports to help reduce wrong surface events. Pilots can help lower the number of occurrences by staying focused while the aircraft is moving, being familiar with the airport and current airport diagram, and checking NOTAMS often for construction, AANs, and other non-typical situations. Pilots must plan properly for all phases of flight and that includes understanding the airport environment. It is also equally important to fully understand and follow ATC clearances and instructions and know all airport signs and markings.

"Line Up and Wait" has replaced the "Position and Hold" instruction for taxiing onto a runway to await takeoff clearance.



If you are unsure of clearance instructions, where you are or what to do, STOP and ask ATC for help!

PILOT'S GUIDE TO AIRPORT SIGNS AND MARKINGS

Airport Signs	TYPE OF MARKING	ACTION OR PURPOSE	TYPE OF MARKING	ACTION OR PURPOSE	TYPE OF MARKING	ACTION OR PURPOSE
4-22 TAXIWAY/RUNWAY HOLDING POSITION: Hold short of intersecting runway			25-7 RUNWAY/RUNWAY HOLDING POSITION: Hold short of intersecting runway			
8-APCH RUNWAY APPROACH HOLDING POSITION: Hold short of protected area when instructed by ATC			ILS ILS CRITICAL AREA HOLDING POSITION: Hold short of ILS critical area when instructed by ATC			
NO ENTRY : Identifies paved areas where aircraft entry is prohibited			22 RUNWAY LOCATION: Identifies runway on which vehicle/aircraft is located			
4 RUNWAY DISTANCE REMAINING: Indicates runway distance remaining in increments of 1,000 feet			22 RUNWAY LOCATION: Identifies runway on which vehicle/aircraft is located			
ELEVATED GUARD LIGHTS HOLD SHORT			IN-PAVEMENT GUARD LIGHTS HOLD SHORT			

www.faa.gov/airports/runway_safety

ATCT Light Gun Signals

COLOR AND TYPE OF SIGNAL	AIRCRAFT ON THE GROUND	AIRCRAFT IN FLIGHT
STEADY GREEN	Cleared for takeoff	Cleared to land
FLASHING GREEN	Cleared for taxi	Return for landing
STEADY RED	STOP	Give way and continue circling
FLASHING RED	Taxi clear of the runway in use	Airport unsafe, do not land
FLASHING WHITE	Return to starting point on airport	-
ALTERNATING RED/GREEN	EXERCISE EXTREME CAUTION	

Airport Markings

TYPE OF MARKING	ACTION OR PURPOSE	TYPE OF MARKING	ACTION OR PURPOSE
HOLDING POSITION: Hold short of intersecting runway, also a land-on-hold-short marking		NON-USABLE	
HOLDING POSITION WITH ENHANCED TAXIWAY CENTERLINE: Alerts of an approaching runway		SOLID TAXIWAY EDGE: Defines edge of taxiway, full-strength taxiway pavement, adjoining pavement NOT USABLE	
ILS CRITICAL AREA: Hold short when instructed by ATC		TYPE OF MARKING	
TAXIWAY/TAXIWAY HOLDING POSITION: Hold short of intersecting taxiway when directed by ATC		AVAILABLE	
(NO) MOVEMENT AREA BOUNDARY: Defines boundary of movement area and non-movement area		SURFACE PAINTED HOLDING POSITION: Designates runway ahead in conjunction with yellow holding position marking	
1-19 SURFACE PAINTED TAXIWAY DIRECTION: Defines direction and designation of intersecting taxiway		ACTION OR PURPOSE	
1-19 SURFACE PAINTED TAXIWAY LOCATION: Identifies taxiway on which aircraft is located		DASHED TAXIWAY EDGE: Defines edge of taxiway where adjoining pavement or apron is AVAILABLE for taxi	

References: Aeronautical Information Manual (AIM), AC 90-67B—Light Signals from the Control Tower for Ground Vehicles, Equipment, and Personnel; AC 150/5340-14—Standards for Airport Markings; and AC 150/5340-18—Standards for Airport Sign Systems