BY ORDER OF THE COMMANDER
EIELSON AIR FORCE BASE (PACAF)

EIELSON AIR FORCE BASE
INSTRUCTION 32-1002

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Civil Engineer

SNOW AND ICE CONTROL PLAN

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This instruction provides guidelines and procedures for the Air Force Snow and Ice Control Program. It implements Air Force policy directive (AFPD) 32-10, Air Force Installations and Facilities. Also this instruction incorporates AFI 32-1002, Snow and Ice Control Plan 22 Jan 15, and Air Force Civil Engineer Center (AFCEC) Snow and Ice Control Handbook, 1 Apr 16. This publication applies to all Air Force, Air Force Reserve Command (AFRC), and Air National Guard (ANG) units and personnel. The authorities to waive wing/unit level requirement in this publication are identified with a Tier ("T-0, T-1, T-2, and T-3") number following the compliance statement. See Air Force Instruction (AFI) 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items. Refer recommended changes and questions about this publication to the OPR using the AF Form 847, Recommendation for Change of Publication; route AF Forms 847 from the field through the appropriate functional chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS). The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include the addition of Tier waiver authority requirements, updated office symbols, snow removal priority changes, facility updates, and updated references.

Chapter 1

KEY INSTRUCTIONS

1.1. Applying the Snow and Ice Control Plan (S&ICP)

1.1.1. **Ground Support.** Installations with over 150 millimeters (6 inches) of average annual snowfall will maintain an S&ICP and form a snow and ice control committee (S&ICC). For installations which receive less than 150 millimeters (6 inches) of average annual snowfall, the installation commander will create plans and committees to meet their specific needs. (T-1).

1.1.2. **Aircraft Support.** Specific anti-icing/deicing procedures for aircraft maintenance are maintained in the technical orders (TO) for each type of aircraft. A forum similar to the S&ICC should be used to coordinate the aircraft anti-icing/deicing program. Note: Aircraft anti-icing/deicing products and general procedures are listed in TO 42C-1-2, Anti-Icing, Deicing and Defrosting of Parked Aircraft.

1.2. Snow and Ice Control (S&IC) Objective. Begin runway S&IC operations removal just prior to, or at the onset of, snowfall or icing conditions to provide continuous bare pavement. Installations without a flying mission will establish when S&IC operations should begin according to mission requirements. The Snow Control Center (SCC), 354 FW Command Post (354 FW/CP), Airfield Management (AM), and Air Traffic Control Tower (ATCT) must maintain close communications at all times. (T-3).

1.3. Supporting the Mission. Maintain continuous mission capability by removing snow and ice from airfield and base pavements. Judge the success of the program by the safe movement of aircraft and vehicles during inclement winter weather.

1.4. Prioritizing Snow Removal. S&IC from all paved surfaces typically cannot be accomplished simultaneously; therefore, three priorities are established to ensure S&IC operations are accomplished in order of relative mission importance and publicized to avoid misunderstandings among base agencies. Priorities can be changed when directed by the S&ICC chair, in the best interest of flight safety and/or airfield mission requirements. Maps will be color-coded in the following manner: Priority I: Red; Priority II: Blue; Priority III: Green. (T-2). For safe operation of vehicles and equipment, establish a primary access route to and from the airfield. (T-2). Establish priorities in accordance with the following guidelines. (T-2). The S&ICP should be flexible to allow for separate mission operations: (T-3).

1.4.1. S&IC at Eielson AFB is historically conducted from September through April to ensure continuing operations. The 354th Civil Engineer Squadron (354 CES) is required to conduct S&IC on Eielson AFB by priorities established by USAF mission precedence, alert requirements, and limitations imposed by aircraft and equipment availability.

1.4.2. Priorities are established to permit the most efficient use of snow removal equipment in locations most important to the accomplishment of the mission. The highest priority is reserved for removal of snow from the runway. Operational requirements and availability of snow removal equipment may necessitate changes in other relative priorities listed in the attachment. Any changes to the priority for clearing of airfield areas will be coordinated with and approved by the Airfield Manager or designated representative. For other than airfield

clearing operations, changes in relative priorities will be approved by the Snow Control Officer (SCO) or designated representative.

1.4.3. **Priority I (Red) (Attachment 2):** Approximately 781,000 square yards (SY). Includes primary runway and primary runway access taxiways and alert facilities, apron access taxiways, aircraft crash fire equipment lanes, and access roads to the Munitions Storage Areas (MSA).

1.4.3.1. Clear runway centerline and initially clear runway to an overall maximum of 75 feet during active snow or ice events. Upon completion of active snow or ice events and the airfield primary areas have been cleared to allow aircraft movement, the S&IC team will begin to clear and maintain a maximum overall 150 foot width (75 feet on either side of the center line).

1.4.3.2. Open taxiway centerline on Taxiway Foxtrot from Taxiway Alpha to Taxiway Echo and Taxiway Lima. Clear trim pad as required.

1.4.3.3. East and West of North Bays 11/12 and corresponding centerlines to Taxiway Fox to Nose Dock 1 for the 210th RQS Search and Rescue Helicopter Squadron. Remaining North Bay area, 6-bay cold weather shelter (Bldgs. 1227 and 1228) when utilized by aircraft.

1.4.3.4. National Guard alert aircraft parking spot(s) as dictated by Maintenance Operations Center (MOC) through AM, to include the Thunder Dome (Bldg. 1140) North and South ends or wherever the ANR Alert KC-135 is parked, including red restricted area lines to Taxiway Foxtrot.

1.4.3.5. Taxiway Alpha/Taxiway Echo including arm/de-arm areas - priority will be given to Taxiway Echo when active runway is 32 (South end) and Taxiway Alpha when active runway is runway 14 (North end).

1.4.3.6. The 8-bay hangar (Bldg. 1338), and 4-bay hangar (Bldg. 1335) to include rear of Bldgs. and red restricted area lines. This includes Alpha-Delta rows, Bldgs. 1306, 1307, 1340, 1344, and 1348.

1.4.3.7. North Bays area, 6-bay cold weather shelter (Bldgs. 1227 and 1228) including red restricted area lines. Snow removal will maintain lines for two aircraft to depart and enter each bay. A minimum of 15 feet on both sides of each taxi line will be maintained up to the red line.

1.4.3.8. Combat Alert Cell (CAC) (Bldg. 1300) front and back of facility; portion in which the 354 OG is utilizing. Snow removal operations will maintain lines for one aircraft to depart and enter each bay when aircraft are present. A minimum of 15 feet on both sides of each taxi line will be maintained as required.

1.4.3.9. Taxiway Charlie including arm/de-arm pads, and South shoulder leading off of the runway (widen south shoulder and remove berms for wing tip clearance), also parking spots 19-22 and Taxiway Golf, centerline (North to South end), North end (clear to South 600 feet) for hung flares on aircraft.

1.4.3.10. Refueling pits 1-4 on Oscar row and associated taxi lines leading to and from when used as hot pits.

1.4.3.11. Access to Bldg. 2260 Transient Alert (TA) parking lot at intersection of Central and North Street and out to the Flight line Ave.

1.4.3.12. Road to the 354th Medical Group (MDG) clinic (Bldg. 3349) up to the garage doors, from the clinic to flight line (Central Ave to Division St, to Flight line Ave, to Fire Station 1), and entrance into Bldg. 3134 (Security Forces).

1.4.3.13. Fire Station 1 (Bldg. 1206), Fire Station 2 (Bldg. 4870), and Fire Station 3 (Bldg. 1300; portion of the CAC 354 CES/CEF is utilizing) including access road to vehicle gate 28 (VG-28) for emergency response vehicles; Nose Dock 1 (Bldg. 1120 when used by the Fire Department).

1.4.3.14. BAK-12 pit access (North, South, and mid barriers).

1.4.3.15. Access roads to Engineer Hill and Quarry Hill MSA and Bldgs. 6370 thru 6385. Primary explosives routes as identified by 354th Fighter Wing, Weapons Safety, including Cargain Road out to Bldg. 1303 (Missile Shop) entrance and Mullins Pit Road, to include Polar Pad (new munitions holding area, Bldg. 1312).

1.4.3.16. Bldgs. 1118, 1139, 1170, 1210, 1235, 1250, 1301, and 1314 (pump houses which provide water for firefighting on the flight line).

1.4.3.17. Tanker Row spots 10 through 22 and Papa and Quebec rows as required.

1.4.3.18. Eielson Place to Broadway Street down to Flight line Ave. Hursey gate to Flight line Ave.

1.4.3.19. Taxiway Delta between Foxtrot and Golf.

1.4.3.20. Access roads to and from emergency facilities, e.g., hospital and fire emergency services, special weapons/ammunition storage facilities, aircraft refueling points, aircraft arresting systems and other primary mission facilities.

1.4.3.21. For safe operations, establish Navigational Aids (NAVAIDS) for the primary active runway and associated access roads to and from the runway and to emergency facilities, e.g., hospital, fire emergency services.

1.4.4. **Priority II (Blue) (Attachment 3):** Approximately 2,732,000 SY. Includes secondary taxiways, aprons, maintenance hardstands, and other aircraft operational areas, flight control facilities, access roads in Petroleum, Oil and Lubricants (POL) areas, primary base roads, surface streets, and Munition Storage Areas (MSAs).

1.4.4.1. Taxiway Foxtrot from Taxiway Alpha to Nose Dock 7 (Bldg. 1232) including North and South ends of Bldg. 1140 and Air Freight Terminal (Bldg. 1190).

1.4.4.2. Air National Guard Maintenance Hangar (Bldg. 1176) to fuel cell (Bldg. 1171) and a single pass for Bldgs. 1172 and 1173.

1.4.4.3. Taxiway Foxtrot from Taxiway Echo to Nose Dock 7, including Oscar 1-5 and E-4 hydrant system area and fill-stand (Bldg. 1240).

1.4.4.4. Widen loop area, Taxiway Lima, and clear South Ramp to include Taxiway Hotel and Juliet for aircraft parking as required.

1.4.4.5. Widen Mullins Pit Road.

1.4.4.6. Both entrances to Pixie Pad and roads within the MSAs. Access road to Bldg. 1326 (enclosed munitions holding area).

1.4.4.7. Snow barn operational areas (Bldgs. 1133, 1134, 1138, 4105, 6209, and access to Bldgs. 1120 and 1121).

1.4.4.8. Road from Snow Barn to Bldg. 3213 (heavy equipment maintenance).

1.4.4.9. Runway approach lights and Instrument Landing System (ILS) localizer Pads 1111 and 1114 North end and Bldg. 1109 South end localizer.

1.4.4.10. Approach lights (South end).

1.4.4.11. Precision approach path indicator (PAPI) lights (north and south) as required.

1.4.4.12. ILS glide slope (Pad 1258) South end of runway and Pad 1331 North end of Runway, West Perimeter Road will be done on an on-call basis (decided by AM).

1.4.4.13. POL truck parking area (Bldg. 3240), base fuel station (Bldg. 1207), and E-10 deicing fluid fill stand (Bldg. 6262).

1.4.4.14. POL fill stands (E-2 area, Bldg. 6229).

1.4.4.15. POL service roads to loop (Bldg. 580, 425, and 520).

1.4.4.16. POL tank farm area and road (Bldg. 6232).

1.4.4.17. Liquid oxygen storage area (Bldg. 2735) and Aerospace Ground Equipment (AGE) area (Bldg. 1209).

1.4.4.18. Ravens Way to French Creek Dr. to Child Development Center (Bldg. 5182).

1.4.4.19. Taxiway Golf as required by AM.

1.4.4.20. Main runway edge to 1,000-ft markers entire length.

1.4.4.21. Fire lanes and POL tank farm E-2 (Bldg. 6225), E-6 (Bldg. 6248), E-11 fuel receipt header access road (Bldg. 6261), TK-522 access road to bulk fuel tank 522, Tank 22, and Senior Crown east of E-6. Fire lanes will be plowed whenever depth of loose snow exceeds six inches and will be one lane, approximately 10’ wide. Primary purpose is to provide emergency access routes to certain base areas for firefighting equipment.

1.4.4.22. Weapons storage pad (Bldg. 1137).

1.4.4.23. Central Ave from the main gate to Outer Loop Road.

1.4.4.24. Quarry Road to Bldg. 6387 Arctic Survival Training School (Command Post Bldg. 6398 and the bus turnaround points).

1.4.4.25. Alternate explosive route.

1.4.4.26. 354 MDG Clinic customer parking lot (Bldg. 3449)

1.4.4.27. Wabash Ave.

1.4.4.28. 354 CES shops access road, Civil Engineer Material Acquisition System (CEMAS) (Bldg. 2351), Sewage Treatment Plant, and Water Treatment Plant areas.

1.4.4.29. Glacier St., Polaris St., Kodiak St., North St., Broadway St.

1.4.4.30. Warehouse court access to Bldgs. 2811 and 566, or as requested by Logistics Readiness Squadron (LRS).

1.4.4.31. Access to Nose Docks 3 and 5, (Bldgs1153 and 1176)

1.4.4.32. Terminal Very High Frequency omnidirectional range.

1.4.4.33. Tactical Air Navigation (TACAN) (Bldg. 1260).

1.4.4.34. Cargain Road to the middle marker (Bldgs. 1339 and 1303).

1.4.4.35. Base roads: Arctic Ave, Coman Dr, Kodiak St, Tenakee St, Glacier Ave, Polaris St, Quarry Road and associated areas, as required by 354 CES, Civil Engineer Heavy Repair Element (354 CES/CEOH).

1.4.4.36. Loop Access Road behind Hush House (Bldg. 1352) to include utilidor turnouts.

1.4.4.37. Central Heat and Power Plant (CHPP) to cooling ponds.

1.4.4.38. Fire lanes between all dormitories (Bldgs. 2196, 2200, 2202, 2204, 2262, 2264, 2266).

1.4.4.39. Hazardous material (Bldg. 4380).

1.4.4.40. Child Development Center (Bldg. 5182).

1.4.4.41. Base Exchange (BX), Commissary, Eielson City Center, School-Age Care, and Fitness Center (Bldgs. 3303, 3310, 3343 parking areas).

1.4.4.42. Access road to 354th Communications Squadron (354 CS) base radio (Bldg. 4304), precision approach radar reflectors to be cleared only when requested.

1.4.4.43. Johnson Road to Bravo and Charlie batteries, when requested by Det 460 Commander. Det 460 will use snow machines when snow removal support is not available.

1.4.4.44. Chapel (Bldg. 2223) and Two Seasons dining facility (Bldg. 2207).

1.4.4.45. Youth Center (Bldg. 5313), Eielson House (Bldg. 5282).

1.4.5. **Priority III (Green) (Attachment 5):** Approximately 496,000 SY. All other areas, including military family housing, managed by Corvias Military Living (Attachment 4). Privatized Family Housing (PFH) area S&IC obligations will be determined during the S&ICC meeting and will be in accordance with ground lease, operating agreement and other Military Family Housing Privatization (MFHP) transaction documents.

1.4.5.1. Security forces parking area to include the interior fenced government owned vehicle (GOV) compound parking area and the privately owned vehicle (POV) parking area on the exterior of the fence around Bldg. 3134 (Joint Security Forces and Fire Department Emergency Communication Center).

1.4.5.2. Alternate armory points (Bldg. 2204).

1.4.5.3. Arctic Lanes Bowling Center (Bldg. 3301).

1.4.5.4. Vehicle maintenance shop (Bldg. 3213).

1.4.5.5. Equipment maintenance shop (Bldg. 2171).

1.4.5.6. Military quartermaster (base laundry, Bldg. 2260).

1.4.5.7. Dog kennels (Bldg. 3466).

1.4.5.8. Base Ops parking (Bldg. 1221) and Transient Alert (T/A).

1.4.5.9. Maintenance shop parking along flight line (north to south).

1.4.5.10. 18th Aggressor Squadron (18 AGRS) parking lots (Bldgs. 1306, 1337, 1338, and 1349).

1.4.5.11. Army and Air Force Exchange Service (AAFES) gas station and shoppette (Bldg. 3338).

1.4.5.12. Bldg. 1309 parking, and lodging (Bldgs. 2270 and 2272).

1.4.5.13. 354 CES vehicle storage.

1.4.5.14. Amber Hall parking lot (Bldg. 3112).

1.4.5.15. Flight line parking (Bldg. 1140) and base parking areas adjacent to Bldg. 3126.

1.4.5.16. 354 CES Readiness and Emergency Management (Bldg. 3460).

1.4.5.17. Yukon Club (Bldg. 2225).

1.4.5.18. Aurora Events Center (Bldg. 5223).

1.4.5.19. Birch St. and Koyuk St.

1.4.5.20. Post office (Bldg. 2216).

1.4.5.21. Auto and Wood Hobby Shop (Bldg. 3360).

1.4.5.22. Bear Lake Recreation area (Bldgs. 6001 and 6005).

1.4.5.23. Road to Iceman Falls and parking lot (Bldg. 6395).

1.4.5.24. Beaver Creek Road and Transmitter Site Road to Mystery Hole area.

1.4.5.25. Amaneta Road from 5.8 mile Chena Hot Springs Road to Alpha-D, site when requested by Det 460 Commander.

1.4.5.26. Camera Site I and Camera Site II when authorized by 354th Fighter Wing Commander (354 FW/CC) or Base Civil Engineer (BCE).

1.4.5.27. Parking lots will be accomplished on as-needed basis. Bldg. custodians on the industrial side of base may contact CE Customer Service at 377-2100 to coordinate barricading and removal of vehicles.

1.4.5.28. OSI (Bldg. 2210).

1.4.5.29. CORVIAS Privatized housing (Orange). (Attachment 5)

1.4.5.30. Fairbanks North Star Borough school S&IC (Purple). (Attachment 6)

1.4.5.31. 168th Wing Snow and Ice Control Boundary. (Attachment 7)

1.5. Using References and Resources. All S&IC activities that affect the environment must comply with AFPD 32-70, Environmental Quality. (T-2). Allowance Standard (AS) 464, Civil Engineer – Operations Flight Support Equipment, and AS 010, Vehicles Owned by the United States Air Force for Permanent Bases, help determine the type and amount of equipment authorized for S&IC. Federal Aviation Administration Advisory Circular (FAA AC) 150/5200-30C, Airport Winter Safety and Operations, and FAA AC 150/5220-20, Airport Snow and Ice Control Equipment, use abrasives (sand) only in emergency conditions to improve traction on airfield surfaces. Guidance on pollution prevention/best management practices (P2/BMP) is available at the Environmental Protection Agency website for Pollution, Prevention, Best Practices, and Conservation: **http://www.epa.gov/oecaagct/tpol.html**. If possible, S&IC vehicle operators should review the "Snow and Ice Control Techniques" training available at the Air Force Civil Engineer Center (AFCEC) Civil Engineer Virtual Learning Center (VLC): **https://afcesa.csd.disa.mil**. Installations that receive more than 900 millimeters (36 inches) of average annual snowfall, as stated in the surface observation climatic summary maintained by the local weather flight or supporting operational weather squadron (for the entire reporting period), will earn a manpower variance for S&IC (see AFI 38-201, Management of Manpower Requirements and Authorizations). Use this earned manpower to hire extra workers. (T-3). Installations may also use service contracts to augment their snow removal team, as approved by the BCE.

1.6. S&ICC Committee Members: The 354 FW/CC will establish and direct all snow and ice control operations through the S&IC Committee. Paragraph 1.6.2. lists the representatives who make up the S&ICC membership and **Chapter 2** details the responsibilities of each member identified in paragraph 1.6.2.

1.6.1. S&ICC Meetings: The 354 FW is responsible for hosting at least two S&ICC meetings each year. A pre-season meeting will be conducted between 1 September and 15 October and a post-season meeting between 15 April and 31 May. The S&ICC will review:

1.6.1.1. Snow removal priorities. (T-3).

1.6.1.2. Organizational responsibilities. (T-3).

1.6.1.3. Problems encountered during the previous seasons. (T-3).

1.6.1.4. Contract needs for emergency S&IC. (T-3).

1.6.1.5. Levels of spare parts, materials, and deicing products. (T-3).

1.6.1.6. Manning (augmentee) requirements. (T-3).

1.6.1.7. Snow removal equipment status. (T-3).

1.6.1.8. Off-season rebuild program/depot repair needs. (T-3).

1.6.1.9. Product consumption and impacts on aircraft, airfield infrastructure, and the environment. (T-3).

1.6.2. **The S&ICC consists of the following:**

Table 1.1. S&ICC Members.

354 FW/CC	Chairman*
354 MSG/CC	Member*
354 CES/CC (BCE)	Member*
354 CES/CEO	Member*
354 CES/CEOH	Member*
354 CES/CEN	Member*
354 LRS/CC	Member*
354 SFS/CC	Member*
354 CONS/CC	Member*
354 CS/CC	Member*
354 MXG/CC	Member*
354 OG/CC	Member*
354 OSS/OSAA	Member*
354 OSS/OSW	Member*
354 FW/SE	Member*
354 FW/CP	Member*
354 MDG/CC	Member
354 FSS/CC	Member
354 AMXS/CC	Member
354 MXS/CC	Member
354 OSS/CC	Member
354 OG/ODT	Member
354 CES/CEF	Member
353 CTS/CC	Member
18 AGRS/CC	Member
168 WG/CC	Member
168 CES/CC	Member
Det 1 66 TRS/CC	Member
Det 1 210 RQS/CC	Member
Det 25 372 TRS/CC	Member
Det 460 AFTAC/CC	Member
Det 632 AFOSI/CC	Member
DECA	Member
AAFES	Member
Note: * minimum required representation for S&ICC meetings.	

1.6.3. **Internal Working Group.** The S&ICC may form an internal working group, at the direction of the 354 FW/CC, to coordinate details on issues not requiring approval by the entire S&ICC.

1.6.4. **Primary Aircraft Authorization.** Before using any airfield anti-icing/deicing products, the installation will obtain approval for their Primary Aircraft Authorization (PAA) from the appropriate Program Manager(s), coordinated through AFCEC/COO. If there is more than one PAA at a particular installation, approval is required from each PAA PM. Requests will be routed through the appropriate MAJCOM for review and action. The S&ICC will ensure that tenant aircraft are considered in the request. (T-2)

Chapter 2

RESPONSIBILITIES

2.1. Installation Commander (FW/CC):

2.1.1. The installation commander forms and chairs the S&ICC and appoints additional members as needed. When snow removal conditions warrant SCC activation, the 354 CES/CEOH superintendent will assume control authority for snow control operations for both the airfield and main base. Control PFH areas in accordance with military family housing privatization transition documents. (T-2).

2.1.2. 354 FW units, attached units, staff units, and associates are authorized and encouraged to develop supplementing procedures and operating instructions as required in support of this S&ICP.

2.2. Mission Support Group Commander (MSG/CC):

2.2.1. The Mission Support Group (MSG) commander activates the S&ICP when needed. (T-2).

2.3. Base Civil Engineer (BCE):

2.3.1. Coordinates installation S&IC activities. (T-2).

2.3.2. Requests a manpower variance when authorized. (T-2).

2.3.3. Approves requests for snow removal service contracts when justified. (T-2).

2.3.4. Approves S&IC equipment for multiple uses and ensures new construction complies with paragraph 4.9. (T-2).

2.3.5. The BCE or designee selects individuals in the S&IC chain of command to make airfield pavement anti-icing (pretreatment/proactive) and deicing decisions (reactive). Selection is based on duty position, experience, and environmental awareness and is delegated to the shift Noncommissioned Officer in Charge (NCOIC), but no lower than SNOW-3. The decision to use ice control products is based on the weather forecast, flying schedule, and environmental considerations.

2.3.6. Prior to the use of approved anti-icing/deicing chemical or abrasives on the airfield, the shift lead, NCOIC and SNOW-3 will coordinate with/notify AM.

2.3.7. AM will coordinate notifying the affected flying units, the Maintenance Operations Center of chemical use on the airfield and the issuance of NOTAMs.

2.3.8. The on duty shift lead, NCOIC and SNOW-3 will provide updates of the current S&IC team capabilities during turnover to the oncoming shift lead, NCOIC and SNOW-3.

2.3.9. 354 CES personnel should be aware of snow removal physical constraints. Bumper blocks, elevated utility manholes in pavements, congested or enclosed parking arrangements, lack of road shoulders, and dead-end or cul-de-sac streets can severely hamper operations. Minimize these adverse conditions through continuous and coordinated communication. The programs flight chief and chief of the project management element shall coordinate

maintainability checklists and drawings for upcoming projects with operations flight S&IC equipment operators. (T-3).

2.3.10. As the coordinator of the S&ICC, the BCE will control all snow removal operations on Eielson AFB in accordance with this plan. Coordination of S&IC operations will be handled through the SCC established in Bldg. 4105 known as the Dirt Boy Shop or Snow Barn (354 CES/CEOH). The SCC will be operated on a 24-hour basis from 15 September through 30 April. Dates may be adjusted by the BCE if weather conditions warrant.

2.4. Civil Engineer Operations Flight Commander (CEO):

2.4.1. Provides adequate facilities, equipment, materials, and trained personnel for the S&ICP. (T-2).

2.4.2. Provides recommended changes as necessary to the snow removal fleet and S&ICP to the S&ICC. (T-2).

2.4.3. Implements S&ICC changes to fleet and S&ICP. (T-2).

2.4.4. Inspects airfield infrastructure for corrosion or deterioration caused by deicing chemicals; reports findings and recommendations to the S&ICC. (T-2).

2.4.5. Coordinates product use and application locations with the 354 CES/CEI, Environmental Section. (T-2).

2.5. Civil Engineer Heavy Repair Element Superintendent (CEOH):

2.5.1. Develops and runs the post-season rehabilitation program for S&IC equipment. (T-2).

2.5.2. Prepares for, performs, and follows up on S&IC activities. (T-2).

2.5.3. Complies with the instructions in **chapters 3** and 4 of this instruction. (T-2).

2.5.4. Plans the S&ICC meetings and publishes minutes. (T-2).

2.6. Civil Engineer Pavements and Construction Equipment Section(CEOHP): The NCOIC of pavements and construction equipment section is responsible to the SCO for S&IC operations.

2.6.1. Assigns duties and tasks to crew chiefs.

2.6.2. Implements procedures for the protection of all areas requiring snow removal and ice control.

2.6.3. Maintains and operates the SCC.

2.6.4. Ensures that winter marking of airfield areas and roads is accomplished in accordance with current orders and instructions.

2.6.5. Locates and erects snow fences.

2.6.6. Coordinates with 354 CES, Civil Engineer Installations Flight (354CES/CEI) and Space Utilization Board to determine selection of snow dump areas.

2.6.7. Ensures adequate drainage is provided and maintained for all areas.

2.6.8. Requisitions materials such as sand, airfield and road deicing chemicals, wooden markers, snow fencing, signs, and maps or plans.

2.6.9. Ensures all S&IC equipment operators receive training (and annual refresher training) in all aspects of the S&IC programs.

2.6.10. Ensures availability of personnel and equipment as required by shift schedules and conditions to provide a 24-hour operation.

2.6.11. Maintains a Runway Condition Reading (RCR) chart and a runway availability log.

2.7. Civil Engineer Snow Removal Team Lead (SNOW-3): On duty shall be responsible for direct supervision of S&IC personnel and equipment. Responsibilities include:

2.7.1. Supervises implementation of S&IC operations in accordance with current orders and instructions.

2.7.2. Details duties and assignments of equipment operators.

2.7.3. Keeps informed on the latest weather forecasts.

2.7.4. Ensures equipment is being utilized to the best advantage and all safety precautions are being followed.

2.7.5. Ensures daily inspections and servicing of equipment are properly carried out prior to dispatch.

2.7.6. Completes equipment records and maintains progress charts or maps.

2.7.7. Maintains cleanliness and security of section and equipment.

2.7.8. Reports progress and trouble areas to the oncoming crew chief prior to going off shift.

2.7.9. Reports progress of assigned work in writing to the supervisor in charge of S&IC prior to going off shift.

2.7.10. Remains fully cognizant of:

2.7.10.1. All orders and instructions applicable to the operation of equipment on airfield, road, and ground surfaces.

2.7.10.2. The local geographical area of operations.

2.7.10.3. Keeping informed on the latest procedures and techniques for S&IC operations.

2.7.10.4. Making arrangements for meals in accordance with **Chapter 2**, para 2.24. Ensures dorm residents submit AF Form 220 for Basic Allowance for Subsistence (BAS) during the months of winter operations.

2.7.10.5. Ensures any conditions that may be hazardous to the operation of any aircraft or vehicle are reported to the control tower and AM immediately.

2.7.10.6. Ensures timely application of chemical to allow maximum performance. Determine when to anti/deice, and what chemical means and/or sand will be most effective.

2.8. Vehicle Operators: Each equipment vehicle operator shall be responsible for the following:

2.8.1. The operation of S&IC equipment on which he/she has been qualified and assigned in accordance with current orders and instructions.

2.8.2. Ensuring he/she is in possession of a valid driver/operator permit and, where applicable, a civilian permit to include airfield driving licenses and training are current.

2.8.3. The completion of all forms relevant to his/her duties.

2.8.4. Performing the prescribed operator inspection, servicing, and minor repairs of S&IC equipment within his/her capability.

2.8.5. Reporting immediately any damage to, or malfunctioning of, equipment prior to the start of and during shift operations. Any incident or accident where an object is struck will be reported to snow control and annotated in the shift log book with time of incident, precise location, description of object hit, name of driver, and vehicle registration number. 354th Security Forces Squadron (354 SFS) will be immediately notified when there is damage to the vehicle or personal injury is involved.

2.8.6. Complying with all safety precautions applicable to the assigned vehicles.

2.8.7. Reporting immediately any condition noted that may be a hazard to the operation of either aircraft or vehicles. The snow removal runway controller (normally SNOW-3) will immediately advise the control tower of potential hazards to aircraft when snow removal operations are interrupted for aircraft launches or recoveries.

2.8.8. Advising his/her replacement at the time of his/her relief on the condition and operation of assigned equipment.

2.8.9. Knowing and observing the latest procedures and techniques applicable to S&IC of airfields, roads, and other ground areas.

2.8.10. Knowing the local geographical area of S&IC operations.

2.8.11. Complying with the following special rules and precautions:

2.8.12. During travel, when not removing snow, observe airfield speed limits and current directives per AFI 32-1002, *Snow and Ice Control*, and 354 FWI 13-213, *Airfield Driving Instruction* (ADI).

2.8.13. Prior to commencing operations, ensure assigned vehicle or equipment is in good working condition, has sufficient fuel, oil, and fluids, and is equipped with the necessary tools and spares required for efficient operations (i.e., sharp pointed shovel, medium-sized crowbar, spare sheer pins, tire chains).

2.8.14. Prior to proceeding to and from work areas, ensure vehicle attachments (i.e., plows, side wings, blowers, brooms) are properly positioned and secured for traveling.

2.8.15. Keep vehicle cab well ventilated at all times to prevent the accumulation of dangerous gases.

2.8.16. **USE SAFETY BELTS AT ALL TIMES.**

2.8.17. When working on a vehicle or equipment, do not permit anyone in the cab or at the controls.

2.8.18. When vehicle or equipment is in motion, do not attempt to make adjustments other than those normally required for proper operations.

2.8.19. Never leave vehicle or equipment unattended unless properly secured.

2.8.20. To prevent injury, keep vehicle's running boards, steps, and catwalks clear of snow and ice.

2.8.21. When parking equipment, always lower plow, blower, and dozer assemblies to the ground. If parking outdoors, place wooden blocks or dunnage under the implement to prevent it from freezing to the ground.

2.8.22. Request runway access from the snow removal airfield controller (SNOW-3) via radio transmission or visual means prior to commencing airfield snow removal operations. During the course of runway or airfield snow removals operations, equipment operators must notify SNOW-3 when departing from these areas. When runway lights are flashing bright to dim several times, this means "depart off the runway."

2.8.23. Operate snow removal equipment at proper speeds in accordance with AFI 32-1002. Supervisors may direct maximum speeds lower than those stated in AFI 32-1002, but not higher.

2.8.24. **Operation of equipment below -35 degrees Fahrenheit will require the approval of the BCE.** Approval should be requested through the NCOIC of 354 CES/CEOH.

2.8.25. Follows flight line security requirements by closing/securing flight line access gates IAW installation orders and directives.

2.8.26. **SCC:** Responsible for dispatching personnel and equipment to implement snow removal IAW the priorities identified in paragraphs 1.4.3., 1.4.4., and 1.4.5. and/or as directed by the CEOHP NCOIC, SNOW-3 and requests from AM.

2.8.27. SCC obtains security access escort from OPR of security area involved.

2.8.28. Maintain a daily snow equipment status board in the SCC, portraying serviceability status on all snow vehicles.

2.9. Facilities Superintendent (CEOE):

2.9.1. Ensure personnel assigned to maintain, repair, and inspect the approach, runway and taxiway lights, airfield signs, aircraft arresting barriers clear at a minimum 25 feet around each item.

2.10. Civil Engineer Installation Management Flight (CEI):

2.10.1. Briefs the S&ICC on the environmental impact of aircraft and airfield deicing products at the pre- and post-season meetings. (T-2)

2.10.2. Provides storm water (SW) program oversight to ensure operational procedures minimize potential impacts of aircraft and airfield deicing products; identifies environmental requirements to contain and control SW runoff for programming by installation; programs for environmental funds to ensure requirements comply with current environmental programming guidance. The organization using mission-essential anti-icing/deicing products is responsible for environmental cleanup of these products. (T-2)

2.10.3. Reviews all snow dump locations for environmental impacts from runoff flow, monitoring requirements, annual maintenance, and product usage. (T-2)

2.10.4. Ensures guidance on P2/BMPs is disseminated to personnel conducting airfield deicing. (T-2)

2.10.5. Performs annual evaluation of implementation status and effectiveness of P2/BMPs and recommends actions to the S&ICC to improve effectiveness. (T-2)

2.11. Logistics Readiness Squadron Commander (LRS/CC):

2.11.1. Develops and runs the post-season rehabilitation program for S&IC equipment. (T-2)

2.11.2. Provides around-the-clock support during S&IC operations. (T-2)

2.11.3. Provides around-the-clock support to snow removal operations for the maintenance and repair of all S&IC vehicles, including immediate repair response for all breakdowns that occur during snow and ice removal operations; coordinates the start and end dates of the post-season rehabilitation program response with civil engineers and S&IC. (T-2).

2.11.4. Establishes minimum stock levels of vehicle parts for S&IC vehicles. (T-2).

2.11.5. Promptly procures requested equipment and supplies for S&IC. (T-2).

2.11.6. Provides minimum special levels of spare parts for S&IC equipment. (T-2).

2.11.7. Provides priority fuel support to airfield snow removal equipment on site as requested. (T-2).

2.11.8. Provides removal of snow from top of refueling pits and a sufficient distance (no less than one foot) from the sides of the pits to permit clear access by snow removal equipment.

2.11.9. During heavy snowfalls, the 354 LRS will provide buses for mass transportation from large, consolidated parking areas to the duty sections.

2.11.10. Will ensure that personnel assigned to the heavy equipment maintenance team (HD) complete the airfield drivers training program to respond to airfield snow removal equipment emergencies.

2.12. Security Forces Squadron Commander (SFS/CC):

2.12.1. Enforces BCE restricted parking notices during S&IC operations. (T-2).

2.12.2. Coordinates with 354 CES SCC to develop efficient and effective snow/ice control procedures for all areas that require the use sign/countersign and/or pre-announcement coordination without hindering installation security. 354 CES SCC will maintain surveillance of snow control personnel within restricted areas and purge areas after operations are completed. (T-2).

2.12.3. Provide snow removal and AM personnel unimpeded access to controlled/restricted areas within the airfield environment when S&IC operations are ongoing. (T-2).

2.12.4. 354 SFS through the Emergency Control Center will notify the SCC when roads/intersections become impassable or icy, creating a safety hazard.

2.12.5. If available, law enforcement patrols will render traffic control assistance when requested by SCC.

2.12.6. When snow removal crews barricade a parking lot for snow removal, patrols will be dispatched to identify remaining vehicle owners.

2.12.7. Enforce notices pertaining to restricted parking and movement of ground vehicles in areas where S&IC operations are scheduled.

2.12.8. Identify vehicles which are inoperative, abandoned, or stored in parking lots and on base streets for an extended period of time and make arrangements for removal or disposal.

2.12.9. Investigate all accidents or incidents involving damage to snow removal equipment or causing personal injury.

2.12.10. IAW 354 FW 31-101, *Installation Security Instruction*, the vehicle gate on Flight line Ave near Bldg. 2767 (354 MXS Aerospace Ground Equipment) (VG-18) will remain closed, but not locked, during S&IC operations. If gate must be locked due to heightened FPCON measures, the snow removal shift lead will be briefed on the combination and still be allowed access, but will close and lock VG-18 after entering and exiting. In addition, the vehicle gate near Bldgs. 1133 and 1134 (equipment storage) will remain locked at all times unless needed. The snow removal shift lead will receive lock code changes as required.

2.13. Contracting Squadron Commander (CONS/CC):

2.13.1. Administers contracts for emergency equipment rental or repair. (T-2).

2.13.2. Promptly procures parts and supplies for S&IC operations. (T-2).

2.13.3. Sets up emergency procurement procedures for abnormal duty hours. (T-2).

2.14. Communications Squadron Commander (CS/CC):

2.14.1. Provides mobile radio and telephone communications for S&IC operations. (T-2).

2.14.2. Reviews requests for managing personal wireless communication systems (PWCS) in accordance with AFI 33-106, *Managing High Frequency Radios, Personal Wireless Communication Systems, and the Military Affiliate Radio System*. (T-1).

2.14.3. Repairs communication equipment for S&IC operations using established priority repair lists in unit or base directives. (T-2).

2.15. Maintenance Group Commander (MXG/CC):

2.15.1. The subject matter expert briefs the S&ICC on actual and potential impacts of deicing products on aircraft and weapon systems. Reports on maintenance activities conducted to mitigate these impacts. (T-2).

2.16. Aircraft Maintenance Squadron Commander (AMXS/CC)

2.16.1. Ensures overhead doors are not in operation when snow removal equipment is within 50 feet of the building.

2.16.2. Ensure all tools, stands, fire extinguishers, wheel chocks, and similar items are removed from the parking ramp and POL pit areas to a designated area when not in use.

2.16.3. Remove snow from 354 FW aircraft surfaces.

2.16.4. Remove snow and clear the grounding points in the vicinity of 354 FW aircraft.

2.16.5. Ensure movement of aircraft from areas to be cleared. Remove all aircraft from Alpha, Bravo, Charlie, and Delta rows on weekends when the weather forecasts snow.

2.16.6. Provide flying schedule to the SCC through AM.

2.16.7. Equipment in paragraph 2.16.2. will be placed to best meet the needs of both maintenance personnel and snow removal operations. The decision will be a joint effort between the maintenance and 354 CES/CEOH supervisors.

2.16.8. Snow will be cleared a minimum of 25 feet around all sides of parked aircraft to allow for safe operations of S&IC equipment.

2.17. Maintenance Operations Control Center (MOCC):

2.17.1. Coordinates aircraft movement schedule through AM and 354 CES SCC at least 6 hours prior to movement. (T-2).

2.17.2. Develops parking plans in coordination with the AM to be used during S&IC operations. (T-2).

2.17.3. Directs maintenance activities to: (T-2).

2.17.3.1. Clear all removable items not in use (e.g., tools, fire extinguishers, wheel chocks and aerospace ground equipment) from parking ramps to a designated area. (T-2).

2.17.3.2. Clear snow 25 feet around permanently installed airfield equipment in the vicinity of the aircraft. (T-2).

2.17.3.3. Remove aircraft from areas to be cleared, when feasible. (T-2)

2.18. Operations Group Commander (OG/CC):

2.18.1. Sets snow removal priorities for flying operations (normally through AM) and provides timely weather information for S&IC operations. (T-2).

2.18.2. Sets minimum RCR for departing and arriving aircraft. (T-2).

2.19. Operations Support Squadron Commander (OSS/CC):

2.19.1. Operate the control tower and manage runway and airfield between 0700-2300 and at all other times when the control tower is operational.

2.19.2. When multiple snow removal vehicles are operating on the runway, control tower will relay snow removal requests through SNOW-3 via Ramp Net.

2.19.3. During snow removal season, removal of snow build-up causing outages of airfield or Air Traffic Control (ATC) equipment will take precedence over routine outages.

2.19.4. Report priority outages immediately to the BCE regardless of the time of occurrence. All reports of priority outage to the BCE must include a mission impact statement and any alternate measures taken to relieve the priority condition.

2.19.5. Base Operations will control the runway between 2300-0700 when the control tower is unmanned.

2.20. Airfield Management (OSAA):

2.20.1. In close coordination with Air Traffic Control Tower (ATCT), SCC, flying operations, and aircraft maintenance organizations, directs S&IC priorities to ensure a safe, efficient and effective airfield operating environment. (T-2).

2.20.2. Determine and report Runway Surface Conditions (RSC) and RCR in accordance with AFI 13-204v3, *Airfield Operations Procedures and Programs* and TO 33-1-23, *Equipment and Procedures for Obtaining Runway Condition Readings*. (T-1).

2.20.3. Coordinates with ATCT to transfer the controlled movement area (runway) clearance access to the airfield snow removal supervisor when requested during snow removal operations. (T-2)

2.20.4. Assists with training and licensing of snow removal equipment operators as outlined in AFI 13-204v3 and 354 FWI 13-213, *Airfield Driving Instruction* (ADI) and/or supplement. (T-1).

2.20.5. Processes NOTAMs in accordance with AFI 11-208 and AFI 13-204v3. (T-0).

2.20.6. Assures that runway surface and condition readings are obtained IAW TO 33-01-23, *Procedures for use of Decelerometer to Measure Runway Slickness*, AFI 13-204v3, and 354 FWI 13-213

2.20.7. Trains and certifies the AM controller to obtain runway surface and condition readings.

2.20.8. Ensures AM relays snow removal priorities to SCC and SNOW-3, based on expected arrivals and departures.

2.20.9. Advises SCC of alternate requirements and recommended procedures to be used in the event of imminent flying emergencies.

2.20.10. The AM or designated representative may close portions of the airfield if necessary to facilitate safe snow removal operations and prevent aircraft movement into hazardous areas

2.20.11. The AM or designated representative will advise the 354 CES/CEOH snow removal shift leader of any changes to the priorities listed in the base S&ICP and also when the change is rescinded.

2.20.12. The AM or designated representative will coordinate with Barrier Maintenance to remove cables, as necessary, for snow removal operations.

2.20.13. The AM or designated representative will coordinate with SCC to remove snow and ice from NAVAIDS.

2.21. Operations Support Squadron Weather Flight (OSS/OSW):

2.21.1. Will provide the SCC a detailed weather briefing or observation upon request of when weather is observed or forecasted which will require the employment of snow removal forces. The briefing will be oriented toward the forecast of snow and ice conditions and will include the following:

2.21.1.1. Anticipated onset of precipitation.

2.21.1.2. Estimated duration.

2.21.1.3. Expected depth of accumulation.

2.21.1.4. Forecasted wind direction and speed.

2.21.1.5. Equivalent chill temperature.

2.21.2. The SCC will call 354 OSS/OSW for current weather forecast when required and at least daily for the required weather briefing.

2.21.3. 354 OSS/OSW will issue weather warning for snow and freezing rain IAW EIELSONAFBI 15-101, Weather Support Procedures. Dissemination of weather warning and all changes or amendments thereto will be IAW EIELSONAFBI 15-101

2.21.4. 354 OSS/OSW will provide a climatological weather briefing to the S&IC upon request of the 354 CES.

2.21.5. 354 OSS/OSW will annually update Attachment 10, 12-Year Snowfall Record, and compute appropriate averages.

2.22. Wing Safety (FW/SE):

2.22.1. Reviews the S&ICP to ensure planned operations are safe (in accordance with paragraph 3.6.). (T-2).

2.22.2. Publicizes to all assigned personnel snow and ice hazard information and the precautions to take when encountering S&IC equipment. (T-2).

2.22.3. Evaluates effectiveness of S&IC activities at maintaining or rapidly reestablishing runway conditions required for safe flying operations; reports any recommendations to the S&ICC. (T-2).

2.23. Wing Command Post (FW/CP):

2.23.1. Implements procedures for significant weather mission impacts in accordance with AFI 10-206, *Operational Reporting*, and local supplement; executes base notification, including delayed reporting, early release, base closures, and road condition updates via the installation notification and warning system. (T-1).

2.24. Force Support Squadron Commander (FSS/CC):

2.24.1. Ensure availability of dining facility to feed all military S&IC personnel during normal hours of snow removal.

2.24.2. The SCC will contact the 354 FSS/CC or designated representative at least one hour prior to the requirement for extended feeding hours due to abnormal S&IC operations. Boxed meals will be provided at the Two Seasons Dining Facility (Bldg. 2207) during extended feeding hours.

2.24.3. Boxed meals may be ordered from the in-flight kitchen (Bldg. 2207) in the event supervisors feel individuals cannot be relieved to obtain meals in the dining facility. The following procedures will apply:

2.24.3.1. Contact the in-flight kitchen at least 2 hours prior to issuing of box meals.

2.24.4. SCC prepares an AF Form 2039, Ground Support Meal Request. If personnel receive basic allowance for subsistence, they are required to reimburse the government at the appropriate rate. If individuals subsist at government expense, the individuals' SSNs will be annotated on the form.

2.24.5. SCC crew chief or assistant certifies by signature that the information is correct.

2.24.6. Prior to issuance of the boxed meals, an AF Form 2039 and appropriate money collected will be given to the in-flight kitchen personnel.

2.25. 168th Wing Commander (168 WG/CC):

2.25.1. Establish and maintain an S&IC.

2.25.2. Ensure 168 CES personnel will conduct snow and ice removal from all paved surfaces within their property boundary as identified in Attachment 7.

2.25.3. Ensure all tools, stands, fire extinguishers, wheel chocks, and similar items are removed from the parking ramp and POL pit area to a designated area when not in use. Equipment will be placed as follows:

2.25.3.1. Ramp fire bottles, chocks, and non-powered AGE will be removed from the parking ramp during snow removal operations and normally consolidated on the North side of the hangar (Bldg. 1176).

2.25.3.2. Refueling pit fire bottles, chocks, and stands will normally be relocated off the airfield during snow removal operations.

2.25.4. Snow is cleared from ANG aircraft surfaces and cleared to a minimum of 25 feet from parked aircraft to allow safe operation of S&IC equipment when aircraft cannot be moved.

2.25.5. Snow is cleared from grounding points in the vicinity of aircraft.

2.25.6. Aircraft are moved from areas to be cleared of snow.

2.25.7. Restrict flying operations in order to facilitate S&IC operations.

2.25.8. Aircraft: Snow control will contact AM to coordinate movement timing with the 168 MXG/MOC who will, in-turn, coordinate security requirements with the 354 SFS.

2.25.9. Flying operations (especially taxi-backs) will be held to a minimum when S&IC operations are being performed on the runway.

2.25.10. Flight schedules will be provided to the SCC, through AM to assist in scheduling S&IC operations.

2.25.11. RCR will be obtained from AM.

2.25.12. Request for deviations from the priorities in the plan will be directed to the AM.

2.26. All Assigned and Tenant Units:

2.26.1. Personnel with snow removal equipment (snowplows, bobcats, etc.) will coordinate with 354 CES/CEOH prior to pushing or removing snow. Coordination with detailed maps must be completed prior to 1 October each year and approved by the 354 CES/CEOH Foreman.

2.26.2. Facility Managers will:

2.26.2.1. Clear all primary entranceways and walkways from assigned facility to main sidewalk of ice and snow. Mechanical room doors, emergency exits, and associated walkways will be cleared of ice and snow.

2.26.2.2. Remove snow from sidewalks, steps, and within 50 feet of Bldgs. and structures. Tools and equipment necessary for accomplishment of this task will be funded, obtained, and maintained by the activity concerned. Special requirements related to ice buildup will be handled on a case-by-case basis.

2.26.2.3. Clear snow in a five foot radius around all fire hydrants.

2.26.2.4. Remove snow by shovel or other means within 24 hours after each snow event. Those areas where ice has built up due to thawing and freezing or reasons beyond control of the Facility Manager will be kept sanded when removal is not expedient. The following materials are authorized for use:

2.26.2.4.1. Pellet form urea deicer, available in 100-pound bags from the Hazardous Materials Pharmacy located in Bldg. 3446. Call 377-1590 for more information.

2.26.2.4.2. Clay cat litter, available through the BX or Commissary. Not approved for use on the airfield.

2.27. Family Housing Occupants will:

2.27.1. Follow guidelines published by the private housing contractor, Corvias Military Living. To obtain a copy of the Resident Responsibility Guide, contact the Corvias office at 907-372-2300.

2.28. 354 CES will:

2.28.1. Remove snow and ice from main roads/sidewalks on base and cul-de-sacs near Temporary Living Facilities, as resources are available.

2.28.2. Provide sand to Facility Managers for use on icy areas at base facilities. Facility managers will pick up the sand and furnish containers, shovels, and labor for sand application. Call the 354 CES customer service desk at 377-2100 to request a specific pick up time.

Chapter 3

S&IC PREPARATION

3.1. Operator Readiness: The snow removal operator(s) training course or "Snow School" is held in September each year. Initially, all operators will have 40 hours of academic and equipment operation training prior to snow removal season. Operators who have completed the initial course will receive 16 hours of refresher training prior to each snow removal season. Daily, the operators will be properly briefed before proceeding to the work area. These briefings will cover current airfield priorities, base street priorities, safety, equipment condition, effects of wind and ice to the equipment, day or night conditions, stand-off distances from NAVAIDS.

3.2. Materials and Parts: The BCE will make sure adequate supplies are available for use by 15 September each year. Minimum levels are listed in Attachment 11. Materials and parts on order will be tracked on a regular basis to ensure timely delivery. The 354 CES/CEOHA NCOIC is responsible for supplies being on-hand for the snow removal season. Runway sand is located at Bldg. 6209. Calcium chloride and street sand are located at the storage area adjacent to the recreational vehicle storage lot.

3.3. Equipment Preparation:

3.3.1. 354 LRS receives all snow removal equipment at the end of the snow removal season, usually by 15 May, for summer rebuild. Summer rebuild will be accomplished and vehicles released to 354 CES by 1 September. Equipment not usually included in the summer rebuild, but is essential for snow removal, will be carefully inspected by 354 LRS. Items needing maintenance will be turned in to 354 LRS/LGRVM.

3.3.2. 354 CES and 354 LRS will work in concert to operationally check out equipment after the summer rebuild program that will include the following:

3.3.2.1. Make dry runs, inspect equipment, and hold orientation meetings for operators before 30 September of each year:

3.3.2.2. Mount snowplow frames and make sure parts are available for mounting plows and that operators are trained to make proper adjustments.

3.3.2.3. Run all equipment long enough to verify equipment is in satisfactory operating condition.

3.3.2.4. Equip snowplows with tow cables, shovels, and ballasts as needed.

3.3.2.5. Calibrate spread density of chemical spreaders.

3.3.2.6. Provide heated storage for all snow removal equipment.

3.4. Airfield, Road Surfaces, and Facilities:

3.4.1. Pavement hazards on the airfield and base streets will be repaired by a dedicated crew (either 354 CES/CEOH or contractor) to minimize damage to snow removal equipment. This work will be completed by 30 September each year. All obstructions, culverts, manholes, and fire hydrants will be marked by frangible or flexible markers that will have exposed tips cut to a point to minimize birds perching on top of markers.

3.4.2. Airfield obstructions/hazards will be marked with international orange pylons with weighted bases. Snow fences are not typically used at Eielson AFB due to low to moderate winds during the winter.

3.5. Snow Control Center:

3.5.1. A central S&IC point is located in Bldg. 4105, also known as the Dirt Boy Shop or Snow Barn. The control room is equipped with two Class A telephones, a radio transceiver, and office furniture. It is also equipped with boards or charts showing vehicle status, priority areas, and duty status of personnel, runway surface, ambient temperature, and weather forecast.

3.5.2. The use of chemical, sand, and RCRs will be logged/tracked manually and updated in the electronic database prior to the end of each shift.

3.6. Safety and Health:

3.6.1. Units must comply with all vehicle licensing, personal protective equipment, and medical requirement policies. All equipment operators, military or civilian, must meet minimum training requirements before licensing. Employ over-hires early enough to allow time for medical clearance examinations and operator training.

3.6.2. S&IC operations and working conditions are hazardous. Anticipate damage to snow equipment and attachments due to hidden obstructions; damage can be minimized by educating operators ahead of time on these hidden hazards. Ensure all personnel comply with established safety procedures when operating deicing equipment.

Chapter 4

SNOW AND ICE CONTROL OPERATIONS

4.1. General: All S&IC operations will be carried out in the priority order established in **Chapter 1**, para 1.4. Slight deviations may be required occasionally due to unique situations or conditions warranted by mission operations.

4.1.1. **Airfield Snow Removal:**

4.1.1.1. **Start Operations:** Snow removal operations will commence on Priority I areas immediately when precipitation begins to accumulate. The severity of a snowstorm and availability of equipment will determine the amount of area to be cleared. The scope of operations will be reduced in accordance with the priorities set forth in this plan.

4.1.1.2. **Principles:** Runway will be cleared to a bare condition. In addition, all Priority I areas will be cleared as expeditiously as possible. Clearing of Priority I areas other than the runway will consist of plowing and blowing snow as appropriate. Clearing of airfield operating areas will be coordinated with the Airfield Manager or designated representative with the objective of maintaining all areas of operations.

4.1.1.3. **Operating Techniques:** Clearing of the runway: At the start of snowfall, air-blast sweepers will be deployed to the runway immediately. Sweepers will operate in a staggered configuration. If snowfall continues and the accumulation caused by the air-blast sweepers operation builds toward the sides of the runway, plows will carry the accumulated snow to the sides. Snow removal vehicles will not operate closer than 100 feet when passing in opposite directions except when removing residue from snow sweepers on runway or taxiways. Blowers will be used to blow the windrow over the airfield lights. Airfield lights will be "back-passed" plowed and cleared.

4.1.1.4. Taxiway A (Alpha): This taxiway will be plowed and the centerline kept clear by air-blast sweeping.

4.1.1.5. Taxiway C (Charlie): This taxiway will be plowed and special care will be taken not to cause windrows which might block either the taxiway, the runway, or the ramp taxi area. Incorporate plowing north end of Taxiway G, clearing 600 feet to the south to be utilized for removing hung flares on aircraft.

4.1.1.6. Taxiway E (Echo): Taxiway B and Taxiway E will be plowed to the extent necessary to allow aircraft movement from the main ramp to the runway and refueling loop.

4.1.1.7. Taxiway G (Golf): Taxiway G will be plowed to the extent necessary to accommodate aircraft movement and parking. This taxiway will be plowed with plows. All snow will be plowed from west to east to preclude excessive snow buildup between the runway and taxiway.

4.1.1.8. Taxiway F (Foxtrot): This taxiway will be plowed and the centerline will be kept clean or marked as appropriate. Prior to plowing the main ramp from Taxiway C to Taxiway E, the centerline on Taxiway G will be plowed and made visible to allow access to the runway.

4.1.1.9. F-16 Parking Area: The 18 AGRS and production superintendents will coordinate with base operations AM through 354 FW/CP for the extent of snow removal required. For normal flying, snow removal at the request of AM will sweep the main taxi line and 15 feet either side of the line in the F-16 parking area. Snow removal in the F-16 parking area will be accomplished on an as-needed basis. **CAUTION: WHILE PERFORMING SNOW REMOVAL AROUND OR BEHIND THE LIGHTS OR PITS, REDUCE VEHICLE SPEED DEPENDING ON CONDITIONS.**

4.1.1.10. Clear snow and ice from taxi/tow lines within the pit areas. To facilitate the safe recovery of aircraft, the lines should be cleared on a priority basis. Subsequent snow removal in the pit areas will be sequenced as established by the priorities of this plan to ensure sufficient wing tip clearance.

4.1.1.11. POL Refueling Truck Parking Area: Due to the priority of the refueling operations of the base, it is essential the truck parking area be kept open so trucks are available for refueling, defueling, and topping operations. This lot will be plowed with rollover plows and graders as available and snowbanks and accumulations behind and to the sides of the parking areas may be temporarily disregarded.

4.1.1.12. Runway Clear Zone: The overrun will be cleared only to the extent necessary to keep the approach lights unobstructed and the ILS operational.

4.1.1.13. Separation of Equipment: Due to the limitation of some types of equipment such as the slow speed of road graders, it may be feasible to initiate clearing operation of Priority II areas off the flight line before completion of all Priority I clearing. If the snow removal supervisor determines that the maximum number of personnel and pieces of equipment are being utilized on the flight line, he/she may commence snow removal on Priority II areas off the flight line.

4.2. Wind: Wind speed and direction normally govern the operation techniques to be used to remove snow. If a strong wind exists, snow clearing will commence on the windward side of the runway and the snow is either plowed, blown, or swept across the entire width to be cleared, taking full advantage of the wind to assist removal operations. Due to prevailing wind conditions, the use of snow fence is not feasible; however, temporary wind blocks may be made by plowing a windrow 75 to 100 feet upwind from the runway.

4.3. Airfield Lighting:

4.3.1. Runway and taxiway lights may be cleared by utilizing the air-blast from the runway sweepers.

4.3.2. During light snowfall operations, a runway sweeper with the air-blast chute, positioned and adjusted for this purpose, will be required to make the last pass along the rows of lights.

4.3.3. During severe snow conditions, one sweeper may be required to make continual passes to clear the lights.

4.3.4. The 354 CES/CEOIE, exterior electric shop, will assist in clearing snow around the runway and taxiway lighting fixtures a minimum of 25 feet.

4.3.4.1. The airfield lighting crew will inspect all lighting fixtures at least daily and repair damaged units. Repeated damage—damage which is apparently a result of

negligence or conditions or procedures which might result in damage—will be reported immediately to the 354 CES/CEO Flight Commander and AM.

4.3.5. BAK-12 Aircraft Arresting Barrier:

4.3.5.1. Traffic permitting, the BAK-12 aircraft arresting barrier will be disconnected for snow removal operations. It will be the responsibility of the AM or designated representative to notify the barrier maintenance unit (Barrier-1 or Barrier-2) on the ground services net when it is necessary to disconnect or reconnect the arresting barrier.

4.3.5.2. Barrier-1 or Barrier-2 will notify AM and the control tower of the status of the barrier in accordance with AFI 32-1043, *Managing Aircraft Arresting Systems*. Snow will be removed to permit effective use of the barrier.

4.3.5.3. Manual labor and certain small snow blowers may be required to clear snow from the immediate vicinity of the barrier fixtures.

4.3.5.4. The cable, when disconnected, will be adequately marked so as to prevent damage by snow removal equipment.

4.3.5.5. SNOW-3 will coordinate with the barrier maintenance team and AM to disconnect/reconnect the BAK-12 barriers to support S&IC operations. Once barrier S&IC operations have been completed SNOW-3 will inform the barrier maintenance team. The barrier maintenance team will then report barrier status to AM.

4.3.6. **Correcting Snow Effects on ILS Glideslopes:**

4.3.7. General: To provide a uniform policy to govern the operation of ILS glideslopes under conditions of snow and ice, the following procedures will be followed. These procedures are predicted on analysis of results of field studies by the FAA under actual conditions and reflect action necessary to verify safe operation of the glideslope.

4.3.8. Ground Equipment Alarms Due to Snow or Ice Accumulation: When the Near Field Monitor (NFM) alarms during or subsequent to snow or ice conditions and the monitoring air traffic control facility is unable to clear the alarms, the glideslope will be removed from service.

4.3.9. Only Climber Certified Airfield Systems personnel will scale a glideslope antenna mast to clear accumulation of snow or ice from the antennas, field detectors, and monitor reflection areas to clear the NFM alarm. The NFM reflection area is the trapezoid 50-feet side at the ILS glideslope mast expanding to 87.5-feet wide at the NFM. If the far field glideslope reflection area (the trapezoid area 87.5-feet wide at the NFM to 200-feet wide 1,000 feet from the glideslope mast) does not contain abrupt snowbanks or drifts, the facility will be restored to service under the conditions described in the following steps:

4.3.9.1. If the snow accumulation is less than 24 inches, the facility will be returned to normal service once the alarm is cleared.

4.3.9.2. If snow accumulation is greater than 24 inches in the far field, a special flight inspection will be repeated. The glideslope may remain in service pending the flight inspection if the monitor alarm is cleared and a satisfactory fly ability check is accomplished by a local aircraft.

4.3.9.3. The special flight inspection will verify glideslope angle and structure. If the results show no problems other than a high glideslope angle, the glideslope may remain in service at the discretion of the 354 FW/CC and the notice to Airmen (NOTAM) will be published stating: "Expect ILS glideslope angle to be higher than published due to accumulation of snow."

4.3.9.4. Whenever there are additional alarms or additional significant snow accumulation (6 inches) above the 24-inch level, the provisions of above will apply and the fly ability check and special flight inspection will be accomplished.

4.3.10. Effect of Drifting: Whenever abrupt snowbanks or drifts exist in the far field, the glideslope structure may be affected. Under these conditions, even when the snow depth is less than 24 inches, a fly ability check will be conducted before operation of the glideslope. A special flight inspection will be requested if results of the fly ability check are unacceptable.

4.3.11. Additional Caution: Although snow and ice removal from the area between the ILS glideslope antenna and the NFM may be necessary to clear the alarm, disturbing the snow in the far field may in fact cause unpredictable changes in glideslope performance. Any snow removal in this area should be completed without development of drifts or abrupt snowbanks.

4.3.12. Snow removal operations in ILS area will be directed by AM. All snow removal personnel will be accompanied by at least one NAVAIDS maintenance individual that monitors and ensures adequate snow removal in the antenna and field detector areas. This procedure provides guidance to the maintenance technicians for various snow accumulation conditions. Follow the guidelines listed in Table 4-1 for snow depths. Visually inspect the glideslope critical area to determine the average depth (large steel measuring device may be required to break through snow crusts and snow drifts). Large drifts or snow mounds exceeding 2 feet in depth in the critical area must be leveled, compacted or removed.

4.3.12.1. Category I ILS snow removal. Remove snow 50 feet wide at the base of glideslope antenna, increasing to 200 feet wide at 1000 feet in front of antenna.

4.3.12.2. Category II and III ILS snow removal. Remove snow 50 feet at the base of glideslope antenna, increasing to 200 feet wide at 1000 feet in front of the antenna. Widen out the area on the runway side of the glideslope to include the far edge of the runway threshold.

4.3.12.3. If snow removal services are not immediately available, recommend localizer only approaches until snow is removed or melted.

Table 4.1. Snow Removal Procedures.

Glideslope Configuration	Snow Depth	Action Required
Sideband Reference	Less than 6 inches	No Action Required
Null Reference and Capture Effect	6 – 8 Inches	Cat I only* remove snow
	8 – 18 Inches	Localizer only remove snow
	18 – 24 Inches	Cat I only* remove snow
	Greater than 24 inches	Localizer only remove snow
(* NOTE: Localizer only for large aircraft)		

4.4. Towing Aircraft: If snow removal is required prior to towing aircraft, requests will be routed through AM.

4.5. Security Procedures during Airfield Snow Removal Operations:

4.5.1. SCC will obtain clearance through the 354 SFS Emergency Control Center to breach each restricted area boundary prior to initiating snow removal operations. Each breach must be coordinated via this procedure. Vehicles that are not pre-announced will be challenged.

4.5.2. If the snow removal crew chief, normally SNOW-3, inadvertently breaks the restricted area boundary and is challenged, he/she will remain in his/her vehicle on the radio to arrange immediate transfer of control of all airfield snow removal operations. The crew chief will be allowed to remain in the vehicle until the arrival of the assigned Security Response Team (SRT).

4.5.3. Once the SRT is on-scene, the crew chief will be required to exit the vehicle to ascertain his/her security status. During the waiting time for the arrival of the SRT, the snow removal crew chief will contact his/her subordinate crew members and SCC to ensure smooth transfer of control until his/her security status is ascertained. The following procedures will be accomplished by snow removal personnel to ensure smooth transfer of control:

4.5.3.1. The crew chief will immediately contact the SCC and advise them of the current situation. The SCC will immediately contact the acting shift supervisor (SNOW-4).

4.5.3.2. The shift supervisor and crew chief will identify personnel to assume control of airfield snow removal operations until situation is resolved.

4.5.3.3. The crew chief will provide name(s) of personnel, equipment, and location of equipment operating on the airfield to SCC, shift supervisor, and replacement crew chief. **NOTE: When the crew chief (SNOW-3) has control of the runway during this situation, he/she must arrange transfer of control of airfield snow removal operations without delay.**

4.5.3.4. The SCC will document incident information in the shift log book to include but not limited to date, time, personnel notified, and replacement crew chief.

4.6. Other Requirements:

4.6.1. Airfield Marking: Prior to 15 September, stakes will be used to mark all obstructions, particularly those on the airfield. Items to be marked will include culvert ends, protruding manholes, limits of areas to be cleared, and taxiway lights at the end of a string of lights. It will be the responsibility of the NCOIC of horizontal construction to survey the entire airfield and ensure all obstructions are marked. This survey will be made at least weekly and during snow removal operations at least daily to ensure all obstruction markings are in place. A map showing locations of obstructions will be maintained in the SCC and will be available to all crew chiefs.

4.6.2. Only experienced equipment operators will be permitted to clear snow in areas with high numbers of obstructions.

4.6.3. Hold Short Lines: When hold short lines are no longer discernible on the taxiways, personnel will utilize the runway hold signs as the existing hold short line.

4.6.4. Hazard Markers: Snow stakes and other markings will be placed prior to snowfall to identify all obstructions. Hazards which cannot be marked by staking or which have occurred subsequent to ground freezing will be marked using whatever means are available, such as flags.

4.7. Other Than Airfield Clearing Operations:

4.7.1. Snow removal will be in accordance with priorities set forth in **Chapter 1**. Any deviation from priorities will be directed by the SCO.

4.7.2. Low-grade sand may be used on base streets to provide increased traction. Street sanding will be accomplished as required.

4.7.3. Clearing Parking Lots: The snow removal shift supervisor will post signs at least 24 hours in advance of when parking lots will be cleared.

4.7.4. Clearing Base Streets: The snow removal shift supervisor will post temporary road closure signs at the entrances of roads to warn motorists and pedestrians of snow removal activities. Drivers and pedestrians should use an alternate route or form of transportation.

4.7.5. Granular Ice Melt/Cat Litter: Available for purchase at the Base Exchange or Commissary.

4.7.6. Snow will be dumped in a location approved by the 354 CES Installation Management Flight Chief. Currently, the only authorized snow dump area is across from Fire Station 2 by Polaris Lake.

4.7.7. Housing privatization contractor (Corvias Military Living) will clear all base housing streets with the exception of the following streets: Polaris, Koyuk, North, Glacier, French Creek Drive up to Manchu Drive, Kodiak, Broadway, Ravens Way, Birch, refer to **Attachment 5**.

4.7.8. Housing Contractor will utilize the snow dump area adjacent to Fire Station 2.

4.7.9. Other Areas: Snow removal from the following areas is done by the facility occupant or OPR by hand shoveling, small rotary blowers, and small tractor-mounted plows.

4.7.9.1. Communications compounds.

4.7.9.2. Fire hydrants and hose reel houses.

4.7.9.3. Loading and ramp area.

4.7.9.4. All spills will be reported to the Base Spill Manager 377-SPIL (377-7745) and to 354 CES Customer Service 377-2100 as soon as it occurs. Spill teams will respond in accordance with the base Spill Response Containment and Control (SPCC) Plan.

4.7.9.5. Long term parking will be available at the Westside parking lot next to Bldg. 3124.

4.8. Airfield Ice Removal and Control:

4.8.1. The BCE or designee selects individuals in the S&IC chain of command to make airfield pavement anti-icing (pretreatment/proactive) and deicing decisions (reactive). Selection is based on duty position, experience, and environmental awareness and is delegated to the shift NCOIC, but no lower than SNOW-3. The decision to use ice control products is based on the weather forecast, flying schedule, and environmental considerations.

4.8.2. The SCC will monitor the use of ice control products and log the quantities and locations used.

4.8.3. Icing: During near-freezing rain conditions, air blast sweepers will be used to reduce standing water to a minimum. By monitoring surface temperatures, ice control personnel can determine the approximate time when freezing will begin. When ice is over 1/4-inch thick, the use of underbody blades and scrapers will be required to reduce the ice to less than 1/4-inch thickness prior to application of deicing material.

4.8.4. Potassium Acetate: Is authorized for use on the airfield for ice control as deemed necessary by the CEOHP, SNOW-3, or upon request by OSS/OSAA

4.8.5. After E-36 application, the affected area will be swept and inspected by SNOW-3 and OSS/OSAA to ensure ponding of E-36 has not occurred.

4.8.6. Abrasives: Use only approved FAA abrasives (sand) only in emergency conditions to improve traction on airfield surfaces. The use of abrasives (sand) will be coordinated with the AM to identify locations. Sand will be used upon the advice of SNOW-3 in coordination with AM and the approval of CEOH.

4.8.7. Only high-grade sand that meets the requirements of AFI 32-1002, para 4.2.9., will be used.

4.8.8. The minimum standard RCR for the entire length of the runway is 12. For the airfield to operate below an RCR of 12 requires 354 OG/CC approval.

4.8.9. The runway will be cleared a minimum of 75 feet on either side of the centerline.

4.8.10. Minimum RCRs with 354 OG/CC approval:

Table 4.2. Minimum RCRs.

TYPE OF AIRCRAFT	TAXI	TAKE OFF/LANDING
F16	10 w/OG/CC waiver no lower than 6	10 with OG/CC waiver
KC135	06	09
KC10	06	06
B52	08	10
F15/C/E	08	08
E3	10	10
C130	05	05
A10	10	10
C5	05	05
C12	06	06
C17	06	06
F22	08	12

4.9. Snow Removal Equipment

4.9.1. **Main Base.** Caution must be used when assigning airfield snow removal equipment to the main base and should done only in emergencies. Use dump trucks with reversible plows, road graders, loaders with buckets or plows, deicing chemical dispensers, and attachments on the other equipment to clear areas. This equipment should only be used during low-traffic periods and must be monitored closely.

4.9.2. **Snow Brooms.** Snow brooms are prohibited from being used on base streets due to the size of equipment and the danger of flying bristles. Additionally, there are numerous obstructions that cannot be seen due to limited operator visibility.

4.9.3. **Other Uses.** Ideally, S&IC equipment should only be used for snow and ice removal. However, the BCE may authorize using snow removal equipment for non-S&IC activities, such as snow brooms for runway rubber removal operations, as long as normal precautions are taken and the operation does not damage the snow removal equipment.

DAVID A. MINEAU, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

Air Force Civil Engineer Center (AFCEC) *Snow and Ice Control Handbook,* 1 Apr 16

Air Force Program Directive 32-70 *Environmental Quality*, 20 Jul 1994

Allowance Standard (AS) 464, *Civil Engineer – Operations Flight Support Equipment*

Allowance Standard (AS) 010, *Vehicles Owned by the United States Air Force for Permanent Bases*

AFI 11-208, *Department of Defense Notice to Airman (NOTAM) System*, 3 Jun 11

AFI 13-204v3, *Airfield Operations Procedures and Programs,* 1 Sep 10

AFI 32-1002, *Snow and Ice Control*, 22 Jan 15

AFI 33-106, *Managing High Frequency Radios, Personal Wireless Communication Systems, and the Military Affiliate Radio System* AFI 38-201, *Management of Manpower Requirements and Authorizations,* 30 Jan 14

AFMAN 33-363, *Management of Records,* 1 Mar 08, IC2, 9 Jun 16

T.O. 3301-23, *Procedure for Use of Decelerometer*

T.O. 31R14-2GRN31-22, *Instrument Landing System*

354 FWI 13-213, *Airfield Driving Instruction (ADI)* 11 Oct 12

354 FWI 31-101, *Installation Security Instruction,* 1 Jul 08

EIELSONAFBI 13-204 *Airfield Operations Instruction and Local Flying Procedures,* 8 Apr 16

EIELSONAFBI 15-101, *Weather Support,* 15 Apr 16

Federal Aviation Administration Advisory Circular (FAA AC) 150/5200- 30C, *Airport Winter Safety and Operations*

Federal Aviation Administration Advisory Circular (FAA AC) FAA AC 150/5220-20, *Airport Snow and Ice Control Equipment*

Adopted Forms

AF Form 847, *Recommendation for Change of Publication.*

Abbreviations and Acronyms

168 WG/CC—168th Wing Commander

AAFES—Army and Air Force Exchange Service

AGE—Aircraft Ground Equipment

ADI—Airfield Driving Instruction

AFCEC—Air Force Civil Engineer Center

AFRIMS—Air Force Records Information Management System

AGRS—Aggressor Squadron

ANG—Air National Guard

AS—Allowance Standard

ATCT—Air Traffic Control Tower

BAS—Basic Allowance for Subsistence

BCE—Base Civil Engineer

BX—Base Exchange

CAC—Combat Alert Call

CEI—Civil Engineer Installation Flight

CEMAS—Civil Engineer Material Acquisition System

CEN—Civil Engineer Engineering Flight

CEOH—Civil Engineer Operations Flight Horizontal Section

CEOHP—Civil Engineer Pavements and Construction Equipment Section

CES—Civil Engineer Squadron

CHPP—Central Heat and Power Plant

CP—Command Post

CS—Communications Squadron

FAA—Federal Aviation Administration

FAAAS—Federal Aviation Administration Allowance Standard

FPCON—Force Protection Condition

FSS—Force Support Squadron

FW—Fighter Wing

GOV—Government Owned Vehicle

IAW—In Accordance With

ILS—Instrument Landing System

LRS—Logistics Readiness Squadron

MFHP—Military Family Housing Privatization

MOC—Maintenance Operations Center

MOCC—Maintenance Operations Control Center

MSA—Munitions Storage Area

MSG—Mission Support Group

NAAC—Sodium Acetate

NAVAID—Navigational Aid

NCOIC—Noncommissioned Officer in Charge

NFM—Near Field Monitor

NOTAM—Notice to Airmen

OG—Operations Group

OPR—Office of Primary Responsibility

OSAA—Airfield Management

OSS—Operations Support Squadron

P2/BMP—Pollution, Prevention, Best Practices, and Conservation

PAA—Primary Aircraft Authorization

PAPI—Precision Approach Path Indicator

PFH—Privatized Family Housing

POL—Petroleum, Oil and Lubricants

POV—Privately Owned Vehicle

RCR—Runway Condition Reading

RDS—Records Disposition Schedule

RSC—Runway Surface Condition

S&IC—Snow and Ice Control

S&ICC—Snow and Ice Control Committee

S&ICP—Snow and Ice Control Plan

SCC—Snow Control Center

SCO—Snow Control Officer

SE—Safety

SPCC—Spill Response Containment and Control

SRT—Security Response Team

T/A—Transient Alert

TO—Technical Order

Attachment 2

BASE PRIORITY I AREAS

Figure A2.1. Base Priority I Areas.

Attachment 3

BASE PRIORITY II AREAS

Figure A3.1. Base Priority II Areas.

Attachment 4

BASE PRIORITY III AREAS

Figure A4.1. Base Priority III Areas.

Attachment 5

CORVIAS HOUSING

Figure A5.1. Corvias Housing.

Attachment 6

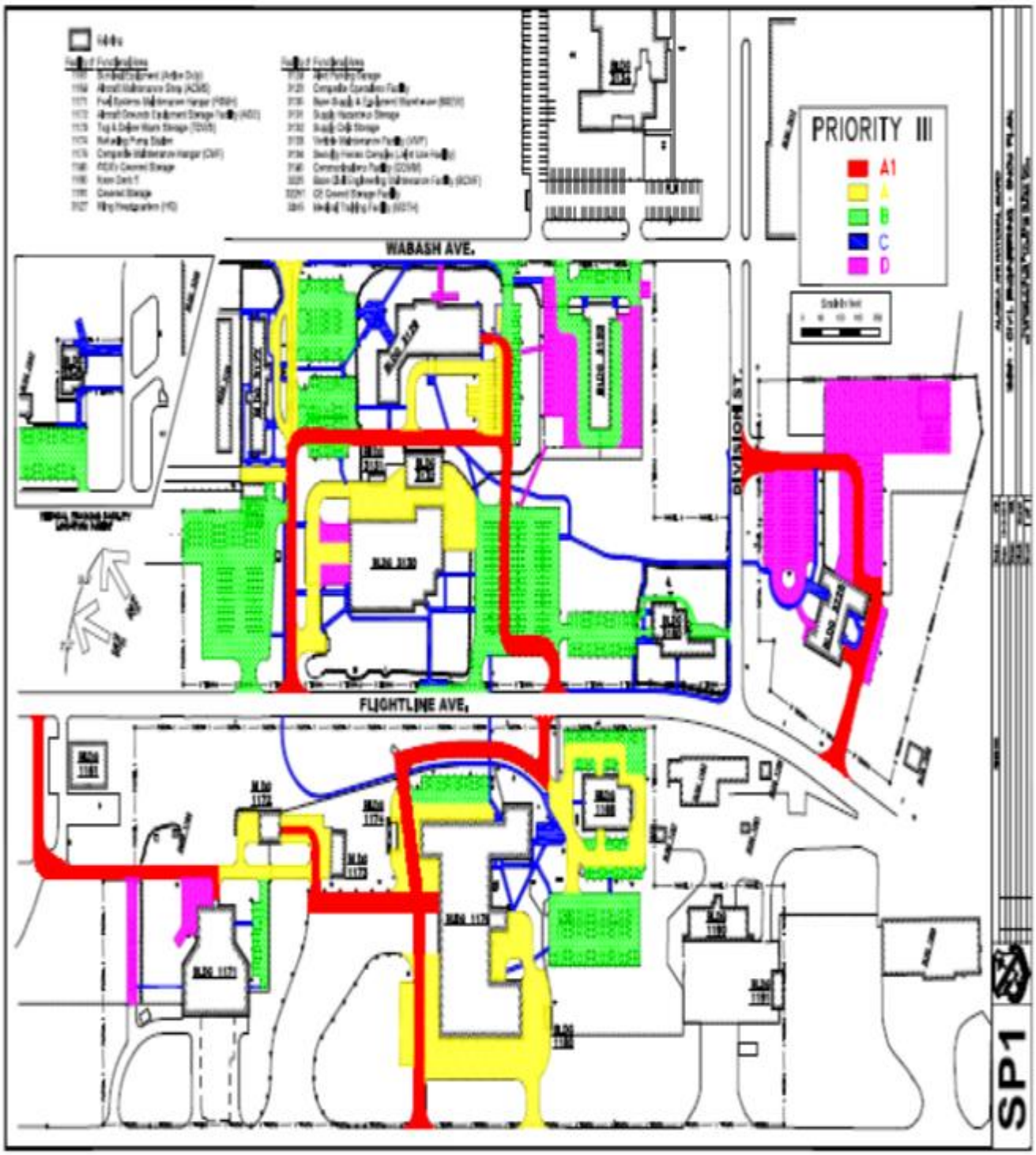
FAIRBANKS NORTH STAR BOROUGH SCHOOL

Figure A6.1. Fairbanks North Star Borough School.

Attachment 7

168TH WING SNOW AND ICE CONTROL BOUNDARY MAP

Figure A7.1. 168th Wing Snow and Ice Control Boundary Map.



Attachment 8

SNOW REMOVAL EQUIPMENT AUTHORIZED

Figure A8.1. Snow Removal Equipment Authorized.

Equipment	# Authorized	# Assigned	MEL
Plows	14	14	9
Sanders	3	3	1
Blowers	10	10	7
Air Blast Sweepers	10	10	7
Graders	7	7	4
Chemical Sprayer	2	2	1
Deicers	6	6	2
Dump Trucks	17	17	10
Farm Tractors	3	3	1
Front-End Loaders	5	5	3
Dozers	3	3	1

Attachment 9

SNOW REMOVAL SHIFT COMPOSITION

Figure A9.1. Snow Removal Shift Composition.

Days	Swings	Mids
Snow Shift Lead	Snow Shift Lead	Snow Shift Lead
Snow-3	Snow-3	Snow-3
Operator	Operator	Operator
Operator	Operator	Operator
Operator	Operator	Operator
Operator	Operator	Operator
Operator	Operator	Operator
Operator	Operator	Operator
Operator	Operator	Operator
Operator	Operator	Operator
Operator	Operator	Operator
Operator	Operator	Operator
Operator	Operator	Operator
Operator	Operator	Operator
Snow control	Snow control	Snow control

Attachment 10

12 YEAR SNOWFALL RECORD

Figure A10.1. 12 Year Snowfall Record.

YEAR	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	Avg.
MONTH													
SEP	1.4	2.2	5.1	0	T	T	T	0	0	2.2	T	7.4	1.5
OCT	15.5	0.6	5	11.6	13.7	4.4	2.6	6.6	5.6	0.8	10.3	4.6	6.8
NOV	11.1	0.3	1.3	3.1	4.1	5.1	9.8	10.3	11.4	19.7	3.0	15.5	7.9
DEC	22.6	T	8.8	8.6	13.8	8.5	2.6	12.7	15.2	11.2	9.6	2.7	9.7
JAN	22.3	2.2	10.8	7.4	9.8	1.9	5.4	8.1	13.6	2.8	12.2	0.2	8.1
FEB	2.5	13.5	2.9	1.5	7.9	3.1	23.3	11.1	5.6	7.9	1.5	0.1	6.7
MAR	2.3	6.8	6	1.1	14	2.2	2.2	12	6.4	3.1	7.0	0.7	5.3
APR	3.6	6.6	T	14.8	0.3	2.3	1.1	0.1	4.8	1.7	4.4	0.2	3.3
MAY	0	0	T	0	T	T	0	0	1.2	T	0	0	0.1
TOTAL	81.3	29.1	39.9	48.1	63.6	27.5	47	60.9	63.8	49.4	48	31.4	49.2
T = Trace of snow													

Attachment 11

OPERATING SUPPLY LEVELS MAINTAINED BY 354 CES/CEOHA

Figure A11.1. Operating Supply Levels Maintained by 354 CES/CEOHA

Item	Part #	CSL #	Level	Unit of R/O Level Price Each				Exact Cost
				Issue				
Broom Parts								
Wire Cassettes	29-CW265224	AC179N	85	Case		30	$5544.7	$471,300.35
Tires 180/70 R8	07450880000	AC179C	13	Each		5	$204.00	$2,652.00
Rollover Parts								
Shoe, nose R/S	3442-32A	AC002V	20	Each		10	$75.58	$1,511.60
Shoe, nose L/S	3442-32B	AC002U	20	Each		10	$75.58	$1,511.60
Edge, cutting, underbody	5D9558	AC180F	493	Each		200	$152.25	$75,059.25
Blower Parts								
Edge, cutting	2159000	AC168M	18	Each		10	$457.66	$8,237.88
Shoe, wear	1835160W	AC004B	50	Each		20	$165.87	$8293.50
Pin, shear	5/8’x 3”	AC181I	68	Each		40	$9.83	$668.44
Nut	5/8’x 11”	AC181J	200	Each		40	$0.17	$34.00
18/20’ Plow								
9’ cutting edge	PBA4810849	AC180I	21	Each		10	$159.50	$3,349.50
10’ cutting edge	PBA4812049	AC180J	58	Each		10	$175.95	$10,205.10
Loader Parts								
Edge, cutting, outside, JD	AT139622	ACOO3Z	35	Each		4	$441.18	$15,441.30
Edge, cutting, inside, JD	T167922	AC003Y	32	Each		4	$812.94	$26,014.08
Volvo L120 cutting edge	V-11045809	AC167L	11	Each		4	$630.84	$6,939.24
Volvo L120 wear plate	VME 11142033	AC205R	3	Each		2	$358.14	$1,074.42

Volvo L60 cutting edge	V-11156585	AC167Q	7	Each		4	$500.70	$3,504.90
Volvo L60 wear plate	PSM-134675	AC205U	??	Each		4	$338.55	$2,031.30

Operating Supply Levels Maintained by 354 CES/CEOHA Continued

Item	**Part #**	CSL #	Level	Unit of Issue	R/O Level	Price Ea.	Ext. Cost
<u>Grader Parts</u>							
Edge, 5D9558 cutting, 6'		AC180F	493	EA	200	$152.25	$75,059.25
Bolt, plow, BPL10C040P 5/8"x2x1/2"L		AB533P	300	EA	50	$0.67	$201.00
Bolt, plow, BPL10C064P 5/8"x4"L		AB298N	120	EA	50	$1.36	$163.20
Curb runner V45		AB842U	40	EA	25	$78.00	$3,120.00
Edge, cutting, 7'		AC206J	73	EA	10	$199.53	$14,565.69
Edge, cutting, 8'wingblade		AC206I	74	EA	10	$218.26	$16,151.24
<u>MISC</u>							
***E-36 (Potassium Acetate)**		AB885G	50,000	GAL	17,000	$7.75	$387,500.00
IPA (Isopropyl Alcohol)		AB900Y	45,000	GAL	17,000	$9.58	$431,100.00
***Sand, airfield**		AC188S	500	TON	300	$213.39	$106,695.00
Sand, street		AC029C	500	TON	300	$69.72	$34,860.00
Sander tire Chain, crosslink		AC0021	750'	EA	500'	$2.63	$1,972.50