

**BY ORDER OF THE COMMANDER  
SPANGDAHLEM AB (USAFE)**

**SPANGDAHLEM AIR BASE  
INSTRUCTION 32-1003**



**26 FEBRUARY 2026**

**Civil Engineering**

**SNOW AND ICE CONTROL**

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OPR: 52 CES/CEOH

Certified by: 52 CES/CC  
(Lt Col Scott D. Adamson)

Supersedes: SPANGDAHLEMABI32-1003, 5 November 2021

Pages: 19

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This publication implements Air Force Policy Directive (AFPD) 32-10, *Installations and Facilities* and Air Force Instruction (AFI) 32-1001, *Civil Engineer Operations*. It provides Civil Engineer (CE) support to organizations on Spangdahlem Air Base (AB) and outlines support responsibilities for other organizations. It provides guidance and procedures on Civil Engineer (CE) support to organizations on Spangdahlem Air Base (AB) and outlines support responsibilities for other organizations throughout the Air Force (AF). It applies to individuals at all levels within the 52d Fighter Wing (52 FW) and tenant units, including the Air Force Reserve and Air National Guard (ANG), except where noted otherwise. This publication may be supplemented at any level, but all supplements must be routed to the Office of Primary Responsibility (OPR) listed above for coordination prior to certification and approval. Refer recommended changes and questions about this publication to the OPR listed above using the DAF Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate chain of command. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*, 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. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFI 33-322, *Records Management and Information Governance Program*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). 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 changed and must be reviewed in its entirety. Major changes include (Paragraph **1.1, 1.1.4, 1.1.5, 1.1.9, 1.1.15**); updated snow and ice control working group members. (Paragraph **2.2.2, 2.24.**)

Added responsibilities for 52 OG/C. (Paragraph **2.6.1**, **2.6.2**.) Added U.S. holidays. (Paragraph **2.6.5**.) Updated notification timeline. (Paragraph **2.7.1**.) Updated 52 CES personnel reporting responsibilities. (Paragraph **2.7.5**.) Changed IAW to German. (Paragraph **2.9.2**.) Designated 52 LRS/LRGV as Mission. (Paragraph **2.9.12**.) Added 31 Aug due date for SNIC vehicle to be sound and operational. (Paragraph **2.11.8**.) Added abrasives requirements. (Paragraph **2.14.1**.) Redefines CES/CEIOU NCOIC responsibilities. (Paragraph **2.14.4**.) Changed used to collected. (Paragraph **2.14.5**.) Updated equipment requirements. (Paragraph **2.16.1**.) Updated notification requirements and contact email. (Paragraph **2.16.2**.) Changed installation name. (Paragraph **2.17.5**.) Updated RCR requirements (Paragraph **2.17.6**.) Added RCR reporting requirements. (Paragraph **2.17.7**.) Added Airfield closure requirements based of RCR ratings. (Paragraph **2.17.8**.) Added hazard reporting requirements. (Paragraph **2.17.9**.) Added barrier reporting requirements. (Paragraph **2.18**, **2.18.1**, **2.18.2**, **2.18.3**, **2.18.4**, **2.18.5**, **2.18.6**, **2.18.7**.) Added 52OSS/OSAT responsibilities. (Paragraph **2.19.1**.) Added U.S. Holidays. (Paragraph **3.1.5**.) Added FW/CC. (Paragraph **3.1.5.4**.) Update communication requirements. (Paragraph **3.1.5.4**.) Updated SCC assessment requirements. (Paragraph **3.1.7**.) Added 52 MXG/MOC and 726 AMS/MOC communication requirements. (Paragraph **3.1.9.1**.) Added S&IC personnel requirements. (Paragraph **3.2.1.5**.) Added OSS/OSAM as POC for S&IC operations on the airfield. (Paragraph **3.2.5.1**.) Added glycol precautions requirements. (Paragraph **3.2.6.5**.) Added S&IC vehicle inspection requirements. (Paragraph **3.2.7.4**.) Added de-icing NOTAM requirements. (Paragraph **3.3.7**.) Added Facility Managers S&IC responsibilities. (Paragraph **3.4.2.1**.) Added 52 CES/CEIOU DICON assessment and reporting requirements. (Paragraph **3.4.2.3**.) Added 52 FW/CC as additional notifier. (Paragraph **3.5.1**.) Updated 52CES/CEO Post S&I event responsibilities. (Paragraph **4.1.1.5**.) Updated Augmentee responsibilities. (Paragraph **4.2.1**.) Added training videos. (Paragraph **4.3.1.1**.) Added two multi-line class "A" telephones. (Paragraph **5.1.2**.) Changed NCOIC to Section Chief. (Paragraph **5.1.5**.) Added aircraft.

## Chapter 1

### KEY PERSONNEL/UNITS

#### **1.1. Snow and Ice Control Committee (S&ICC). The following are members of the S&ICC:**

- 1.1.1. Voting Member: 52d FW Commander (52 FW/CC) (Chairman).
- 1.1.2. Voting Member: 52d Operations Group Commander (52 OG/CC).
- 1.1.3. Voting Member: 52d Mission Support Group Commander (52 MSG/CC).
- 1.1.4. Voting Member: 52d Maintenance Group Commander (52 MXG/CC).
- 1.1.5. Voting Member: 480<sup>th</sup> Fighter Generation Squadron Commander (480 FGS/CC)
- 1.1.6. Voting Member: 726 Air Mobility Squadron Commander (726 AMS/CC).
- 1.1.7. Voting Member: 52d Civil Engineer Squadron Commander (CES/CC).
- 1.1.8. Voting Member: 52d Security Forces Squadron Commander (52 SFS/CC).
- 1.1.9. Advisor: 52d Maintenance Squadron Commander (52 MXS/CC).
- 1.1.10. Advisor: 52d Logistics Readiness Squadron Commander (52 LRS/CC).
- 1.1.11. Advisor: 52 CES Operations Flight Commander (52 CES/CEO).
- 1.1.12. Advisor: 52 CES Installation Management Flight, Natural Resources Element Chief (52 CES/CEIE).
- 1.1.13. Advisor: 52d OSS Weather Flight (52 OSS/OSW).
- 1.1.14. Advisor: 52d OSS Airfield Management (52 OSS/OSAM).
- 1.1.15. Advisor: 52d OSS Operations Support Airfield Tower (52d OSS/OSAT).
- 1.1.16. Advisor: 52d Communications Squadron Commander (52 CS/CC).

#### **1.2. Snow & Ice Control Working Group (S&ICWG) members are as follows:**

- 1.2.1. 52 CES/CEO (Chairman).
- 1.2.2. 52 FW Flight Safety Office (52 FW/SEF).
- 1.2.3. 726 AMS/MOC.
- 1.2.4. 52 OSS/OSW.
- 1.2.5. 52 CES/CEOH.
- 1.2.6. 52 CES/CEIE.
- 1.2.7. 52 LRS/LGRV.
- 1.2.8. 52 OSS/OSAM.
- 1.2.9. 52 CES/CEOHP.
- 1.2.10. 52 CES/CEOIU.
- 1.2.11. 52 MXG/MOC.

## Chapter 2

### ROLES AND RESPONSIBILITIES

#### 2.1. The 52 FW/CC shall:

- 2.1.1. Forms and chairs the S&ICC and appoints additional members as needed.
- 2.1.2. Ensure the S&ICC meets annually for the pre-season snow brief no later than (NLT) 31 October. The post-season snow brief is due to the FW/CC NLT 31 May. The briefings must be coordinated by 52 CES/CC, 52 MSG/CC, 52 FW/CC. All other members will be courtesy copied for informational purposes.
- 2.1.3. 52 FW/CC has the authority to alter priorities on Spangdahlem Air Base and its annex. 52 FW/CC has delegated all Spangdahlem Air Base airfield priorities to the 52 OG/CC.

#### 2.2. The 52 OG/CC shall:

- 2.2.1. Determine snow removal priorities for wing flying as it pertains to airfield pavements. 52 OSS/OSAM advises SCC Center (SCC) of priorities.
- 2.2.2. Provides guidance on the limitations and requirements of the aircraft that will be using the airfield pavements to include, but not limited to, the Runway Condition Reading (RCR) required for normal and emergency operations and the width of runway requiring de-icing when the RCR reaches the minimal value required for emergency operations.
- 2.2.3. Restricts vehicle movements on unplowed airfield pavements as much as possible to prevent compaction of snow.
- 2.2.4. The Operations Group Commander in conjunction with Airfield Management, will establish snow control priorities for flying operations and minimum runway condition readings (RCR) for the aircraft staged at their installation.

#### 2.3. The 52 MSG/CC shall:

- 2.3.1. Activate the Snow and Ice Control Plan (S&ICP).
- 2.3.2. Direct 52 MSG personnel to restrict vehicle movement to an absolute minimum on unplowed airfield pavements to prevent compaction of snow.
- 2.3.3. Appoints de-icing expert to coordinate de-icing conditions (DICON) action plan.

#### 2.4. The 52 MXG/CC shall:

- 2.4.1. Direct 52 MXG personnel to restrict vehicle movement to an absolute minimum on unplowed airfield pavements to prevent compaction of snow.

#### 2.5. The 480 FGS/CC shall:

- 2.5.1. Direct removal of tools, fire extinguishers, wheel chocks, aerospace ground equipment (AGE) and any other items from airfield pavements prior to S&IC operations. S&IC will commence as prioritized areas become clear of vehicles and equipment.
- 2.5.2. Directs 480 FGS/CC personnel to restrict vehicle movement to an absolute minimum on unplowed airfield pavements to prevent compaction of snow.
- 2.5.3. Ensure Hardened Aircraft Shelters (HAS) hardstands are cleared of snow and ice within 10 feet of HAS entrances. use only approved airfield surface de-icing chemicals.
- 2.5.4. Ensure 480 FGS personnel are familiar with aircraft de-icing operation procedures to include proper operation of safe drains, 52 CES notification timelines for Glycol Recovery Vehicle (GRV) support and tracking de-icing fluid use.

#### 2.6. The 726 AMS/CC shall:

2.6.1. Direct Production Superintendent (Pro Super) to create a daily priority list for aircraft parking on ramps 5 and 6 from 15 November through 30 April (or whenever weather forecast predicts snow and ice) and report priorities to the 52 MXG and 726 AMS/MOCs by 1900 local. The MOCs will forward all S&IC removal priorities to the 52 OSS/OSAM. All priorities need to be submitted by email NLT 2000 hours Monday through Friday; NLT 1900 hours Saturday, Sunday, and on U.S. and German holidays, prior to next day's flying operations.

2.6.2. Direct 726 AMS/Air Terminal Operations Center to determine snow removal needs for cargo and aircraft loading areas 15 November through 30 April (or whenever weather forecast predicts snow and ice) then report removal priorities to 726 AMS/MOC. The MOC will forward all 726 AMS S&IC priorities to the 52 OSS/OSAM. All priorities need to be submitted NLT 2000 hours Monday through Friday; NLT 1900 hours Saturday, Sunday, and on U.S. and German holidays, prior to next day's flying operations. If received after the above listed times delays could occur.

2.6.3. Ensure 52 MXG and 726 AMS MOCs provide updates to the schedule as soon as the aircraft priority changes to allow S&IC operations to meet the priorities update. All priorities need to be submitted NLT 2000L Monday through Friday and 1900L Saturday, Sunday and U.S. and German holidays. Directs 726 AMS/MOC to report updated snow and ice removal priorities to the 52 OSS/OSAM.

2.6.4. Ensure 726 AMS Pro Super directs removal of tools, fire extinguishers, wheel chocks, AGE equipment and any other items from parking ramps 5 and 6 prior to S&IC operations. The S&IC operations will commence when each area is completely clear of vehicles and equipment.

2.6.5. Ensure 726 AMS personnel are familiar with aircraft de-icing operation procedures to include proper operation of safe drains, 52 CES notification timelines for Glycol Recovery Vehicle (GRV) support one hour before spraying commences and tracking de-icing fluid use as well as providing quantities discharged to 52 CES GRV support team.

2.6.6. Coordinate with 52 CES/CEO for contaminated snow stockpile location on an annual basis before pre-season S&IC brief. (area must remain within the restricted area to enable proper employment of safe drains).

2.6.7. Direct 726 AMS personnel to restrict vehicle movement to an absolute minimum on unplowed airfield pavements to prevent compaction of snow.

## **2.7. The 52 CES/CC shall:**

2.7.1. Provide adequate training, facilities, equipment and materials to ensure safe and efficient S&IC operations.

2.7.2. Identify and designate 52 CES personnel as "MISSION and/or weather ESSENTIAL" and are not excused from reporting for duty when delayed reporting procedures are implemented during severe weather events. Additional personnel will be recalled as necessary to accomplish mission requirements.

2.7.3. Identify any manning shortfalls to 52 CES/CEO by 15 September of each year. Ensures S&IC augmentees are trained, and additional civilian over-hire positions are funded by the wing NLT 1 October.

2.7.4. Provide storm water management per AFI 32-1067, Water Quality Management- Combined Storm Water Pollution/Spill Prevention, Control, and Countermeasures (SPCC) Plan, to minimize potential environmental impact of S&IC operations.

2.7.5. Retain final authority on chemical deicer application times and rates for paved surfaces (delegated to 52 CES/CEOH and SNOW-1). Ensures de-icing agents are applied IAW German storm water provisions, and coordinates with 52 CES/CEIE.

2.7.6. Approve request for snow removal service contracts when justified.

2.7.7. Direct 52 CES personnel to restrict vehicle movement to an absolute minimum on unplowed pavements to prevent compaction of snow.

2.7.8. Approve BAS For S&IC Members within 52 CES.

## **2.8. The 52 SFS/CC shall:**

- 2.8.1. Enforce 52 CES/CC restricted parking notices during S&IC operations and provides a copy of Gate 16 key to Pavements & Equipment Shop (CEOHP) from 15 October through 15 May each year.
- 2.8.2. Designate 52 SFS personnel as “MISSION and/or weather ESSENTIAL” and are not excused from reporting for duty when delayed reporting procedures are implemented. During severe weather events, personnel will be recalled as necessary to accomplish mission requirements.
- 2.8.3. Remove portable restricted area boundaries (i.e. rope and stanchions) affected by aircraft movement to allow for efficient S&IC operations.
- 2.8.4. Direct 52 SFS personnel to restrict vehicle movement to an absolute minimum on unplowed pavements to prevent compaction of snow.
- 2.8.5. Ensure SFS vehicles remain on paved surfaces, unless they respond to a real-world emergency.
- 2.8.6. Advise SCC (452-6508) of possible hazardous areas on base streets requiring snow and/or ice removal.
- 2.8.7. Provide timely access to airfield gates located at Taxitrack Alpha (adjacent to Taxiway Alpha), Taxiway Delta and Echo.
- 2.8.8. Grant permission/access to break red authority in the restricted areas on the airfield.

**2.9. The 52 LRS/CC shall:**

- 2.9.1. Maintain and repair all S&IC vehicles. Provides 24/7 response to perform immediate repair of all vehicles used for S&IC operations between 15 November and 30 April to ensure any vehicle/equipment on the mission essential list (MEL) is returned to service as S&IC operations will be degraded until resolved.
- 2.9.2. Identify and designate 52 LRS/LRGV as “MISSION and/or weather ESSENTIAL” and are not excused from reporting for duty when delayed reporting procedures are implemented. During severe weather events, additional personnel will be recalled as necessary to accomplish mission requirements.
- 2.9.3. Perform summer rebuild for all S&IC vehicles from 30 April to 30 September. S&IC vehicle rebuilds shall be completed by 30 September, to ensure vehicles are available for the annual snow removal augmentee training in October.
- 2.9.4. Ensure on April 1st each year (weather conditions permitting) all snow removal vehicles and equipment will be turned into vehicle maintenance and work orders will be opened on each vehicle.
- 2.9.5. Provide a brief on rebuild status of the snow equipment monthly or as required.
- 2.9.6. Maintain a stock of parts adequate to repair S&IC vehicles/equipment during emergencies.
- 2.9.7. Promptly procure parts and supplies for S&IC operations. During the winter season, and especially during snow removal operation, the Material Management Flight will give priority to the procurement of vehicle parts and material to snow removal equipment.
- 2.9.8. Provide 24/7 refueling of S&IC equipment during S&IC operations when 52 CES/CEOHP fuel pumps are not operational.
- 2.9.9. Ensure snow removal equipment is given priority at refueling points during snow removal operations.
- 2.9.10. Ensure 52 CES/CC is provided with updates on snow equipment fleet status before, during, and after snow/weather events.
- 2.9.11. Direct 52 LRS personnel to restrict vehicle movement to an absolute minimum on unplowed pavements to prevent compaction of snow.
- 2.9.12. SNIC vehicles should be mechanically sound and operational no later than 31 Aug each year.

**2.10. The 52 CS/CC shall:**

- 2.10.1. Provide designated Land Mobile Radio (LMR) communications channel for S&IC operations.
- 2.10.2. Review requests for LMR equipment according to AFI 33-106, Managing High Frequency Radios, Cellular Telephones, and the Military Affiliated Radio System.

2.10.3. Repair LMRs for S&IC operations using established priority repair lists.

**2.11. The 52 CES/CEO shall:**

2.11.1. Forms and chairs the S&ICWG and appoints additional members as needed.

2.11.2. Oversee revisions and implementations of the S&ICP.

2.11.3. Ensure adequate equipment and supplies are available to conduct S&IC operations.

2.11.4. Ensure all permanently installed airfield property (airfield lighting, Aircraft Arresting System, etc.) are properly marked to increase their visibility and prevent damage by S&IC equipment. Ensure S&IC personnel are properly trained.

2.11.5. Ensures barrier pendant cables are disconnected and removed during S&IC operations. In the event barriers must remain operational, 52 CES Power Production Shop (52 CES/CEOFP) personnel will clear snow from around the cables. After S&IC operations, 52 CES/CEOFP will ensure pendant cables are properly reinstalled.

2.11.6. Maintain regular contact (via phone and/or email) with 52 OSS/OSAM and 52 FW/SEF during S&IC season to ensure effective and safe operations.

2.11.7. Define “safety zones” as any area within 10 feet around equipment and facilities (aircraft arresting systems, HAS doors, AGE, etc.). S&IC equipment shall not operate within the safety zones.

2.11.8. Will ensure abrasives (sand) used for snow and ice control are FAA-approved and meet the current version of FAA A/C150/5200-30D, *Airport Field Condition Assessments and Winter Operations Safety*.

2.11.9. Will ensure an operator’s training plan is developed, maintained, and included in this document.

**2.12. The 52 CES/CEOHP shall:**

2.12.1. Identify adequate requirements for snow and ice control supplies. Establishes minimum levels for each item, arranges for on-call items and identifies shortages to 52 CES/CEO by 30 May each year.

2.12.2. Maintain and operate the SCC to oversee the airfield, Spangdahlem AB.

2.12.3. Ensure pavement clearing priorities are received from 52 OSS/OSAM and strictly adhered to.

2.12.4. Coordinate S&IC operations with 52 OSS/OSAM.

2.12.5. Ensure all safety practices/procedures are followed during S&IC operations.

2.12.6. Establish Spangdahlem AB pavement clearing priorities IAW emergency response requirements.

2.12.7. Establish S&IC crews, shift schedules and ensure equipment and personnel are available for 24-hour operations.

2.12.8. Designate SNOW-1 for each shift and delegates sole operational responsibility of S&IC crews to SNOW-1.

2.12.9. Maintain an accurate record of all chemicals, material and equipment use.

2.12.10. Contact 52 CES Electrical Shop (52 CES/CEOFE), to switch on or off airfield lighting as needed when air traffic control tower is not manned.

2.12.11. Provide 52 OSS/OSAM with the equipment status when equipment goes down and when it is brought back into service during S&I removal operations.

2.12.12. Advise 52 OSS/OSAM Ops when chemical de-icing chemicals are being or have been applied to airfield pavement surfaces to initiate appropriate Notice to Airmen (NOTAM) actions.

2.12.13. Reports all accidents/incidents on the airfield to 52 OSS/OSAM Ops.

2.12.14. Advise 52 OSS/OSAM Ops as priorities are completed.

**2.13. The 52 CES/CEOFP shall:**

2.13.1. Ensure barrier pendant cables are disconnected and removed when required to support S&IC operations during non-flying/duty hours.

**2.14. The 52 CES/CEOIU shall:**

2.14.1. Direct Aircraft De-icing Recovery crews and operations is the responsibility of 52 CES/CEOIU Noncommissioned Officer-in-Charge (NCOIC).

2.14.2. Define the DICON level and updates 52 CES/CC and the 52 MXG and 726 AMS MOCs at least daily. The DICON levels green, yellow, red or black are defined following the DICON Decision Matrix described in [Attachment 3](#).

2.14.3. Establish Aircraft De-icing Recovery crews, shift schedules and ensure equipment and personnel are available for 24-hour operations.

2.14.4. Maintain an accurate record of de-icing fluid collected, Containment basin water levels, and COD readings.

2.14.5. Ensure de-icing Recovery equipment will be ready prior to any glycol recovery operation to identify breakage or loss of parts that could pose a Foreign Object Damage (FOD) hazard to aircraft.

2.14.6. Provide Aircraft De-icing Recovery personnel with all required training.

**2.15. The 52 CES/CEOIE shall:**

2.15.1. Monitor and enforces storm water management per AFI 32-1067.

2.15.2. Monitor and reports de-icing chemical consumption rates to USAFE/Civil Engineer and host nation authorities (SGD-N) as required.

2.15.3. Coordinate use of chemicals not previously accepted or approved for use at Spangdahlem AB, and by US Air Force (USAF) Single Airframe Managers.

**2.16. The 52 OSS/OSW shall:**

2.16.1. Provide weather information within 1 hour upon request from SCC during airfield operating hours. All weather information will be relayed to the SCC and emailed to the 52 CES/CEOHP SCC inbox ([52CES.CEOHP.Snow@us.af.mil](mailto:52CES.CEOHP.Snow@us.af.mil)). Outside of normal airfield operating hours, the SCC will contact 21st Operational Weather Squadron, Sembach AB, Germany at DSN 496-6119.

2.16.2. Notify the SCC when weather forecasts predict snow or ice accumulation or if significant weather changes have occurred or are imminent. Watches, warnings and advisories will be issued and/or disseminated IAW Spangdahlem Air Base Instruction 15- 101, Weather Support.

**2.17. The 52 OSS/OSAM shall:**

2.17.1. Be the direct liaison and single point of contact with the SCC. Communicates S&IC priorities to the SCC by radio (Primary), then telephone, and e-mail as soon as received and consolidated from 480 FGS and 726 AMS.

2.17.2. Ensure the 52 MXG and 726 AMS MOCs provide updates to the schedule as soon as the aircraft priority changes to allow S&IC operations to meet the priorities update. All priorities need to be submitted NLT 2000L Monday through Friday and if applicable, 1900L Saturday, Sunday and U.S. and German holidays.

2.17.3. Coordinate any information with the SCC outside of normal airfield operating hours and/or in the event of no contact with SCC the 52 CES/CEOHP Section Chief to ensure airfield S&IC operations are IAW established priorities.

2.17.4. Update leadership on airfield pavement status as required.

2.17.5. Conduct runway condition readings (RCR) according to Technical Order (TO) 33-1-23, Procedures for Use of Decelerometer to Measure Runway Slickness, as required when snow or ice is present on the airfield, hourly as operations permit and when changing weather conditions exist or as requested by the SCC.

2.17.6. "Publish RSC/RCR in Notice to Airman for advisory to aircrews and mission planners (<https://www.daip.jcs.mil/daip/mobile/index>). Additionally, will forward RCR's to SCC to support efficient and effective ice control and removal with minimal chemical use."

2.17.7. Temporarily suspend/close airfield operations when any unsafe conditions affect taxiing or departure/arrival operations. Airfield Management will complete an airfield RSC/RCR check and report the condition prior to resuming operations. Suspensions should be short in duration, such a response to in-flight emergencies, FOD, or bird conditions. Closures are normally for extended periods such as snow removal operations and construction/repair activities.

2.17.8. Ensure all reported hazards and/or obstructions (e.g., snow berms, windrows, ice chunks) are immediately reported to the Air Traffic control tower and SCC.

2.17.9. Advise SCC of barrier status and barrier maintenance at least 2 hours in advance of launch time.

#### **2.18. The 52 OSS/OSAT shall:**

2.18.1. Maintain surveillance over snow removal operations on the runways, taxiways, and ramps, and issues warnings to operators of snow removal equipment.

2.18.2. Give priority to S&IC to allow aircraft operations to continue.

2.18.3. Coordinate with "SNOW-1" on a real-time basis to have snow removal equipment exit and hold short of the runway for arriving or departing aircraft.

2.18.4. Coordinate and obtain approval from "SNOW-1" when other vehicles besides snow removal equipment require access to the runway during snow removal operations.

2.18.5. Suspend airfield operations when snow/ice removal is being conducted on the runway for a significant period of time in critical areas and restricted areas. Airfield management is the only organization that is authorized to resume airfield operations. Communication for suspensions and resumptions of runway operations is internal between Tower and Airfield Management.

2.18.6. Escort "SNOW-1" into the air traffic control tower during periods of significant projected weather that terminate airfield operations, to assist in controlled movements of snow removal assets and reduce the period of closure.

2.18.7. Leave airfield lights on when requested by "SNOW-1" during S&IC operations. When the Air traffic control tower is closed, runway and taxiway lighting support is conducted by 52 CES/CEOFE.

#### **2.19. The 52 MXG/MOC shall:**

2.19.1. Create and consolidate priority lists for clearing snow and ice from Airfield Pavements from 15 November through 30 April.

2.19.2. Forward all priority listings to 52 OSS/OSAM NLT 2000L Monday through Friday and if applicable, 1900L on Saturday, Sunday and U.S. and German holidays, prior to the next day flying operations. Delays may occur if received past the listed times.

## Chapter 3

### SNOW & ICE CONTROL CONCEPTS

#### 3.1. Concept.

3.1.1. During the snow and ice season, Spangdahlem AB must ensure airfield, base roads, and aircraft are kept clear from snow and ice.

3.1.2. Spangdahlem AB must conduct S&IC operations 24/7 to ensure Airfield and Base pavements are properly cleared in order to support both 52 FW and 726 AMS missions. The entire Spangdahlem community must be engaged in this effort in order to prevent lost sorties. This section describes specific actions individuals and organizations must conduct/implement during snow and ice conditions.

3.1.3. Spangdahlem AB must conduct A/C de-icing operations to ensure airlift A/C are properly cleared in order to support 726 AMS and other AMC missions. The use of A/C de-icing chemicals represents an increased load to the base storm water drainage and treatment system. To mitigate the release of contaminated water off-base in accordance with host nation water permits, it is crucial to control both de-icing chemical usage and recovery.

3.1.4. Spangdahlem AB is usually not required to conduct A/C de-icing operations on 52 FW fighter A/C, due to the fact the 52 FW fighters are usually parked inside A/C shelters during the snow and ice season. If A/C de-icing is required, it is only permitted on Ramp 5. All de-icing events must be coordinated by 52 MXG/MOC to ensure 52 CES/CEOIU can support the recovery of residual de-icing fluid. Once the A/C is deiced on Ramp 5, 52 CES/CEOIU will use the GRV to recover the residual de-icing fluid.

3.1.5. 52 OSS/OSAM is the single point of contact for S&IC priorities on all airfield pavements and are the only agency authorized to give direction to the SCC or SNOW-1, other than the 52 FW/CC or 52 OG/CC who can alter the priorities to 52 OSS/OSAM and/or MOC at any time.

3.1.5.1. All base agencies and tenants communicate their airfield pavement clearing requirements to 52 OSS/OSAM for incorporation into a single, consolidated priority listing.

3.1.5.2. 52 OSS/OSAM communicates airfield pavement clearing priorities to the SCC for accomplishment. Priorities will be communicated in a numerical priority order and desired need time but cannot specify clearance completion times due to weather disallowing time-based actions.

3.1.5.3. Any changes in priority or special clearing requests will be communicated by 52 OSS/OSAM to the SCC via radio (primary), then SCC telephone and/or e-mail inbox.

3.1.5.4. SCC will assess the situation (i.e., weather conditions, vehicles and equipment availability, manpower, etc) before S&IC removal team is dispatched.

3.1.5.5. SCC directs S&IC crews to clear airfield pavements of snow and ice IAW with 52 OSS/OSAM consolidated priority list.

3.1.6. Upon clearing of airfield pavements, OSAM Ops will inspect the area to determine if it is acceptable and then communicate this to SCC. RCRs, when taken, will be reported to SCC and applicable agencies. Note: 52 OSS/OSAM is responsible for accepting/rejecting all airfield pavements except HAS hardstands and adjoining trees which are the Pro Super's responsibility.

3.1.7. The 52 MXG/MOC and the 726 AMS/MOC will notify 52 OSS/OSAM if an area is unacceptable based on the priority list. 52 OSS/OSAM will then advise SNOW-1, SCC, and finally CEOHP Section Chief of areas that need additional attention.

3.1.8. 52 OSS/OSAM keeps the SCC informed of pavement acceptance and the need for further S&IC actions.

3.1.9. Direction of S&IC crews and operations is the responsibility of 52 CES/CEOHP SCC and SNOW-1.

3.1.9.1. S&IC personnel take directions from SNOW-1 only and will not be diverted by anyone for any reason except to stop an unsafe action.

3.1.10. While the airfield is active the SCC and SNOW-1 will maintain radio contact with the Air traffic control tower while conducting S&IC operations in controlled movement area (CMA). Outside of normal airfield flying hours, the SCC and SNOW-1 will contact 52 FW/CP for control of the CMA.

3.1.11. S&IC operations take priority over other users on a multiple-user radio net, unless otherwise directed by the Air traffic control tower.

3.1.12. The Air traffic control tower will leave airfield lights on when requested by SNOW-1 during S&IC operations. When the Air traffic control tower is closed, runway and taxiway lighting support is conducted by 52 CES/CEOFE.

3.1.13. SNOW-1 notifies 52 OSS/OSAM and the Air traffic control tower of any unusual conditions caused by S&IC operations, to include potential and known hazards (windrows, snowbanks, slush, etc.) on the runway. Note: This is especially critical when snow removal operations are interrupted for departing and arriving aircraft.

3.1.14. The SCC will contact 52 OSS/OSAM after airfield pavement surfaces are cleared or if clearance cannot occur by a "GO" time to see if movement to the next priority is necessary.

3.1.15. 52 MXG/MOC will determine 52 FW aircraft pavement priorities and forward to 52 OSS/OSAM. 726 AMS Pro Super will determine aircraft pavement priorities and pass to MOC, 726 AMS/Air Terminal Operations Center will set mission cargo priority list, and 726 AMS/MOC will consolidate and forward to 52 OSS/OSAM. In addition, 52 MXG/MOC and 726 AMS/MOC will notify 52 OSS/OSAM of unaccepted surfaces NLT 2 hours prior to launch to allow SNOW-1 time to readdress the area.

3.1.16. Direction of Aircraft De-icing Recovery crews and operations is the responsibility of 52 CES/CEOIU Noncommissioned Officer-in-Charge (NCOIC).

### **3.2. Airfield Pavement Clearing Procedures.**

3.2.1. Clearing priorities are established by 52 OSS/OSAM using the following mission priority listing.

3.2.1.1. Emergencies.

3.2.1.2. National Airborne Operations Center/Close Watch.

3.2.1.3. Distinguished Visitors.

3.2.1.4. Air Mobility Command (AMC) monitored missions (arrivals/departures).

3.2.1.5. 52 OSS/OSAM is the single point of contact for S&IC priorities on all airfield pavements and are the only agency authorized to give direction to the SCC or SNOW-1, other than the 52 FW/CC or 52 OG/CC who can alter the priorities to 52 OSS/OSAM and/or MOC at any time.

3.2.2. Parking ramps will not be cleared unless directed by 52 OSS/OSAM. 52 MXG/MOC will request clearing of Ramps 1- 4 and 726 AMS/MOC will consolidate and submit clearing requests for Ramps 5 & 6 and the 726 AMS cargo yards.

3.2.3. The Instrument Landing System Glide Slope Near Field/Far Field Reflection Areas do not require priority plowing or de-icing unless snow accumulation reaches 18 inches, or the glide slope signal is affected. If this occurs:

3.2.3.1. 52 CS Communications Focal Point (CFP) will request S&IC operational support through 52 OSS/OSAM. S&IC Operations will only support on paved areas.

3.2.3.2. 52 OSS Radar and Weather Systems (RAWS) personnel will supervise S&IC operations in these areas.

3.2.4. Unusual requirements (i.e. aircraft towing, Close Watch) requiring S&IC support are coordinated with 52 OSS/OSAM for proper prioritization.

3.2.5. All snow piles taller than 24" within the aircraft movement area hinder safe aircraft operations and must be removed. Also, S&IC operations will remove snow accumulation for aircraft wing and engine clearance and will determine the permissible snow tolerance beyond the aircraft movement area for the appropriate aircraft.

3.2.5.1. All precautions will be taken to ensure glycol contaminated snow from aircraft de-icing operations remains on the paved surface within the restricted area lines.

### 3.2.6. Operating Techniques

3.2.6.1. The types and quantities of S&IC support equipment authorized for use at Spangdahlem AB depends on the operational status of the base and average mean snowfall spanning 10 years.

3.2.6.2. S&IC techniques require the use of large capacity rotary snow blowers, runway sweepers and rollover plows operating at speeds in excess of 15 miles per hour. All personnel driving on or around the airfield must be aware of this requirement and yield to S&IC equipment.

3.2.6.3. Under heavy snowfall conditions, operations are concentrated on keeping the centerline portion of the active runway open. Wind velocity and direction usually determines the clearing pattern to be followed.

3.2.6.4. In light-to-moderate snowfall conditions, the entire primary instrument runway is kept clear.

3.2.6.5. Snow removal and De-icing Recovery equipment will be inspected at least once per shift to identify breakage or loss of parts that could pose a Foreign Object Damage (FOD) hazard to aircraft.

### 3.2.7. Airfield Pavements Chemical Deicer

3.2.7.1. De-icing chemicals are applied to all airfield pavements at the discretion of SNOW-1 and are spread far enough across the pavement to allow safe travel for the largest aircraft utilizing the taxiway.

3.2.7.2. SCC or SNOW-1 will notify 52 OSS/OSAM when chemical deicer is applied to any airfield pavement. 52 OSS/OSAM will send appropriate NOTAMs.

3.2.7.3. De-icing chemicals are not applied on pavement, which already satisfies the minimum RCR for safe launch and recovery of aircraft. The following are RCR for aircraft assigned and transiting through Spangdahlem AB. This is a guide for SNOW-1 to use when de-icing chemicals need to be applied. For aircraft not listed, SNOW-1 will use the highest RCR listed, which is 12 and 52 OSS/OSAM will notify the 52 MXG MOC.

3.2.7.4. 52 OSS/OSAM will send a NOTAM advisory of de-icing chemical use on the airfield.

**Figure 3.1. Runway Condition Reading.**

| <b>Aircraft Type</b> | <b>Takeoff</b> | <b>Landing</b> |
|----------------------|----------------|----------------|
| F-16                 | 10             | 10             |
| C-17                 | 5              | 3              |
| C-5                  | 5              | 5              |
| KC-10                | 6              | 4              |

### 3.3. Main Base Pavement Clearing Procedures.

3.3.1. Simultaneously with operations on the airfield, S&IC operations for roads and other secondary areas on Spangdahlem AB will be accomplished using established priority listings; any additional requests are coordinated through the SCC.

3.3.2. Priority 1 streets are emergency response vehicle routes and school bus routes (during school days). (color coded red on snow map).

3.3.3. Priority 2 is all other base streets (color coded yellow).

3.3.4. Priority 3 is parking lots, sidewalks (color coded green).

3.3.5. Main base parking area S&IC operations are accomplished at night, when possible.

3.3.6. Sidewalks, areas outside of 100 feet of facilities and pedestrian walkways will be plowed and have salt applied by the SCC.

3.3.7. S&IC operations within 50 feet from around fire hydrants and hose reel compounds, building entrances, sidewalks, dumpster sites and loading ramps are accomplished by facility managers to allow for free/unimpeded access.

3.3.8. Sidewalks and individual parking areas in family housing are cleared by the building custodians/occupants.

3.3.9. Procedures for clearing snow from streets and roads vary with the amount of snow, equipment available and obstructions encountered.

### **3.4. Aircraft Chemical De-icing Operations.**

3.4.1. De-icing chemicals applied to aircraft will be controlled by 726 AMS.

3.4.1.1. Prior to de-icing operations, 726 AMS personnel shall ensure all safe drains in the vicinity are covered and closed to prevent release of de-icing fluids into the storm water collection system.

3.4.1.2. Approximately one hour prior to aircraft de-icing operations the 52 MXG and 726 AMS MOCs will contact 52 CES/CEOIU for dispatch of the GRV.

3.4.1.3. Upon confirmation of GRV transit start, de-icing operations can begin using best practices that limit fluid use to the lowest possible levels without compromising flight safety.

3.4.1.4. Aircraft de-icing fluid use must be tracked and reported to the 726 AMS MOC.

3.4.1.5. As each aircraft blocks out, the GRV will remove a majority of the dispensed fluid from the ramp.

3.4.2. DICON Action Plan.

3.4.2.1. 52 CES/CEOIU will assess current conditions and assign the DICON (green, yellow, red, or black), broadcasting it to the 52 MXG and 726 AMS MOCs daily (**Attachment 3**) and makes recommendations to 52 MSG/CC or 52 CES/CC.

3.4.2.2. Using the DICON, 52 CES makes recommendations on aircraft de-icing operation restrictions.

3.4.2.3. If DICON Red, 52 CES/CC or 52 FW/CC notifies the De-icing expert (726 AMS Pro Super), who then coordinates with 726 AMS/CC to take appropriate steps to reduce aircraft de-icing operations. This includes limiting de-icing operations to mission critical aircraft, requiring specific approval by tail number.

3.4.2.4. If DICON Black, the De-icing expert (726 AMS Pro Super) notifies 52 FW/CC, who then coordinates with 726 AMS/CC to cease aircraft de-icing operations. Notification must be made to USAFE if DICON Black is assigned.

### **3.5. Post S&I Event.**

3.5.1. 52 CES/CEO will inspect and track all pavement surfaces for damage which may have been caused by snow removal or Aircraft deicing recovery equipment. Survey other property for possible damage, such as airfield lighting, aircraft arresting systems, base signs, ground and security fences. Will notify 52 OSS/OSAM of any damages found on the airfield.

## Chapter 4

### SNOW & ICE CONTROL MANNING, TRAINING, EQUIPMENT, AND FACILITIES.

#### 4.1. Manning.

4.1.1. Snow shifts will be postured on manpower availability to run 24 hours, 7-days a week from 15 November through 15 April (or whenever weather forecast predicts snow and ice) in order to perform snow removal operations in a manner that is safe while still meeting mission requirements. Operator fatigue is a key concern. All shift personnel will ensure they receive 8 hours of rest prior to the start of their duty.

4.1.1.1. If required, 52 FW augmentation is used to meet manning requirements. Slots will be primarily filled by 52 CES and then moving to wing-wide augmentation support.

4.1.1.2. 52 CES/CC will identify the required number of augmentees NLT 15 September.

4.1.1.3. Personnel shall be identified by name to 52 CES/CEOH NLT 30 September.

4.1.1.4. Augmentees are required to attend a one-week training course each year in October.

4.1.1.5. Augmentee personnel will be integrated for a monthly period and fall under 52 CES/CEOHP section performing S&I removal operation. They remain under the control of 52 CES/CEOHP until the completion of their scheduled month, where they will report back to their original duty section.

4.1.2. Aircraft De-icing Recovery shifts will be postured on manpower availability to run 7- days a week from 15 October through 15 April (or whenever weather forecast predicts snow and ice). Due to specific Air Force Specialty Code operations, Aircraft De-icing Recovery shifts will only be performed by 52 CES/CEOIU personnel.

#### 4.2. Training.

4.2.1. S&IC operations are inherently dangerous; training to ensure safe operations should include formal classroom lectures, training videos, discussion periods and hands-on training such as:

4.2.1.1. All vehicle operators must be trained in driving on the airfield and possess a flight line driver's license with CMA access along with RAB.

4.2.1.2. S&I and GRV operators will be trained IAW an approved training curriculum.

#### 4.3. Equipment.

4.3.1. The SCC is equipped with a minimum of:

4.3.1.1. Two multi-line Class "A" telephones (452-6508, 452-6626) for Inclement Weather Working Group phone conferences or snow removal related calls

4.3.1.2. One radio transceiver, using a dedicated network for S&IC communications when possible.

4.3.1.3. Map with color-coded priorities. Dispatch boards displaying snow equipment and a computed with a Teams tracker for daily weather conditions and vehicle status update.

## Chapter 5

### POST SNOW & ICE SEASON ACTIONS.

#### 5.1. S&IC Post season Actions.

5.1.1. S&IC WG members may review the SCC activity logs throughout the winter. At the end of the snow and ice season the S&IC WG members may incorporate any needed revisions into the S&ICP. They also prepare actions for the next snow and ice season.

5.1.2. The 52 CES/CEOHP Section Chief is responsible for inspection, repair and storage of all S&IC equipment when the SCC is deactivated at the end of the snow and ice season. The Section Chief also:

5.1.2.1. Identifies all required replacement parts and orders them immediately.

5.1.2.2. Reports detailed airfield de-icing chemical consumption to 52 CES/CEIE.

5.1.2.3. Organizes and prepares the post-season snow briefing for the 52 FW/CC NLT 31 May.

5.1.3. The 52 CES/CEOIU Section Chief is responsible for inspection, repair and storage of all A/C De-icing Recovery equipment at the end of the A/C de-icing season. The Section Chief also identifies all required replacement parts and orders them immediately.

5.1.4. The 52 LRS/Logistics Readiness Vehicle Management provides a report on the status of snow removal vehicles and identifies all required replacement parts and orders them immediately for summer rebuild requirements.

5.1.5. 52 CES/CEO inspects and schedules all pavement surfaces for damage which may have been caused by snow removal or aircraft de-icing recovery equipment. Survey other property for possible damage, such as airfield lighting, aircraft arresting systems, base signs, grounds and security fences. Notifies 52 OSS/OSAM of any damage found on the airfield.

WILLIAM D. LUTMER, Colonel, USAF  
Commander, 52d Fighter Wing

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

AFI 32-1001, Civil Engineer Operations, 27 February 2025

AFI 33-106, Managing High Frequency Radios, Personal Wireless Communications Systems, and the Military Affiliate Radio System, 1 August 2013

AFMAN 32-1067, Water and Fuel Systems, 4 August 2020

AFPD 32-10, Installations and Facilities, 20 July 2020

SABI15-101, Weather Support, 05 February 2025

TO 33-1-23, Procedures for Use of Decelerometer to Measure Runway Friction, 16 September 2011

***Prescribed-Forms***

None

***Adopted Forms***

DAF 847, Recommendation for Change of Publication

***Abbreviations and Acronyms***

**A/C**—Aircraft

**AFI**—Air Force Instruction

**AGE**—Aerospace Ground Equipment

**AMC**—Air Mobility Command

**BAS**—Basic Allowance for Subsistence

**CMA**—Controlled movement area

**DICON**—De-icing conditions

**FOD**—Foreign object damage

**GRV**—Glycol Recovery Vehicle

**HAS**—Hardened Aircraft Shelter I

**IAW**—In Accordance With

**LMR**—Land mobile radio

**NCOIC**—Noncommissioned Officer in-Charge

**NLT**—No later than

**NOTAM**—Notice to Airmen

**Pro Super**—Production superintendent

**RAB**—Restricted Area Badge

**RCR**—Runway condition readings

**RIDS**—Reviewing Runway Ice Detection System SCC—SCC Center

**S&IC**—Snow and Ice Control

**S&ICC**—Snow and Ice Control Committee

**S&ICP**—Snow and Ice Control Plan

**S&ICWG**—Snow and Ice Control Working Group

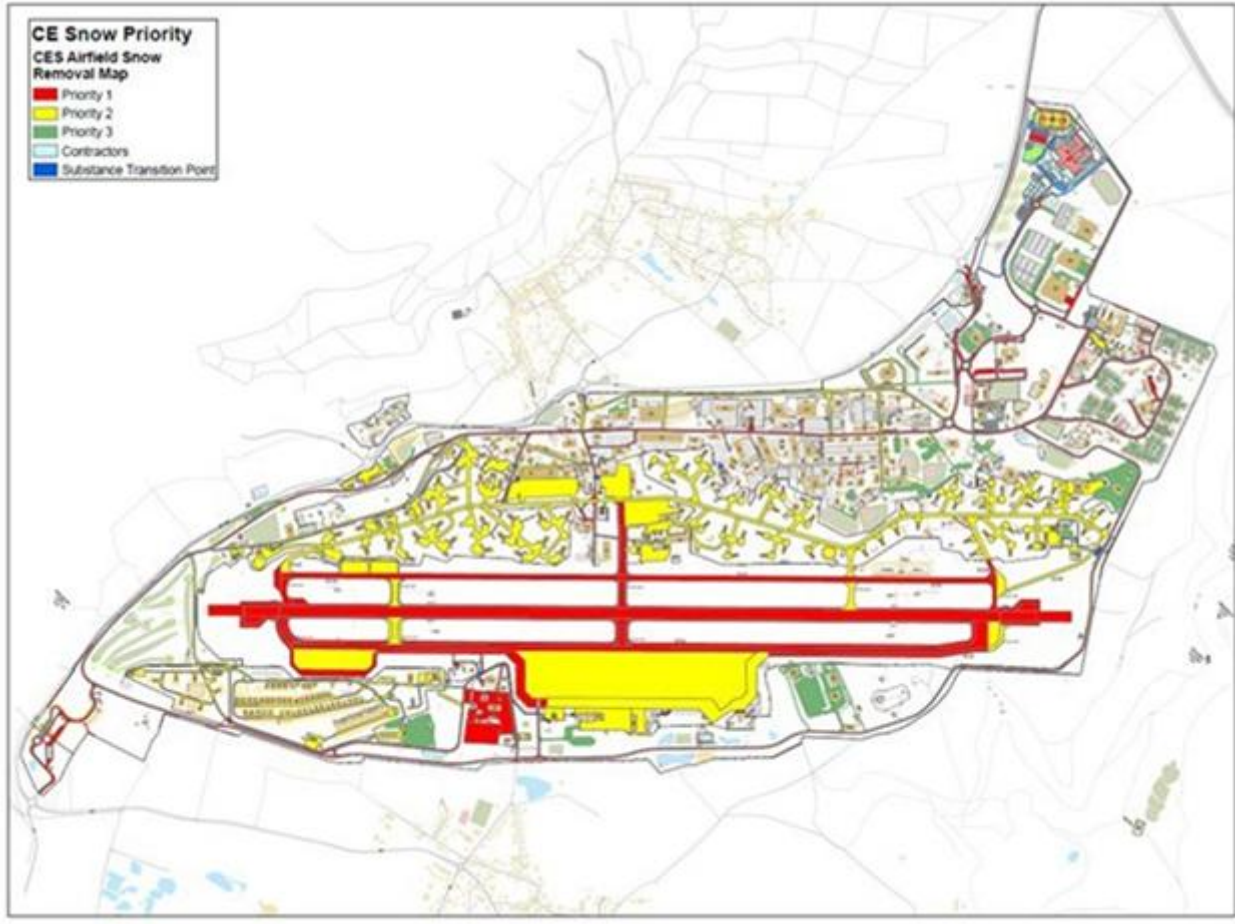
**SNOW-1**—Snow and Ice Control Shift Lead

**TO**—Technical Order

Attachment 2

SNOW REMOVAL PRIORITIES

Figure A2.1. Snow Removal Priorities.



Attachment 3

DE-ICING CONDITIONS (DICON) MATRIX

Figure A3.1. Dicon Matrix.

| System Capacity<br>Weather Conditions<br>(next 48 hrs)                    | Low<br>(Vol 25%)<br>(COD 200) | Moderate<br>(Vol 50%)<br>(COD 600) | Heavy<br>(Vol 75%)<br>(COD 1000) | Maximum<br>(Vol 95%)<br>(COD >1000) |
|---|-------------------------------|------------------------------------|----------------------------------|-------------------------------------|
| Fair  | GREEN                         | GREEN                              | YELLOW                           | RED *                               |
| Light<br>Precipitation<br>(0.5")  | GREEN                         | GREEN                              | YELLOW                           | RED *                               |
| Moderate<br>Precipitation<br>(1.0")                                       | GREEN                         | YELLOW *                           | RED *                            | BLACK                               |
| Heavy<br>Precipitation<br>(>1.0")   | GREEN                         | YELLOW *                           | RED *                            | BLACK                               |
|   |                               |                                    |                                  |                                     |
| * Consider packed snow melt effects on loading in yellow & red conditions |                               |                                    |                                  |                                     |

**A3.1. DICON Green:** Wastewater system and equipment are optimum and 48-hour weather forecast isn't expected to degrade the load capacity.

**A3.2. Recommend:** De-icing operations proceed with routine control measures.

**A3.3. DICON Yellow:** Wastewater system and equipment are under moderate load, or 48-hour weather forecast is expected to add a moderate load.

**A3.4. Recommend:** De-icing operations proceed with caution and enhanced control measures.

**A3.5. DICON Red:** Wastewater system is reaching maximum capacity, a critical component is about to fail, or 48-hour weather forecast is expected to significantly degrade load capacity.

**A3.6. Recommend:** Reduce de-icing operations to mission critical A/C and approve individually by tail number.

**A3.7. DICON Black:** Wastewater system is at maximum capacity or failing and weather conditions are preventing recovery. The system cannot handle any additional de-icing operations.

**A3.8. Recommend:** Cease all de-icing operations.