



U.S. Department
of Transportation
**Federal Aviation
Administration**

Advisory Circular

Subject: Airport Winter Safety and
Operations

Date: 02/15/2012

AC No: 150/5200-30C

Initiated by: AAS-300

Change: 1

1. Purpose of this Advisory Circular (AC).

This Change adds the requirement to identify Aircraft Rescue and Fire Fighting mutual aid access points(s) to include gate(s) operability. This Change is in response to a National Transportation Safety Board safety recommendation.

2. Principal Changes.

We have marked changed text with vertical bars in the margins.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
1-2	12/09/2008	1	12/09/2008
		2	02/15/2012

Michael J. O'Donnell
Director of Airport Safety and Standards

This page intentionally left blank.

Chapter 1. Introduction

1-1. Snow and Ice Control Committee. The presence of contaminants such as snow, ice, or slush on airfield pavements and drifting snow causes hazardous conditions that may contribute to airplane incidents and accidents. Further, winter storm conditions usually reduce airport traffic volumes through flight delays and/or cancellations and, in severe storm conditions, airport closures. The extent to which these undesirable effects are minimized will depend on the approach taken by the airport operator to combat winter conditions. The most successful airport operators at combating winter storms are those that establish an airport snow and ice control committee that conducts pre- and post-seasonal planning meetings, operates a snow control center (SCC), and, most importantly, implements a written plan. This advisory circular provides recommendations and guidance for writing plans plus identifies topics that should receive special focus to improve operational safety. For airports certificated under 14 CFR Part 139, *Certification of Airports* (Part 139), the written plan is referred to as the *Snow and Ice Control Plan* (see section 139.313, *Snow and Ice Control*.)

1-2. Airport Snow and Ice Control Committee (SICC). All airports subject to icing conditions or annual snowfall of several inches (6 inches (15 cm) or more) should have a SICC. Such committees have been effective in (1) preseason planning, (2) focusing the operational plan to improve runway safety and communications between various offices/departments involved or impacted by a storm event, (3) addressing the needs of airport users, and (4) critiquing clearing activities of the airfield and ramp areas after the winter season and after each storm event. It is recommended that ongoing evaluation meetings be held, preferably after each storm event, to allow evaluation of procedures, identify safety concerns, and, when necessary, implement revised clearing procedures. The SICC size and functions will vary based on the airport size, airport users, and the type of winter weather experienced within its geographical location. The airport manager or his/her representative should chair the SICC. The committee should include representatives from the following:

- Airport operations staff.
- Airline flight operations departments or fixed-base operators and airline station personnel (deicing representatives).
- FAA air traffic control, flight station, technical operations.
- Other concerned parties deemed necessary, such as the U.S. military (at joint-use airports), service providers, and contractors who may be actively conducting construction activities.

Snow Control Center (SCC). The airport operator should set up a *Snow Control Center (SCC)* for snow and ice control activities. Depending on the size of the airport and its operations, the SCC may be in a special room or facility, or it might be a “snow desk” in a maintenance building, or it could be the command vehicle of the operations officer. The SCC performs the following main functions: (1) managing snow clearing operations; (2) serving as a prime source of field condition reporting, e.g., timely runway braking conditions, snow accumulations, etc.; (3) informing the airport traffic control tower (ATCT), air carriers, air taxis, and other parties of expected runway closures and openings; and (4) issuing timely NOTAMs

(see AC 150/5200-28, *Notices to Airmen (NOTAMS) for Airport Operators*, and FAA Orders 7930.2, *Notices to Airmen (NOTAMS)*, and 7340.1, *Contractions*.)

1.4 Airfield Clearing Priorities for the Snow and Ice Control Plan (SICP). Airport operators cannot simultaneously clear all snow, slush, ice, or drifting snow from both the entire aircraft movement area and all supporting facilities necessary for flight. However, the airport operator can limit interruption of service as much as possible by classifying the most critical portions of the aircraft movement area and supporting facilities as Priority 1 and then taking care of other areas in their order of importance. For such a system to work, the SICP should identify at a minimum two priority categories based on the airport's safety requirements, flight operations, visual navigation aids (VISAIDs) and electronic navigational aids (NAVAIDs), and other factors deemed important by the airport operator. Figure 1-1 illustrates an airport with typically prioritized areas.

a. Priority 1. Items normally included in this category are the primary runway(s) with taxiway turnoffs, access taxiways leading to the terminal, terminal(s) and cargo ramp(s), airport rescue and fire fighting (ARFF) station(s), **identified ARFF mutual aid access point(s) to include gate(s) operability**, emergency service roads, NAVAIDs, and other areas deemed essential, such as fueling areas and airport security/surveillance roads.

b. Priority 2. Items normally included in this category are crosswind/secondary runways and their supportive taxiways, remaining aircraft movement areas, commercial ramp areas, access roads to secondary facilities, and airfield facilities not essential to flight operations or not used on a daily basis.

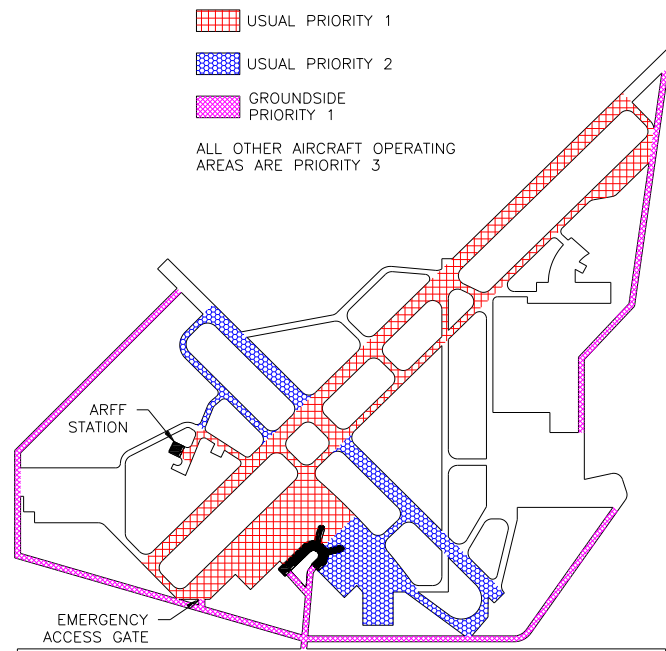


Figure 1-1. Example of Prioritized Paved Areas for the Snow and Ice Control Plan