BY ORDER OF THE COMMANDER
SPANGDAHLEM AIR BASE (USAFE)

SPANGDAHLEM INSTRUCTION 32-1003

30 APRIL 2004

Civil Engineering

SNOW REMOVAL AND ICE CONTROL

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive (AFPD) 32-10, *Installations and Facilities*, and Air Force Instruction (AFI) 32-1002, *Air Force Snow and Ice Control*. It provides Civil Engineer support to organizations on Spangdahlem Air Base and outlines support responsibilities for other organizations. ***NOTE:*** Any reference to crew chief in this document is directed toward the Snow Removal Crew Chief. This instruction applies to all units attached to the 52 Fighter Wing (52 FW). Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual 37-123, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

The order of responsibilities has been rearranged throughout the publication. Additional duties given to the 52d Operations Support Squadron (52 OSS) Airfield Operations Flight (OSA) (see paragraph **1.2.10.**). Duties previously under the 52d Maintenance Group (52 MXG) area of responsibility are now under 52d Logistics Support Squadron (52 LRS) (see paragraph **1.2.13.**). Windrows greater than eighteen inches will be removed, less if there is noticeable glide slope signal loss (see paragraph **4.4.6.**). All windrows exceeding twenty-four inches will be removed (see paragraph **4.5.1.**).

1. Responsibilities.

1.1. Committee Members and Exceptions. The following individuals belong to the Snow and Ice Control Committee (SICC):

1.1.1. 52 FW Commander.

1.1.2. 52d Operations Group Commander (52 OG/CC).

1.1.3. 52d Mission Support Group Commander (52 MSG/CC).

1.1.4. 52 MXG Commander (52 MXG/CC).

1.1.5. 52d Civil Engineer Squadron (52 CES) Commander (52 CES/CC).

1.1.6. 52 CES Environmental Flight (CEV) Commander or Chief.

1.1.7. 52 CES Operations Flight Commander (CEO) or Chief.

1.1.8. 52 CES Heavy Repair (CEOH) Chief.

1.1.9. 52d Security Forces Squadron (52 SFS) Operations Officer.

1.1.10. 52d Services Squadron (52 SVS) Representative.

1.1.11. 52d Communications Squadron (52 CS) Mission Systems Flight Representative.

1.1.12. 52 FW Wing Operations Center (52 FW/WOC) Chief.

1.1.13. 52 OSS Airfield Management (OSAM) Chief.

1.1.14. 52 OSS Weather Flight (OSW) Commander.

1.1.15. 52 FW Maintenance Operations Center (52FW/MOC) Chief.

1.1.16. 52d Contracting Squadron (52 CONS) Representative.

1.1.17. 52 LRS Vehicle Maintenance Flight Chief (LGRV).

1.1.18. 52 LRS Supply Representative.

1.1.19. 52 FW Safety (52 FW/SE), Chief.

1.1.20. Any other person designated by the wing commander.

1.2. Assigning Responsibilities.

1.2.1. 52 FW/CC forms and chairs the SICC and appoints additional members as needed.

1.2.2. 52 OG/CC Responsibilities.

1.2.2.1. Sets snow removal priorities for flying operations as it pertains to the runway, taxiways, and arm/de-arm areas.

1.2.2.1.1. Established priorities. 52 OSS/OSAM may redirect resources as needed to ensure mission requirements These areas include the Runway and Overruns, Runway 23 operations (Alpha taxiway down Delta taxiway to the NATO parallel to Echo taxiway, Runway 05 operations (Alpha taxiway to the active runway, down the NATO parallel to the arm/de-arm pads). Additional areas include the taxi-track, arm/de-arm areas, trees, hardstands, and ramps (as set by 52 FW/MOC), the NATO parallel from Bravo to Delta, taxiway Bravo, taxiway Charlie, and taxiway Delta to the runway (see paragraph **1.2.9.1.**).

1.2.2.2. Provides timely weather information for snow and ice control operations.

1.2.2.3. Direct personnel to restrict vehicle movement on unplowed surfaces of the flightline to prevent compacting of snow and ice.

1.2.3. 52 MSG/CC Responsibilities:

1.2.3.1. 52 MSG/CC will activate the Snow and Ice Control Plan (SICP) when needed.

1.2.3.2. Direct personnel to restrict vehicle movement on unplowed surfaces of the flightline to prevent compacting of snow and ice.

1.2.4. 52 MXG/CC Responsibilities:

1.2.4.1. Provides the Snow & Ice Control (SIC) procurement support as needed.

1.2.4.2. Directs maintenance activities for the removal of items that are not in use, such as tools, fire extinguishers, wheel chocks, and aerospace ground equipment from parking ramps to a designated area.

1.2.4.3. Direct personnel to restrict vehicle movement on unplowed surfaces of the flightline to prevent compacting of snow and ice.

1.2.4.4. Directs maintenance personnel working on the flightline to up channel hazardous pavement conditions to 52 FW/MOC for snow/ice removal coordination with snow control.

1.2.5. 52 CES/CC Responsibilities:

1.2.5.1. Provides adequate facilities, equipment, materials, and trained personnel for the snow and ice control program.

1.2.5.2. Requests a manpower variance when necessary.

1.2.5.3. Approves requests for snow removal service contracts when justified.

1.2.5.4. Evaluates the potential environmental impact when using runway deicing chemicals.

1.2.5.5. Provides storm water management to minimize potential environmental impact.

1.2.5.6. Approves SIC equipment for multiple uses and ensures new construction complies with United States Air Force standards.

1.2.6. 52 CES/CEO Responsibilities:

1.2.6.1. Coordinates installation snow and ice control activities.

1.2.6.2. Coordinates the preparation of the SICP.

1.2.7. 52 CES/CEOH Responsibilities:

1.2.7.1. Prepares for, performs, and follows up all SIC activities.

1.2.7.2. Complies with the instructions in this document and equivalent guidance outlined in AFI 32-1002.

1.2.8. 52 CES Horizontal Construction (CEOHH) Forman Responsibilities:

1.2.8.1. Develops snow and ice removal team composition.

1.2.8.2. Ensures personnel are trained and duties are allocated.

1.2.8.3. Maintains and operates the snow control center.

1.2.8.4. Ensures equipment and personnel are available for 24-hour operation.

1.2.9. 52 FW/MOC Responsibilities:

1.2.9.1. Using the next day’s flying schedule, 52 FW/MOC will establish a priority list for clearing Hardened Aircraft Shelter (HAS) hardstands, flightline trees, hot-pit areas, and ramps

1, 2, 3, 4. If 52 OSS/OSAM requires use of Ramp 4 due to early/unscheduled transient arrivals, they will coordinate with SCC and immediately inform 52 FW/MOC. This will pull SCC equipment from 52 FW/MOC priorities which may delay or cancel sorties. 52 FW/MOC will then create a new HAS priority sheet and forward it to the SCC. All other support facilities will be accomplished after these priorities are finished; the order is predetermined by Snow Control Center (SCC).

1.2.9.2. Directs activities to clear snow from around permanently installed flight line equipment in the vicinity of the aircraft, and remove aircraft from areas to be cleared, when feasible.

1.2.9.3. Contacts the Maintenance Group for the removal of items that are not in use, such as tools, fire extinguishers, wheel chocks, and aerospace ground equipment from parking ramps to a designated area.

1.2.10. 52 OSS/OSA.

1.2.10.1. Maintains close liaison with the SIC. Gives priority to SIC to allow aircraft operations to continue; completed by direct radio contact or called into SIC.

1.2.10.2. Ensures airfield snow or ice removal operations are IAW existing directives.

1.2.10.3. Be prepared to provide key staff personnel with hourly situation briefings as required.

1.2.10.4. Conducts periodic runway friction readings (RCR) according to Technical Order (TO) 33-1-23, *Procedures for Use of Decelerometer to Measure Runway Slickness*, as required when there is snow or ice on the airfield (at least hourly when changing weather conditions exist).

1.2.10.5. Coordinates with Snow Removal crew chief prior to initiating RCR to ensure path clear of vehicles and safe operating environment.

1.2.10.6. Upon completion, forwards readings to SIC to support efficient and effective snow control and removal.

1.2.10.7. Check airfield and identify any hazards that may have been overlooked or have recently developed. Pass information to the SIC.

1.2.10.8. Check all areas as they are cleared of snow and/or ice, and report any unsatisfactory conditions to the SIC for correction.

1.2.10.9. Publishes orders and instructions concerning flightline licensing for snow removal equipment operators.

1.2.10.10. Controls vehicular traffic and communication procedures on aircraft control movement areas.

1.2.10.11. Performs minimum runway condition readings for departure and arrival of aircraft.

1.2.10.12. Transfers runway vehicle clearance control to the snow supervisor when requested during SIC operations.

1.2.11. 52 OSS/OSW:

1.2.11.1. Notifies the SCC when forecasts predict snow or ice accumulation.

1.2.11.2. Notifies the SCC of significant changes to a previous forecast.

1.2.11.3. Provides weather information on request by the SCC or 52 CES/CC.

1.2.12. 52 LRS/LGRV Responsibilities:

1.2.12.1. Develops and runs post-season rehabilitation program for SIC equipment.

1.2.12.2. Operates a maintenance and repair program for all SIC vehicles. This program includes immediate repair of all breakdowns that occur during actual snow removal. Coordinates the start and end dates for this priority response with civil engineers.

1.2.12.3. Establishes minimum stock levels of vehicle parts for SIC vehicles.

1.2.12.4. The 52 CES/CEOHH Forman identifies adequate requirements for SIC supplies. Establishes minimum levels for each item, arranges for on-call items, and identifies shortages by 31 May each year.

1.2.13. 52 LRS Distribution Flight Responsibilities:

1.2.13.1. Promptly procures requested equipment and supplies for SIC.

1.2.13.2. Provides minimum levels of spare parts for SIC equipment.

1.2.13.3. Provides around-the-clock refueling of SIC equipment during actual snow and ice control operations when SCC fuel pumps are not operational.

1.2.14. 52 SFS Responsibilities:

1.2.14.1. Enforces restricted parking notices during SIC operations.

1.2.14.2. Removes portable restricted area boundaries erected by 52 SFS personnel (i.e. rope and stanchions) to allow efficient plowing. Only boundaries affected by aircraft movement need to be removed.

1.2.15. 52 CONS Responsibilities:

1.2.15.1. Administers contracts for emergency equipment rental or repair.

1.2.15.2. Promptly procures parts and supplies for SIC operations.

1.2.15.3. Maintains emergency procurement capabilities for abnormal duty hours.

1.2.16. 52 SVS Responsibilities:

1.2.16.1. Provides box meals for SIC personnel whose duty hours or locations prevent their eating in the dining facilities.

1.2.17. 52 FW/SE Responsibilities:

1.2.17.1. Reviews the SICP to make sure that planned operations are safe.

1.2.17.2. Publicizes snow and ice hazard information and the precautions to take when encountering SIC equipment.

1.2.18. 52 CS Responsibilities:

1.2.18.1. Provides land mobile radio (LMR) communications for SIC operations with tower net.

1.2.18.2. Reviews requests for LMR equipment according to AFI 33-106, High Frequency and Land Mobile Radio Management.

1.2.18.3. Repairs LMRs for SIC operations using established priority repair lists in unit or base directives.

2. Training for SIC.

2.1. Give the highest priority to training prior to each winter. Include:

2.1.1. Formal classroom lectures, training films, and discussion periods.

2.1.2. Hands-on training for all SIC equipment. Perform practice runs with the equipment using typical operation scenarios. Substitute water for liquid deicers to reproduce realistic operations.

2.1.3. Identify operator maintenance responsibilities, including fuel, fluid, supply locations, repair techniques, and Heavy Equipment Maintenance reporting procedures.

2.1.4. Conduct training on communication procedures and right-of-way information.

2.1.5. Provide details of the SICP, emphasizing the order of priorities.

2.1.6. An airfield and base familiarization tour highlighting locations where problems are likely. Conduct a night tour for night shift employees.

2.1.7. Inform personnel of duty location, duty hours, duty uniforms, shift schedules, and notification procedures.

2.1.8. Periodic attendance at technology sharing seminars and workshops with other military bases and government agencies.

2.2. Preparing the Snow Removal Team.

2.2.1. Units must comply with all vehicle licensing, personal protective equipment policies. All equipment operators, military or civilian, must meet minimum training hour requirements before licensing. Employ over hires early enough to leave time for their training and medical examinations.

2.2.2. SIC operations and working conditions are hazardous. Anticipate hazards to snow equipment and attachments because of hidden obstructions. Emphasize safety and make sure that all operators wear safety restraints.

2.3. Preparing snow removal equipment.

2.3.1. Perform pre-season operational checks, including dry runs that resemble winter use as closely as possible. All equipment must be mechanically sound and operational by 1 September. Equipment status must be available for the pre-season meeting. Use heated storage to lengthen the equipment life, reduce maintenance costs, and ensure rapid response.

2.3.2. Install and inspect radios early.

2.3.3. Begin daily run-up and operational checks of all equipment when the temperature drops below freezing.

2.3.4. Adjust and calibrate all SIC equipment attachments precisely. Load ballast and install tire chains prior to SIC operations.

2.3.5. Equip each unit with required support materials such as tow cables, shovels, shear pins, ice scrapers, and tool kits.

2.3.6. Use wear-resistant tungsten carbide cutting edges to reduce maintenance.

2.3.7. Replenish broom cores with poly bristles and spacers.

2.3.8. Put vehicle call signs, base and airfield maps, spreader settings, operator manuals, and snow removal priorities in each vehicle.

2.4. Reviewing Runway Ice Detection System (RIDS).

2.4.1. Using sensors. Sensors embedded in the pavement measure surface conditions. They precisely measure the pavement temperature, indicate the presence of water or ice, and provide information SCC to choose the most appropriate SIC strategy.

2.4.2. Influencing factors. Many factors influence the formation of ice on pavements, including pavement temperature, surface color and composition, wind humidity, solar radiation, traffic, and residual deicing chemicals. Air temperature is not an accurate gauge of pavement surface conditions. Knowing the direction and rate of change of pavement temperature allows predicting ice formation. Sensors are particularly valuable in timing anti-icing applications of chemicals. When ice or compacted snow accumulates on pavements, knowing the pavement temperature helps determine the application rate of the chemicals to use the least amount of material.

2.4.3. Pre-season Checking. System is checked prior to the start of the snow season to make sure that routine maintenance was completed and that the system is operational. Filters are replaced and sensor pins cleaned.

2.5. Establish the Snow Control Center (SCC). The snow control center is a focal point for all SIC activities. The SCC is equipped with:

2.5.1. At least two class “A” telephone extensions for recalling off-base personnel.

2.5.2. One radio transceiver or remote. Use a dedicated net for snow removal communications when possible.

2.5.3. Dispatch boards displaying vehicle registration numbers, nomenclature, vehicle status, dispatched location, operator, radio call sign, and comments.

2.5.4. Appropriate layout maps with color-coded priorities, status, and runway surface conditions.

2.5.5. Required publications, including this instruction.

2.5.6. Personnel rosters showing duty status and recall information.

2.5.7. Charts identifying current weather conditions and the forecast.

2.5.8. Priority shelter listing.

3. Protecting United States Air Force Property.

3.1. The 52 CES/CEOH Chief specifies “safety zones” around key assets and includes this information in the SICP. Snow removal vehicles will not operate within these safety zones.

3.2. Infrastructure. 52 CES/CEOH crews mark all obstructions that could damage or be damaged by snow equipment to include airfield lighting. Hazardous temporary snow windrows will be marked with Yellow-orange sea dye that cannot be immediately removed to allow for safe aircraft operations.

3.3. Facilities. SIC equipment operators maintain sufficient clearance around facilities to prevent damage. Operators must observe safety zones.

3.4. Environment. The 52 CES/CEOH Chief will work cooperatively with the 52 CES/CEV to ensure applications of deicing agents are in accordance with local storm water provisions.

4. Concept of Snow Removal Operations.

4.1. Spangdahlem Air Base must conduct snow and ice removal operations 24 hours a day to maintain the mission at its highest state of readiness. Specific actions by the individuals and organizations listed in this section must be implemented or conducted during winter snow and ice storms. The SCC will request through the tower to have the runway and taxiway lights left on during SIC operations which extend beyond the normal operating hours of the control tower. When the tower is closed, request will be made through 52 CES Electrical Flight, airfield lighting.

4.2. 52d Operations Support Squadron Airfield Management (52 OSS/OSAM) will be the central point of contact for snow and ice removal priorities on the active runway, taxiways, arm/de-arm pads, ramp 4 in cases of transient traffic in short notice, and all other taxiways. 52 OSS/OSAM will coordinate with SCC on all snow and ice removal control requests. Those include:

4.2.1. Determining snow removal priorities on the runway and assigned taxiways, and coordinate them through the SCC.

4.2.2. Take runway condition readings (RCR) and relay runway surface conditions (RSC) to the supervisor of flying and the SCC.

4.2.3. Coordinate with the SCC and shift supervisor on special clearing requests, in the event that an inbound aircraft arrives before an area is cleared for aircraft parking.

4.2.4. Instruct Barrier Maintenance or the 52 CES Fire Department (during other than normal duty hours) to disconnect and remove barrier pendant cables upon request from snow control. In the event barriers must remain operational, Airfield Arresting System personnel will hand clear snow from around cables/connecting devices.

4.2.5. Notify the Control Tower of any unusual circumstances existing or anticipated during snow removal, to include potential and known hazards (windows, snow banks, slush, etc.) on the runway. This is especially critical whenever snow removal operations have to be interrupted for departing and arriving aircraft.

4.2.6. 52 OSS/OSAM personnel will coordinate directly with SCC to adjust airfield priorities as necessary to meet real-time operational requirements. If 52 OSS/OSAM requires use of Ramp 4 due to early/unscheduled transient arrivals, they will coordinate with SCC and immediately inform 52 FW/MOC. This will pull SCC equipment from 52 FW/MOC priorities which may delay or cancel sorties. 52 FW/MOC will then create a new HAS priority sheet and forward it to the SCC. 52 OSS/OSAM will also notify 52 FW/MOC of transient cancellations.

4.3. Snow Removal Crew will attend to airfield pavements as first priority, then maintenance area pavements according to the priority list provided by 52 FW/MOC.

4.3.1. Production Superintendents (Pro Super) and others in the maintenance area cannot direct the snow team members. Snow Removal Crew will remove snow based on the 52 FW/MOC's single, consolidated, prioritized list.

4.3.2. Pro Supers are to be designated as the authorities for declaring hardstands "Clear". Subsequent direction to the Snow Removal Crew must still come from 52 FW/MOC.

4.3.3. SCC will call 52 FW/MOC to inform them each time a hardstand/area is completed.

4.3.4. 52 FW/MOC will direct Pro Supers to inspect and accept each area as soon as possible, but NLT two hours prior to T/O time.

4.4. Runway Clearing: The runway will be cleared with a 75-foot centerline strip at the start of each snowstorm. When the runway is usable and flying operations can begin, further clearing will be done in coordination with 52 OSS/OSAM operations.

4.4.1. Runway Edge Lights. Threshold lights on pavement and runway distance markers will be kept uncovered and exposed to view at all times. Equipment operators will exercise care to protect lights from damage while performing snow removal.

4.4.2. The parallel and ramp taxiway will be cleared with a 30-foot wide centerline. The ramp taxiway will be kept cleared to maximum extent possible to ensure a safe operating environment for personnel and equipment.

4.4.3. Taxiways ALPHA, DELTA and ECHO will be cleared to include the arm/de-arm pads.

4.4.4. Priority listing of aircraft shelter trees and hardstands will be cleared as instructed by the 52 FW/MOC.

4.4.5. Taxiway CHARLIE will be cleared with a 30-foot wide centerline.

4.4.6. Ramps 1, 2, 3, and 4 will not require priority plowing unless requested by 52 OSS/OSAM operations or 52 FW/MOC.

4.4.7. The Instrument Landing System Glide Slope Near Field / Far Field Reflection Areas and PAR Reflector Sail will not require priority plowing or deicing unless snow accumulation reaches 18 inches (less if there is noticeable effect on the glide slope signal). Snow removal will be directed by 52 CS Maintenance Control, when snow accumulation requires these areas to be plowed or deiced. Snow removal operations will be performed under the supervision of 52 CS Metrological and Navigational Equipment (MET/NAV) and Radar Maintenance personnel.

4.4.8. Unusual requirements (i.e. aircraft towing, Close Watch) will be coordinated with the 52 FW/MOC and the SCC.

4.4.9. During heavy snowfalls, snow brooms, plows, and blowers will be used to displace and cast snow over airfield lighting. Bulk snow piles hindering safe aircraft operations will be removed from the airfield and stock piled.

4.5. Operating Techniques: The type and quantities of snow and ice control equipment authorized, depends on the operational status of this base, and the average annual snowfall. The high-speed snow removal technique requires the use of a large capacity rotary snow blower in combination with runway sweepers and high-speed rollover plows. Snow removal techniques are, by necessity, high speed and cannot be accomplished within the normal 15 miles per hour flightline speed limitations. Control tower personnel, vehicle operators, and aircraft ground personnel should be aware of this requirement

and yield to snow and ice control equipment. Damage to snow removal vehicles and attachments can occur due to the nature of the operation and conditions.

4.5.1. Snow removal equipment will be inspected at least once per shift to identify breakages or losses of parts that could pose a Foreign Object Damage hazard to wing aircraft.

4.5.2. Airfield snow removal operations will normally include using runway sweepers throughout the duration of the snowfall to maintain the center width of the runway in bare pavement conditions, regardless of the rate of snowfall. In light-to-moderate snowfall conditions, the scope of the operation should be enlarged to include the entire primary instrument runway, using displacement plows and rotary blowers as needed to remove the windrows in excess of 2 feet left by the sweepers. Under heavy snowfall conditions, the scope of the operations may be decreased to concentrate all efforts in keeping the centerline portion open. Wind velocity and direction determines the clearing pattern to be followed in many instances.

4.5.3. It is necessary to maintain a safe distance between vehicles operating in a snow removal pattern to avoid accidents resulting from loss of visibility.

4.5.4. Equipment movement must be carefully timed and coordinated to ensure an orderly turn-around and a safe re-entry at the start of the return trip.

4.5.5. Close liaison between the control tower, snow control, and snow removal crew chiefs must be maintained.

5. Radio Communications: The snow control radio net must maintain contact with the control tower at all times when equipment is operating on the airfield. Snow removal operations will take priority over other users on a multiple-user net, unless otherwise directed by the tower.

6. Removing and Controlling Ice on the Airfield: Ice and compacted snow on any traveled surface creates a hazardous condition. Failure to eliminate hard-packed snow from airfield surfaces can jeopardize the base's mission. Due to the increased emphasis on the use of chemicals and the protection of the environment the following will be adhered to:

6.1. Liquid Deicer, Clearway One will be applied to a 75-foot strip on the centerline of the runway when determined necessary by the 52 CES/CEOHH Noncommissioned Officer in Charge (NCOIC).

6.2. Liquid Deicer, Clearway One will be applied to a 30-foot centerline strip on all taxiway and arm/de-arm pads when determined necessary by the 52 CES/CEOHH NCOIC.

7. Snow Removal from Streets, Roads, Parking Lots, Housing, and Other Areas: Snow removal from roads and other secondary areas will be accomplished using established priority listing; any additional request will be coordinated with the SCC. Base snow removal operations will be worked in conjunction with airfield snow removal operations when equipment and personnel are available and snowfall is light enough so base-clearing operations will not hamper the operations on the airfield.

7.1. Streets and Roads: Procedures for clearing snow from streets and roads vary with the amount of snow equipment available, obstructions encountered, and the surrounding terrain.

7.2. Parking Areas: Operations will vary depending upon size, layout, urgency of use, etc. Priority clearance will be assigned to the primary work and usage areas.

7.3. Other Areas: Snow removal from around fire hydrant and hose reel compounds, building entrances, dumpster sites, loading ramps and sidewalks and parking areas in family housing will be accomplished by the occupants or building custodians by hand shoveling, blowers, or small tractor-mounted plows.

8. Post Snow Season Actions: The 52 CES/CEO reviews the activity logs at the end of the snow season, determines the problems and successes, and incorporates improvements into the revision of the SICP. They will also prepare actions for the next snow removal season at the end of the current season.

8.1. The 52 CES/CEOH Chief, or his designee, thoroughly inspects, repairs, and stores all snow and ice control equipment as soon as possible. Identify all required replacement parts and order them immediately. The Vehicle Control Officer or Noncommissioned Officer will brief the staff on the status of snow removal equipment at commander's briefings.

8.2. The 52 CES/CEOH Chief will complete normal end-of-season activities such as storing snow fences and snow markers. Inspect all pavement surfaces for damage caused by snow removal equipment. Survey other property for possible damage, such as airfield lighting, aircraft arresting systems, base signs, grounds, and security fences.

STEPHEN P. MUELLER, Brigadier General (S), USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 32-10, *Installations and Facilities*

AFI 32-1002, *Snow and Ice Control*

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

TO 33-1-23*, Procedures for Use of Decelerometer to Measure Runway Slickness*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFPD—Air Force Policy Directive

HAS—Hardened Aircraft Facility

IAW—In Accordance With

LMR—Land Mobile Radio

RCR—Runway Condition Readings

RSC—Relay Runway Surface Conditions

RIDS —Runway Ice Detection System

SCC—Snow Control Center

SIC—Snow and ice Control

SICC—Snow and Ice Control Committee

SICP—Snow and Ice Control Plan