

**BY ORDER OF THE COMMANDER
GRAND FORKS AIR FORCE BASE
(AMC)**

**GRAND FORKS AIR FORCE BASE
INSTRUCTION**

32-1002

2 OCTOBER 2019



SNOW AND ICE CONTROL

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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(Lt Col Joseph A. DiCiolla)

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This instruction implements AFI 32-1002, Snow and Ice Control. It prescribes procedures, patterns and criteria governing the removal of snow and ice from airfield pavements at Grand Forks AFB, North Dakota. It applies to all units and activities assigned and/or attached to Grand Forks AFB. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, Management of Records, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) located at <https://www.my.af.mil/gcss-af61a/afrims/afrims/>. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, Recommendation for Change of Publication; route AF Form 847s from the field through the appropriate functional chain of command.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Any and all recommendations for change must be completed in the manner prescribed in the above paragraph.

1. Responsibility:

1.1. Commanders will ensure compliance with all policies and regulations.

2. General:

2.1. Situation. This plan defines policies, assigns responsibilities, and outlines procedures dedicated to the maintenance of aircraft and operational capability at Grand Forks AFB, ND while in contingency operations during the winter season. The winter season extends from October through April, with the most severe weather occurring from December through February. Flat terrain, low humidity, and high winds (with associated drifting) further compound this situation.

2.2. Requirements.

2.2.1. Cyclic and/or recurring activities must continue each year to ensure adequate preparation and readiness to execute this plan.

2.2.2. This plan assigns actions/interactions to each tasked organization.

2.3. Mission Support. This plan is devised to minimize disruption of the base mission during unfavorable weather conditions. Aircraft mission and security capability will be maintained through the prioritization of available resources. The following section identifies the priority of support areas.

2.3.1. The main installation has three major snow removal priorities: I, II and III. Requests to deviate from base-side priorities must be coordinated with the 24-hour Snow Control Center (SCC) at 747-4271. The 319th Mission Support Group Commander (319 M S G /CC) or his/her representative will have final authority for base-side related priorities including all Priority I and II assets. The 319 MSG/CC or his/her representative will advise the SCC of the deviation.

2.3.2. Priority I.

2.3.2.1. Runway and overruns.

2.3.2.2. Alpha taxiway to include Delta and Golf taxi ways.

2.3.2.3. Charlie Ramp parking locations 24.

2.3.2.4. Charlie Ramp extension locations 25-32.

2.3.2.5. All flight line lots around building 633 (fire station) and fire lane crash road running between Base Operations (building 528) and 3-Bay hangar (building 649).

2.3.2.6. Nose docks.

2.3.2.7. Echo Taxiway.

2.3.2.8. Taxiway A3 to hangar 600, 601, 603 and 605.

2.3.3. Priority II.

2.3.3.1. Charlie Ramp parking locations 13-23 to include "RED" security lines.

2.3.3.2. B Ramp, amount of parking space determined by Airfield Manager.

2.3.3.3. Ramp area between buildings 522 and 523.

2.3.3.4. Base perimeter road to access roads for building 821 and 877. Access roads to support facilities or vaults located in structure 817, 834, 852, 864, 870, 871, 872, 877, 890 and 891. Instrument Landing System (ILS) critical areas are determined by communications technician who must be on site.

2.3.3.4.1. Remove snow parallel to the runway in a V-shape, starting 50 feet wide at the base of the glide slope antenna (antenna nearest buildings 870 and 871) increasing to 200 feet wide at a distance of 1,000 feet from the base of the antenna. 319th Operations Support Squadron (319 OSS) will contact SCC when this needs to be accomplished.

2.3.3.4.2. Large drifts of snow exceeding 2 feet in depth in critical areas must be leveled, compacted, or removed.

2.3.3.5. Access to building 651 hydrant system off Crash Road.

2.3.3.6. Taxiway Foxtrot

2.3.4. Priority III.

2.3.4.1. Building 649, 3-Bay hangar ramp area.

2.3.4.2. All remaining crossover taxiways. (A1, A2, A4, Delta east, Delta west, and Bravo)

2.3.4.3. Charlie Ramp parking locations 1-12.

2.3.4.4. Warm up loop at north end hammerhead.

2.3.4.5. Taxiway Charlie

2.4. Severe Weather Commanders Senior Staff, (CSS). Whenever severe winter weather conditions jeopardize the mission capability of the wing, or dictate a change in snow removal priorities to ensure the health and safety of base personnel, the 319 RW/CC may convene the severe weather CSS in the Wing Command Post. Permanent membership will include the 319 RW /CC, 319 MSG/CC, 319 MDG/CC, 69 RG/CC, 69 MXS/CC, 319 OSS/CC, 319 CES/CC, 319 SFS/CC and representatives from any other tenant units operating on the Grand Forks AFB airfield. The CSS will evaluate priorities contained in the snow plan based on changing requirements and dynamics of the situation. Priorities will be adjusted and the base civil engineer will then direct the SCC to implement decisions made in the CSS. In the event of a crisis, e.g., medical emergency, fire, etc., 319 MSG/CC is authorized to unilaterally deviate from previously agreed upon decisions.

2.5. Support Units.

2.5.1. Organizational responsibilities. Wing squadrons, tenant units, and base operations will ensure their paved areas to be plowed are free from all tools, stands, fire extinguishers, wheel chocks, and other equipment at all times. Removal of snow and ice from transient aircraft surfaces and from critical areas under/adjacent to the aircraft will be accomplished and monitored by the base transient alert services. The Department of Homeland Security and Transient Alert will be responsible for removal of snow and ice from their assigned aircraft surfaces and from critical areas under those aircraft. Other tenant organizations with aircraft based at Grand Forks Air Force Base will perform similar snow removal functions for assigned aircraft.

2.6. General Instructions.

2.6.1. The Snow and Ice Control Committee (S&ICC) will be convened twice a year (normally in April and September). The 319 RW/CC shall appoint the 319 CES/CC as

the coordinator of all base snow removal and ice control activities. The committee is composed of the 319 CES/CC and applicable members as follows: 319 RW/CC, 319 MSG/CC, 319 MDG/CC, 319 CS/CC, 319 LRS/CC, 69 RG/CC, 348 RS/CC, 69 MXS/CC, 319 RS/LGRV, 319 SFS/CC, 319 FSS/CC, 319 OSS/CC/OSAA/OSW, 319 CONF, Department of Homeland Security, 319 CES/CEO/CEOH and other tenant units operating on the airfield.

2.6.2. Updating this plan is the responsibility of 319th Civil Engineer Squadron Operations Flight (319 CES/CEO). All tasked organizations will review this plan and submit proposed changes in writing to 319 CES/CEO.

3. 319th Civil Engineer Squadron (319 CES) Responsibilities:

3.1. General. The 319 CES/CC is directly responsible to the 319 MSG/CC for all snow and ice control activities for this base using in-house resources, or contracted resources.

3.2. Responsibilities.

3.2.1. 319 CES/CC Responsibilities.

3.2.1.1. Annually convene an internal Civil Engineer snow and ice control working committee to ensure an effective snow and ice control program is established and the work responsibilities are clearly delineated.

3.2.1.2. Coordinate all installation snow removal and ice control activities through the Snow Control Officer (SCO) and the Superintendent of Horizontal Construction (319 CES/CEOH).

3.2.1.3. Ensure adequate facilities, equipment, materials, and personnel (including full-time seasonal employees) are provided for the implementation of the snow and ice control program.

3.2.1.4. Convene the snow and ice control working committee to discuss remedial action for any serious problems which may arise.

3.2.1.5. Establish and physically locate the SCC.

3.2.1.6. Assure preparation of the installation S&IC plan.

3.2.2. The snow removal shift supervisors will be assistant snow control officers and will assume all SCO duties when the Chief of Operations (319 CES/CEO) is not present. This officer will be supervisor in charge of snow and ice removal equipment. Responsibilities are as follows:

3.2.2.1. Assisting in selection, testing, and on-the-job qualification of operators.

3.2.2.2. Ensuring availability of personnel and equipment, as required, by shift schedules and conditions.

3.2.2.3. Maintain communications with the weather officer to keep informed of developing weather conditions.

3.2.2.4. Reporting immediately any conditions that may be hazardous to the operation of both aircraft and vehicles to the Wing Command Post (CP).

3.2.2.5. Confirmation of out-of-service equipment reported by crew chiefs or operators.

3.2.2.6. Maintain a daily snow equipment status board portraying serviceability status on all snow vehicles. This status board will be maintained in the SCC.

3.2.2.7. Ensuring a 60-90 day supply of S&IC equipment (normal use) spare parts are on hand.

3.3. Airfield Snow Preparations.

3.3.1. Personnel.

3.3.1.1. Training of full-time seasonal employees will begin as soon as practical. Operators will be instructed on the operation and maintenance of equipment.

3.3.1.2. Equipment. Snow removal equipment must be in readiness status prior to the first snowfall, but not later than 1 September. The Chief of Operations will closely coordinate with the Vehicle Maintenance Superintendent to ensure that all depot contracts and local repairs are expeditiously completed during summer months. When the snow removal plan is implemented, the posting of daily equipment status will be forwarded to the 319 CES/CC each day. Out of service and/or problem areas will be briefed to the 319 CES/CC daily.

3.4. Airfield Strike Hazards.

3.4.1. Markers will be installed on all obstacles that present a hazard to snow removal equipment. These obstacles will be marked by the owning organization prior to the first snowfall and maintained throughout the winter. NOTE: Coordination with Airfield Management will be accomplished prior to any markers being placed on the airfield.

3.4.1.1. Culverts, catch basins, and other drainage structures will be marked by Horizontal construction shop.

3.4.1.2. Electrical distribution manholes will be marked by the electrical shop.

3.4.1.3. Utilities shop will mark sewer manholes, valves, water distribution system meters and shut-offs, and fire hydrants.

3.4.1.4. Communications Squadron will mark all communications vaults and fiber optic boxes where needed.

3.4.2. Horizontal Construction will police the airfield, level shoulders, and eliminate obstacles where possible.

3.4.3. A civil engineer SCC will be established by 1 October each year. It will function 24 hours per day when snowfall is imminent. Equipment required at the center follows:

3.4.3.1. Two telephone extensions.

3.4.3.2. One radio transmitter and receiver set for base controllers.

3.4.3.3. One large scale base layout map. Clearing priority will be color coded; Priority I-RED, Priority II-YELLOW and Priority III-GREEN.

3.4.4. Airfield Snow Operations.

3.4.4.1. Snow controller responsibilities.

3.4.4.1.1. Maintain vehicles, personnel, materials, and weather status boards, as well as a time reporting log.

3.4.4.1.2. Inform SCO and shift leaders of any status or priority changes and/or problem areas.

3.4.4.1.3. Maintain liaison with Airfield Manager or designated representative on runway condition and priority changes, and flight schedules.

3.4.4.1.4. During snow/ice storms and/or as required, obtain updated weather forecasts (DSN: 362-4396/4398 Commercial: 701-747-4396/4398) from the duty forecaster. During non-airfield hours the 15th Operational Weather Squadron assumes the responsibility for all forecasting functions (DSN: 576-9698/9699 Commercial: 618-256-9698/9699) until weather flight standby personnel can be recalled.

3.4.4.1.5. Maintain equipment status board showing type of vehicle, location, vehicle number, time, date out-of-commission, Estimated Time in Commission (ETIC) remarks, and type of malfunction.

3.4.4.1.6. Ensure equipment operators are briefed by knowledgeable personnel on existing weather conditions prior to their snow removal dispatch.

3.5. Airfield Snow Control Operations.

3.5.1. When objective conditions jeopardize safe runway operation, cessation of the flying operation is required. The aim of "bare pavement" is paramount to snow removal operations on the runway; therefore, removal operations will start at the beginning of snow accumulation. Snow removal crews will generally start simultaneously on runways, taxiways, and ramps except as dictated by special conditions.

3.5.2. An accumulation of ice, sleet, freezing rain, or snow can result in closing the airfield and other facilities to traffic. This jeopardizes base missions if effective measures are not taken. The removal of ice is much more difficult than snow clearing operations. A Runway Condition Reading (RCR) of 12 or higher must be maintained on the runway if at all possible.

3.5.3. The shift supervisor will determine when chemicals are to be used. Airfield Management will be advised when chemicals are to be spread.

3.5.4. Clean-up.

3.5.4.1. Snow will be cleared back 25 feet from the edges of the runway/overruns and 25 feet from the edges of taxiways when the depth exceeds 30 inches.

3.5.4.2. Snow will be removed from glide slope, airfield lighting, Tactical Air Navigation (TACAN) antenna, etc., to meet requirements established by T.O. 31R4-2GRN31-22. Airfield lighting will be kept uncovered and exposed from snow by use of air blast sweepers and hand shoveling as required.

Table 1. Snow Removal Equipment.

AIRFIELD ASSETS	
Vehicle Type	Quantity
High Speed Plow	7
Snow Blower	6
Multipurpose Unit w/Snow Broom Attachment	2
Air blast Snow Broom	3
Front-end Loader	7
Motor Grader	2
10 Ton Dump Truck	7
5 Ton Dump Truck	3
E-36 Sprayer	1
Solid Deicer Spreader	1

Table 2. Snow Removal Parts Listing.

Nomenclature	Quantity
Broom brushes (AC354P)	10 sets
Broom brushes (AC009U)	6 sets
Broom brushes (AC254X)	3 sets
Broom brushes (AC482B)	6 sets
Underbody blade	48 ea
Plow cutting edge	48 ea
Snow blower cutting edge	16 ea
Loader cutting edge	48 ea
Grader cutting edge	36 ea
E-36 (liquid deicer)	20K gal
NAAC (pellet deicer)	40K lbs

4. Other units operating aircraft at Grand Forks AFB:

4.1. General Responsibilities.

4.1.1. Coordinate with 319 CES SCC to ensure that snow is cleared from proximity of aircraft and fire hydrants in the vicinity of aircraft.

4.1.2. Provide escorts for snow removal in close proximity of aircraft when required.

4.1.3. Coordinate movement of aircraft from areas to be cleared and parking plans for transient aircraft through the SSC. NOTE: High-speed plowing techniques used to clear large areas are not adaptable to remove snow within 25 feet of parked aircraft.

4.1.4. Restrict flying, e.g. touch and go, to facilitate expeditious snow and ice control operations.

4.1.5. Ensure SCC is advised of all aircraft ground movement during snow removal operations, especially during low visibility conditions. NOTE: When coordination through Base Operations is not available, notification of all aircraft movement must be coordinated with the SCC to ensure continued snow clearing efforts without delay.

5. 319th Operations Support Squadron (319 OSS):

5.1. General. To ensure efficient snow removal operations on the airfield, close coordination is required between the control tower, airfield management, the transient alert coordination center and the SCC.

5.2. Airfield Management Responsibilities. NOTE: The Airfield Manager is responsible for coordinating airfield management actions and is a member of the S&ICC.

5.2.1. Perform runway condition readings in accordance with T.O. 3301-23, Procedures for use of Decelerometer, to measure runways skid resistance.

5.2.2. Declare airfield surfaces cleared for or closed to flying operations.

5.2.3. Coordinate with the SCC anytime airfield priority changes when operational requirements dictate a deviation from the established plan.

5.2.4. Advise alternate procedures to be issued in the event of a flying emergency.

5.2.5. Publish orders and instructions with respect to the following:

5.2.5.1. Vehicular traffic and communication procedures for the airfield movement area.

5.2.5.2. Restrict lower priority flying in order to facilitate snow and ice control operations.

5.3. Control Tower Responsibilities.

5.3.1. Tower personnel will when in receipt of a firm Estimated Time of Arrival (ETA) for any aircraft inbound to Grand Forks Air Force Base (GFAFB) contact "Snow Lead" by radio and advise them of the expected traffic.

5.3.2. If communications cannot be made through the SCC or contact cannot be made with radio equipped vehicles, the control tower operator will attempt contact using signal lights. Subsequently, if the runway and taxiway need to be cleared immediately, the runway and taxiway lights will be flashed. If this fails, the control tower operator will immediately advise Airfield Management Operations to clear the runway.

5.3.3. When necessary, coordinate the use of crash rescue vehicles to ensure the runway is clear of equipment.

5.3.4. Coordinate with the crew leader in charge for vehicle re-entry on active runway. Re-entry will be made only after contact with the tower is reestablished.

5.4. 319thOSS Weather Flight. Base weather responsibilities are outlined in GRANDFORKSAFBI 15-101, Weather Support.

5.4.1. Provide inputs for the weather section of this plan to maintain currency.

5.4.2. Provide monthly climatology briefings at the wing standup briefing.

5.4.3. Provide the SCC the below listed information during the winter season (October through April) over the Joint Environmental Toolkit (JET) interface website. (<https://jetkrdr.grandforks.af.mil/jetspeed/portal/>)

5.4.3.1. The expected onset time of snowfall/ice conditions.

5.4.3.2. Forecast accumulation of snow.

5.4.3.3. Prevailing wind direction and speed.

5.4.4. Expected high and low temperatures.

5.4.5. Provide weather warnings/watches for snow accumulation, freezing precipitation, and/or blizzards.

5.4.6. Provide the S&ICC meeting briefer with seasonal historical data as requested and be present at the Pre- and Post- S&IC meeting.

5.4.7. Provide the SCC with access, training on interpretation and use of the JET interface as requested IAW GFAFBI 15-101 **Paragraph 6.2**

5.5. The communication control center will be the focal point for any outages to Navigational Aid (NAVAID) facilities during snow removal operations. Communication control will notify the SCC of all problems or with requests for snow removal at communication facilities. A communications technician must be made available 24 hours and will accompany operators during the clearing of the ILS antenna to ensure adequate snow removal has been completed.

6. Transient Alert:

6.1. Coordinate for aircraft to be grouped together in accordance with a winter parking plan in order to allow a maximum amount of pavement unobstructed for high speed plowing. When this plowing has been completed, Transient Alert is responsible for relocating aircraft to clear areas to permit the completing of the snow removal effort.

6.2. Transient Alert will relay snow removal requests to SCC when Airfield Management is closed. NOTE: Requests not critical to the flying mission will be prioritized in the order received unless deviation is required to sustain the flying mission.

7. 319th Communications Squadron (319 CS):

7.1. General. 319 CS will ensure the tasks outlined below are accomplished during the snow and ice control season.

7.2. Responsibilities.

7.2.1. Participate in the S&ICC. The commander is a member of the committee.

7.2.2. Communication control will dispatch appropriate contractor for repair of all radio nets associated with the SCC In Accordance With (IAW) priorities as outlined in 319 CSI

21-1. Any questions or problems can be reported to communication control at DSN: 362-5421 / COMM: 701-747-5421, or after hours at DSN: 362-2666 Option 2 / COMM: 701-747-2666, Option 2.

8. 319th Logistics Readiness Squadron (319 LRS):

8.1. General responsibilities.

8.1.1. Participate in the S&ICC. The commander is a member of the committee.

8.1.2. The pre-seasonal preparation of all S&IC vehicles completed by 15 September.

8.1.3. The timely maintenance and repair of all vehicular equipment utilized in S&IC operations.

8.1.4. Vehicle maintenance will keep adequate supplies of Fast Moving Consumable (XB3) parts on bench stock in the special purpose shop and identify them as Minimum Reserve Authorization (MRA).

8.1.5. Establish a 24-hour maintenance stand-by during S&IC operations. Capability should include service at building 522 when equipment cannot be turned into the special purpose shop. NOTE: Recall list for stand-by personnel will be kept on file at the SCC for maintenance needs due to dispatch not always being manned 24hrs.

8.1.6. Provide a 24-hour wrecker service during snow removal.

8.1.7. Provide transportation to support the S&IC plan. Emergency transportation can be provided by notifying vehicle dispatch at DSN: 362-3971/COMM: 701-747-3971 or SCC for snow removal equipment.

8.1.8. Provide, on request, daily snow removal vehicle serviceability status to the civil engineer vehicle control officer and/or SCC.

8.1.9. Participate as a member of the S&IC committee.

8.1.10. Snow removal and identified mission critical vehicles and equipment will receive first priority for maintenance during the snow removal season.

8.1.11. Make timely procurement of required equipment and supplies in support of the entire S&IC plan. Other agencies will ensure adequate lead time is provided whereby parts, stocks, etc. will be available when required.

8.1.12. Maintain special level stocks as identified.

8.1.13. Provide facilities for issuing requested equipment and supplies on a 24-hour day, 7-day a week basis.

8.2. The base POL section will provide 24-hour per day service for fuel through the automated service station and will provide fuel truck support if system is disabled.

9. Base Units/Other Responsibilities:

9.1. Individual Unit Responsibilities.

9.1.1. All units and persons will ensure that doorways, landings, porches, sidewalks, driveways, loading ramps, fire hydrants, and catch basins not maintained by the snow removal contractor are kept free from snow at all times. In accordance with AFI

31- 204_GRANDFORKSAFBSUP, Air Force Motor Vehicle Supervision, personnel will not drive their vehicles within 50 feet of snow removal equipment except to pass and will only pass when signaled by the operator.

9.1.2. Facility Managers. In reference to GFAFBI 32-106, it is the facility manager and/or users responsibility to clear snow from aprons, driveways, sidewalks, steps and stoops immediately around their facility. Keep all hangar doors, overhead doors, mechanical room doors, and personnel doors free and clear of all snow and ice buildup that might impede door operation and closing. Keep snow clear of all intakes and exhaust vents and from around fire hose connections on the side of facility.

9.2. 319th Force Support Squadron (319 FSS):

9.2.1. Participate in the S&ICC. The commander is a member of the committee.

9.2.2. General. The 319 FSS/CC will ensure that all tasks below are accomplished during the snow removal season.

9.2.3. Provide food service as necessary to support 24-hour snow removal operations for snow removal personnel. The 319 FSS will serve food for military snow removal personnel during regular dining hours.

9.2.4. Provide box lunches when military snow removal personnel cannot use the dining facility.

9.2.5. Provide lodging as required. Room charges will apply. Priority will be established by the SCO and Lodging Manager.

9.2.6. Director of Civilian Personnel. 319 FSS/FSMC. will assure that any open Request for Personnel Action (RPA's) for full time seasonal positions are promptly forwarded to the Air Force Personnel Center (AFPC) for advertising in order for candidate referrals to be forwarded to selecting supervisors and selections made prior to the snow removal season start date.

9.3. 319th Security Forces Squadron (319 SFS).

9.3.1. Participate in the S&ICC. The commander is a member of the committee.

9.3.2. General. The 319 SFS/CC designated representative will ensure that the tasks outlined are accomplished, as required, during the snow removal season.

9.3.3. The 319 SFS/CC or delegated representatives are members of the S&IC Committee.

9.3.4. 319 SFS/S3 will:

9.3.4.1. Brief all 319 SFS personnel on any authorized on-going snow removal operations to prevent any unnecessary interference.

9.3.4.2. SCC will contact the BDOC (DSN: 362-5351/COMM: 701-747-5351) before dispatching snow removal personnel/equipment to the parking ramps anytime the normal Entry Control Points (ECP) are not going to be used. Snow control personnel line badges will be checked prior to entering any restricted area. Once the line badge check is complete, snow removal personnel can break "red" in the performance of their duties.

9.3.4.3. Upon direction of the 319 MSG/CC, 319 SFS/CC will direct on-duty BDOC Controller personnel to coordinate with state, county, and city law enforcement agencies to provide escort when travelling over any/all roadways closed to traffic due to severe weather.

9.3.4.4. SFS personnel will maintain road condition signs and post road condition colors as necessary during hazardous road conditions.

9.4. 319th Contracting Flight (319 CONF).

9.4.1. Participate in the S&ICC. The commander is a member of the committee.

9.4.2. Contracting will obtain local supplies and equipment rental in support of this plan. Current rosters of standby personnel to include duty-phone numbers will be provided to 319 CES SCC. This action is required to assure capability to support the 24-hour a day, 7-day a week response requirement.

10. Base Side Snow Removal:

10.1. Street, parking lots, Sidewalks, Flightline Gates, and Fire Hydrant Snow Removal: This work is accomplished by two separate Contracts administered through 319 CONF. The information presented here is for reference only. To obtain a copy of the contracts for exact and up-to-date information please contact 319 CONF, or to see the list of priorities please see the 319 CES Contracting Officer Representatives, 319 CES/CEOES.

10.1.1. Basic Services: The contractor shall remove snow and ice, including drifts or piles, using the timelines and priority system as defined in each contract.

10.1.2. Install/Remove Snow Fence: The contractor shall install and remove snow fencing and posts. The government will provide and store all snow fencing and posts. Installation will be completed between 1-15 October. The government will inform the contractor when to remove the snow fence. NOTE: CE will coordinate with the Airfield Manager prior to installing snow fence on the airfield.

11. Snow/Ice Removal within Military Housing; The Contractor (Balfour Beatty Corporation) is responsible for snow removal within Military Housing. Contractor shall remove snow and ice from streets, sidewalks, driveways, steps, and front door landings at the specified units. To gain exact and up-to-date information regarding snow/ice removal, please contact the BBC Housing office located in building 119.

CAMERON S. PRINGLE
Commander, 319th Reconnaissance Wing

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 31-204_GRANDFORKSAFBSUP, Air Force Motor Vehicle Traffic Supervision
AFMAN 33-363, Management of Records, 1 March 2008
GRANDFORKSAFBI15-101, Weather Support, 1 January 2002
T.O. 3301-23, Procedure for Use of Decelerometer

Prescribed and Adopted Forms

Prescribed Forms: There are no forms prescribed by this publication.

Adopted Forms:

AF Form 847, Recommendation for Change of Publication.

Abbreviations and Acronyms

AF—Air Force
AFB—Air Force Base
AFI—Air Force Instruction
AFPC—Air Force Personnel Center
AGE—Aircraft Ground Equipment
CCP—Consolidated Command Post
CSS—Commanders Senior Staff
ECP—Entry Control Point
ETA—Estimated Time of Arrival
ETIC—Estimated Time In Commission
GFafb—Grand Forks Air Force Base
JET—Joint Environmental Toolkit
IAW—In Accordance With
ILS—Instrument Landing System
LWDS—Local Weather Distribution System
MRA—Minimum Reserve Authorization
MSG—Mission Support Group
NAVAID—Navigational Aid
OPR—Office of Primary Responsibility

PMT—Preventative Maintenance Team

POL—Petroleum, Oil and Lubricants

RCR—Runway Condition Reading

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

SIOPS—Single Integrated Operational Plan

TACAN—Tactical Air Navigation

Terms

Accountable Forms—Forms that the Air Force stringently controls and which cannot be released to unauthorized personnel, since their misuse could jeopardize DOD security or result in fraudulent financial gain or claims against the government.

Administrative Change—Change that does not affect the subject matter content, authority, purpose, application, and/or implementation of the publication (e.g., changing the POC name, office symbol(s), fixing misspellings, etc...).

Approval Authority—Senior leader responsible for contributing to and implementing policies and guidance/procedures pertaining to his/her functional area(s).

Authentication—Required element to verify approval of the publication; the approval official applies his/her signature block to authenticate the publication. The signature block includes the official's name, rank, and title (not signature).