

Survival Factors Group Chairmen Report Attachments

Attachment 6

**LUBBOCK PRESTON SMITH INTERNATIONAL AIRPORT
SNOW AND ICE OPERATIONS
2008**

Determining when snow/ice removal will begin is the responsibility of the operations supervisor, operations agent on duty, airfield maintenance supervisor or designated representative. Responsibilities will include.

1. Determining when snow/ice removal operations will begin. This will be based upon the evaluation of existing conditions, present and forecast weather conditions.
2. Maintaining a continual check of runway conditions for depth of snow, ice, slush and braking conditions.
3. Dissemination airport conditions information.
4. Reporting any changing conditions from those previously reported.
5. Informing the ATCT and the snow desk of the current airport surface conditions. (Contact snow desk for braking action reports and airfield conditions [REDACTED])

Runway friction stopping test will be assessed with a decelerometer and a ground vehicle.

Braking action reports will be given in MU readings. (Good, fair, poor and nil will not be used.)

SNOW

Snow removal operations on the airfield movement area will be conducted by the airfield maintenance crew and are to commence with the accumulation of ½ inch of wet snow or ½ inch of dry snow on the paved surfaces.

Snow plows will not be taken off in the middle of a pass on runway being plowed.

PRIORITY 1

The active runway favored by weather conditions, associated parallel taxiway, taxiways connecting the active runway to the terminal ramp and the established ARFF road from the fire station to taxiway Juliet are to receive **first priority**.

When wind conditions dictate, it may be necessary to modify the standard procedures and adapt operations and procedures according to the uniqueness of the conditions.

Taxiways leading to West side FBO's and North cargo ramp will be cleared as needed.

PRIORITY 2

Remaining runway associated parallel taxiway and taxiways connecting to the terminal ramp.

PRIORITY 3

Remaining taxiways, cleanup at taxiway intersections, service road.

ICE

In general, icing conditions occur when ambient temperatures are between 28 degrees and 34 degrees. When temperatures begin to drop or rise to this range, airport personnel will make frequent checks. Icing conditions are also monitored by airport maintenance SCAN system. This system consists of sensors embedded at various points of runways 17R-35L and 8-26. Sensors are also located at various locations on taxiways Juliet, Mike and Terminal ramp. These sensors relay surface information to the airfield maintenance building where maintenance personnel can monitor them. This information will show surface temperature, sub pavement temperature and moisture collecting on paved surfaces. This information will help indicate when deicing operations need to be started. The critical time for ice prevention and control begins just before or right at the start of icing conditions. Granulated urea will be applied to the first priority airport operational surfaces as earlier outlined for snow control, during the critical temperatures if moisture or precipitation is occurring or is expected to occur. Prefreezing application will tend to keep any precipitation from freezing on the surface thus facilitating ice control. In the event that ice forms on the airport operational surfaces, the standard procedure will be to spread urea if ambient temperature is steady at 19 degrees or above. Below this temperature the melting action of urea becomes less effective.

CLEANUP OPERATIONS

The operations supervisor, operations agent, airfield Maintenance supervisor or designated representative, will make frequent inspections of all airport operational areas to determine the areas and the schedule of area to be cleaned in addition to those areas previously cleaned. Cleanup operations will conclude when there are no deposits of snow, slush, or ice on any paved areas of the primary and secondary airport operational surfaces. No runway lights, taxiway lights or airfield signs will be covered with snow or ice deposits.

FIXED BASE OPERATORS ON WEST SIDE, HANGAR OPERATORS AND OTHER TENANTS WILL BE RESPONSIBLE FOR SNOW AND ICE CONTROL ON THEIR RAMP AREAS.

Individual airline regulations may prevent flights from landing or departing.

If you have questions call Steve Hemmeline (field maintenance supervisor)





Lubbock Preston Smith International Airport

Monitoring Winter Weather and Initiating Snow and Ice Removal

PROCEDURE #: AF-7
PREPARED BY: AL/RW
REVIEWED BY: CP on 03/16/08

Purpose:

This document provides guidelines for monitoring winter weather and initiating snow and ice removal when necessary.

Background:

When winter weather is forecasted we must be prepared to initiate snow removal at a moments notice. This procedure provides basic guidelines and procedures for monitoring winter weather and notifying snow and ice removal staff if necessary. This procedure is basic in nature and designed to be used as a guide. Every winter storm is different.

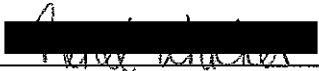
Procedure:

When winter weather is forecasted, the Operations Agent on duty will do the following:

1. Obtain weather forecasts and other information to assess the probable arrival time and impact of winter weather on LBB. The following resources are available to complete this task: National Weather Service (██████████), Airport Weather Observation System (AWOS) (747-7217), the SCAN system, weather forecasts or the Air Traffic Control Tower (ATCT) (██████████)
2. Monitor pavement temperatures. If winter weather is imminent and pavement temperatures are at or below 34°F Operations Agents should communicate with other staff members to develop a plan of attack for snow and ice removal.

When LBB is experiencing snow or precipitation, and conditions for accumulation or ice are favorable, Operations Agents will perform inspections to determine whether or not snow accumulation or slippery surfaces are developing. If hazardous conditions are developing, Operations Agents will notify the Operations Dispatcher to contact the Airfield Maintenance Supervisor, Building Maintenance Supervisor and the Operations Supervisor or their designee. Once the above staff has been notified, it will be up to them to determine the staffing needs to perform snow and ice removal.

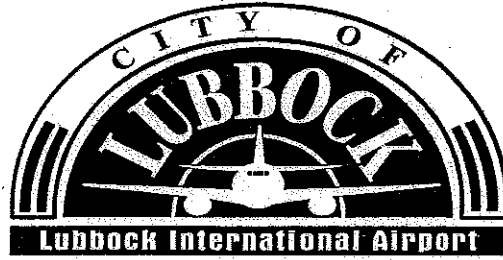
Between 2100 and 0500, the Airport Police will perform the inspections mentioned above and notify the Operations Dispatcher when snow accumulation or slippery surfaces are developing.



Renee' Whicker
Operations Supervisor

3/24/08

Date



LUBBOCK PRESTON SMITH INTERNATIONAL AIRPORT
OPERATIONS DEPARTMENT

Decelerometer Use

PROCEDURE #: AF-13

PREPARED BY: AL/RW

REVIEWED BY: MH on 03/07/06

REFERENCE: FAA AC 150/5200-28B, NOTAMs for Airport Operations
FAA AC 150/5200-30A, Airport Winter Safety & Operations

Purpose:

This document outlines the procedures used by Airport Operations for determining the braking action at Lubbock Preston Smith International Airport (LBB) during adverse winter conditions.

Background:

Air carriers often request braking action reports. Airport Operations will conduct friction tests to determine the braking action at LBB. The results will be relayed to the Air Traffic Control Tower (ATCT) and to Airport Operations for further dissemination.

Procedure:

Using a decelerometer to measure braking action on the runways and taxiways:

A decelerometer works well on packed snow and ice. However, it does not work well on wet pavement.

The decelerometer shall be used three times in each of the three zones (touch down, mid-point and roll-out.) Do not test the braking action on painted pavement, as this affects the results. Remember, runway friction measurements take time, and while the tests are being conducted the runway will be unusable for air traffic. LBB staff must work closely with ATCT to minimize the interruption of the normal traffic flow. Close coordination among all parties concerned is mandatory to achieve personnel safety, traffic management, and timely friction measurements.

Friction tests shall be performed upon any major change in the surface conditions; before the first flight of the day; based upon the braking action reports from pilots; after an incident or an accident; and on a periodic basis during the time that the airfield pavement is contaminated with snow, slush or ice.

Hourly updates will start at 0430, or as necessary.

The following procedure shall be adhered to when conducting a friction test:


- A. Obtain ATCT clearance.
- B. Set the Free/Test clip to the test position, then proceed with the test.
- C. Conduct the test run at 20 miles per hour on an unpainted surface.
- D. After the location has been reached, apply the brakes in a positive manner, sufficiently hard enough to lock the brakes for a period of approximately one second. The goal is to produce maximum braking without causing the vehicle to skid out of its direction of motion. The test shall be conducted three times in each of the three zones. To determine the overall friction average for the entire length of the runway, average the three calculations within each zone. The number of readings must always be divisible by 3. The procedure shall be repeated for each zone.
- E. Record the results on the 'Airfield Conditions Report Log' located in the Airport Operations vehicle and disseminate the results to the Snow Desk and the ATCT. The Snow Desk will then forward the information to all concerned parties and will issue a NOTAM if conditions warrant.

The Airfield Conditions Report Log:

When snow or ice storms affect the AOA, the Airfield Conditions Report Log will be used. The purpose of this log is to provide an accurate and complete chronological log of reports received from Airport Operations regarding airfield conditions during snow and ice storms. An Operations Agent will call the Snow Desk to update the location, remarks, and braking action readings. Readings may only be taken from selected locations, depending on the severity and intensity of the storm.

Operations Dispatchers: Update the appropriate information and fax or phone this information to the airlines, FBOs, etc.

Operations Agents: After completing braking action readings on all runways and taxiways to be used, call in your readings to the Snow Desk. Provide the Operations Dispatcher with the location and remark (type of accumulation, method used to remove, and the braking action readings taken). This information will be faxed or phoned to the appropriate tenants.


Renee' Whicker
Operations Supervisor

March 17, 2006
Date